

DEPARTMENT OF MINES AND ENERGY

SOUTH AUSTRALIA



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YORKE

COAST PROTECTION DISTRICT

DRAFT MANAGEMENT PLAN



COAST PROTECTION BOARD

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South Australian Coast Protection Board

YORKE COAST PROTECTION DISTRICT
MANAGEMENT PLAN

DRAFT FOR PUBLIC EXHIBITION

Prepared by

Coastal Management Branch
Department of Environment and Planning

March, 1985

This plan has been prepared in accordance with Part III of the Coast Protection Act, 1972-78 by the Coast Protection Board.

The Board wishes to thank officers of Government Departments, members and staffs of Local Government authorities, consultants, private individuals and voluntary organisations who have assisted in the preparation of this Management Plan.

In particular it thanks the officers of the Coastal Management Branch of the Department of Environment and Planning.

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EXPLANATORY STATEMENT

i.i THE COAST

The South Australian coast includes many landforms and activities along its 4000 kilometres of land and water from the Great Australian Bight to the South East.

- . On a summer's day thousands of South Australians escape the heat of the city by a visit to the beach, but they often face a traffic jam to get there only to find no parking space, no shade and very few, if any, facilities.
- . Many South Australians live quite close to the sea, sometimes too close when potential storm damage or destruction of views and foreshore recreation space are considered.
- . The attraction of the coast as a place to spend some time has led to demand for shacks, houses and caravan parks, but the demand is not always met in the best way for everyone as sprawling development, blocked views and overcrowded facilities diminish the attraction that gave rise to the demand in the first place.
- . Several areas along the coast are considered especially important for scientific or educational reasons and have been set aside as conservation areas for present and future generations, but sometimes the inspiration and serenity these areas provide is destroyed by the sound of a trail bike or the sight of vegetation trampled by heavy foot-traffic. Sometimes important scientific or educational areas are developed and lost altogether.
- . Rural areas on the coast are usually both attractive and valuable for production but can block public access or can upset the coastal environment by over-clearing and over-grazing.

Minerals

The coast is a popular place to live, work and play and it should be enjoyed by as many people as possible but in a way that enhances rather than detracts from the environment.

i.ii THE NEED FOR COASTAL MANAGEMENT

No plans can foresee all of the problems or provide all the answers for the future of the South Australian coast. However, there are enough examples, including the ones above, to demonstrate that intensifying demand and competition between activities on the coast can lead to mistakes in the use of the coast that will prove costly in the long run.

The coast is finite and should be treated not as ordinary real estate but as a unique place with unique features, problems and appeal, where conservation and special kinds of development should have priority.

This suggests a need for coastal management, which is a process of making decisions on use of the coast, having first studied the environment and its capabilities as well as the issues involved and alternative solutions to them, and having sought and considered the views of the public. It will generally involve guiding development and recreation to less sensitive areas, while restricting access and use in more fragile parts.

i.iii COASTAL MANAGEMENT IN SOUTH AUSTRALIA

In the late 1950s a number of Adelaide seaside Councils formed a committee to discuss mutual problems related to coastline development, with particular emphasis on protection from storms.

Following an approach by this committee the Civil Engineering Department of the University of Adelaide undertook a five year study of the metropolitan coast. The study was completed in 1970 and recommended the establishment of a statutory body with the defined responsibility for management of the coastal zone, provided with adequate staff and finance to perform this task.

The recommendations were accepted by the State Government and the Coast Protection Act was passed in 1972.

The Coast Protection Act and Board:

The Coast Protection Board is specifically responsible under the Coast Protection Act 1972-1978:

- (a) to protect the coast from erosion, damage, deterioration, pollution and misuse;

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- (b) to restore any part of the coast which has been subjected to erosion, damage, deterioration, pollution or misuse;
- (c) to develop any part of the coast for the purpose of aesthetic improvement, or for the purpose of rendering that part of the coast more appropriate for the use or enjoyment of those who may resort thereto;
- (ca) to manage, maintain and, where appropriate, develop and improve coast facilities that are vested in, or are under the care, control and management of, the Board;
- (d) to report to the Minister upon any matters that the Minister may refer to the Board for advice;
- (e) to carry out research, to cause research to be carried out, or to contribute towards research, into matters relating to the protection, restoration or development of the coast;

The Board has six members representing the fields of state planning, tourism, local government, coastal engineering, marine and harbours, and ecological science. It is responsible to the Minister for Environment and Planning and staff is provided through the Department of Environment and Planning.

The duties of the Board are performed by dividing the South Australian coastline into Districts which are separately studied. When a study is completed for any District a Management Plan is prepared, approved and implemented by regulation and by assistance to Councils.

The Board is encouraged by the structure of the Act to work through Local Government bodies and is anxious to receive advice from the general public and local Councils, either directly or via the Consultative Committee for the District. These committees are established to advise the Board, and consist of one representative from each Council within each Coast Protection District.

The Coast Protection Districts:

It is intended that the coastline of South Australia be divided into seven coast protection districts.

Prior to the commencement of a study report the Districts are proclaimed over the areas defined as "coast". Under the Act "coast" includes all land three nautical miles below low watermark to one hundred metres above mean high water mark on the seashore at spring tides. It also includes land within any estuary, inlet, river, creek, bay or lake and subject to the ebb and flow of the tide.

"Coast" and "District" may be varied from the minimum area described above.

The Yorke Coast Protection District:

The Yorke Coast Protection District extends from Gawler River in the Gulf of St. Vincent to just north of the township of Port Broughton in the Spencer Gulf and includes the whole of Yorke Peninsula - a coastline of approximately 650 kilometres. Within this area, the District includes all land, that is:-

- (a) within the mean high-water mark and the mean low-water mark on the seashore at spring tides;
- (b) below and within three nautical miles of that mean low-water mark; or
- (c) declared by regulation published in the Government Gazette on the day of , 1983, at page , to constitute part of the Coast for the purposes of the Coast Protection Act, 1972-82.

The District has been defined to include land which, because of its landform or vegetation or because of its interaction with coastal processes, is coastal in nature. It contains a wide range of landscapes, natural and man-made and land use functions.

Study Reports:

The Act requires that the Coast Protection Board 'make an investigation or cause an investigation to be made, in order to determine the most appropriate measures to be taken to protect, restore or develop the coast comprised in the Coast Protection District in the best interests of the public'.

The Yorke Coast Protection District Study Report

The 'Study Report' for the Yorke Coast Protection District was completed by the Coastal Management Branch, Department of Environment and Planning, in 1980. It was a complete inventory and analysis of the important factors affecting the coast, and the recommendations and concepts for development from it have formed the basis for the production of this Management Plan.

Inevitably the study report's recommendations have been modified due to changing conditions, the need for a consistent management approach for all Districts and the findings of subsequent investigations, but the Study Report will be a useful reference document for some time.

Management Plans:

In accordance with the Act, a Management Plan is prepared for each District which sets forth in general terms the measures that the Board considers necessary or expedient for the protection, restoration or development of the coast comprised in the Coast Protection District.

It is envisaged that each Management Plan will be arranged according to the same format beginning with an Explanatory Statement. The General Management Policies chapter contains broad objectives on coastal management that have been arranged under subject headings. The following chapter, entitled District Management Policies, contains descriptions and policies for the various land form and preservation areas found within the Yorke Coast Protection District. The final chapter contains Coastal Scheme Plans which illustrate the manner in which certain sections of the District should be developed. The Coastal Scheme Plans include a Statement of Coastal Management Strategy that details the management guidelines that should be observed for that section of the District.

Implementation:

The duties of the Board under the Coast Protection Act indicate that the Management Plan is implemented by a dual system of control and positive assistance.

The Coast Protection Board is empowered to regulate building, construction, mining or excavation and other works. It does this by regulating 'works of a prescribed nature' which shall not be carried out without the

approval in writing of the Board. Where existing regulations are adequate for coast protection, such as those under the Planning Act, 1982, further regulations will not be made under the Coast Protection Act. Any person aggrieved by a decision of the Board with respect to prescribed works may appeal against the decision to the Planning Appeal Tribunal.

The Board also provides financial assistance and expertise to initiate development of the coast that may not otherwise occur.

Under the Coast Protection Act the Board is required to seek public comment on each Management Plan by sending a copy to each Council within the District, arranging for display in areas readily accessible to the public, and advertising. The Board will endeavour to arrange meetings and prepare press statements and brochures, as it recognises the need for all aspects of coastal management to reach as wide an audience as possible so that public attitudes can be effectively gauged and represented.

i.iv HOW TO USE THIS MANAGEMENT PLAN

This Management Plan has been written to show in general terms the measures needed within the Yorke Coast Protection District to achieve an appropriately developed and managed coastline.

To ascertain the measures proposed for any one area:

- (1) assess if the area falls within the Coast Protection District;
- (2) if it is, determine the appropriate subject heading(s) under the General Management Policies chapter (i.e. if you want to see an access point provided to a part of the District, the most relevant sections will be 1.5, 1.6 and 1.7).

NB. Whilst the remaining General Management Policies may be of less significance, it is recommended that they should also be read to provide an overall context for coastal management in this state.

- (3) next, determine the landform classification that best describes the area involved and refer to the District

Management Policies pertinent to that landform. In many instances it may be necessary to refer to several landform classifications.

NB. Please remember to establish whether or not the landform classification(s) is identified as a Preservation Area (Section 2.7) before referring to the final chapter.

- (4) Where appropriate, Coastal Scheme Plans have been prepared for certain sections of the District and are located in Chapter Three. Don't forget that the Coastal Scheme Plans include a Statement of Coastal Management Strategy and you will need to read this in conjunction with noting the details of the plan itself.

For ease of reference the Coastal Scheme Plans have been placed under the appropriate Council - both in alphabetical order.

NB. The Statements of Coastal Management Strategy provide additional detail to the General and District Management Policies for certain sections of the District. Accordingly it is important to note that they do not replace these policies. For those sections of the District where no Coastal Scheme Plan has been prepared it is necessary to consider only the General and District Management Policies.

- (5) for further information or for assistance ring the Coastal Management Branch, Department of Environment and Planning on (08) 216 7777, or write to the Branch at:

New Zealand Insurance Building
P.O. Box 667
ADELAIDE. S.A. 5001

Management Plan Review

It is a characteristic of coastlines that they are subject to continual and sometimes considerable changes. Many of the changes that occur on the coast will lead to necessary changes in management of the coast.

The Coast Protection Act states that the management plan will be written in general terms but, because of the above, it is

anticipated that policies will go out of date over time. So that the management plans retain their usefulness, they will be reviewed regularly, either as a result of changes that have taken place or as new knowledge and policy emerge.

Note: This explanatory statement does not form part of the Management Plan.

1.1 INTRODUCTION

There are many issues of coastal management common to all Coast Protection Districts. The general policies of the Coast Protection Board are broad guidelines established to resolve these common issues and many apply to the coastline throughout South Australia. Although they are not specific to sections of coast or individual proposals, they are nevertheless relevant to both.

1.2 STATE AND LOCAL GOVERNMENT RESPONSIBILITIES

Issues: Local Government has traditionally been delegated the responsibility for the development, care and control of land on the coast, and there are good reasons why this situation should continue. Familiarity with and accessibility to local and regional interests and opinions are invaluable to sound coastal planning. Local Government is directly accountable to the landowners most likely to be affected by coastal planning and is in a position to assist in the implementation of those plans, thereby minimising costs and delays.

However, when the environmental impact of land-use arrangements affects the people of the entire State, decisions about those arrangements can no longer remain matters of purely local concern. The State is concerned with most activities on the coast, in varying degrees, depending on the impact or potential impact of the activity. The often difficult decision of whether an activity is a State rather than local responsibility should be made by the Coast Protection Board, as it is the only body with specific statutory obligations for management of the coast, but the prime responsibility for coastal management will continue to rest with Local Government.

General Management Policies

1.2.1 The Coast Protection Board will work closely with Local Government in all aspects of coastal management in South Australia.

1.2.2 Wherever possible the Coast Protection Board will implement the policies of this Management Plan through Local Government and legislation available to Local Government, such as the provisions under the Planning Act 1982.

1.2.3 Financial and technical assistance will be provided to Local Government by the Coast Protection Board for the protection, restoration and development of the coast.

1.2.4 The Coast Protection Board will ensure that State welfare is adequately considered where, in the opinion of the Board, the impact of an activity is of State concern.

Planning Act

1.3 EXISTING LEGISLATION AFFECTING THE COAST Issues: In addition to the Coast Protection Act of 1972 several Acts relate directly to management of the South Australian coastline. Decisions are made under the Planning Act, Local Government Act, Harbors Act, Crown Lands Act and other Acts which should include consideration of coastal nature of the land. The Coast Protection Board is often consulted by the people administering these Acts before such decisions are made, and this practice will continue.

However, following proclamation of an approved Management Plan for a Coast Protection District and declaration of enabling regulations, some decisions previously made under other legislation could be made by the Coast Protection Board under the Coast Protection Act.

Regulations will not be made under the Coast Protection Act if suitable controls are available under the Planning Act. Many of the policies of this Management Plan will be implemented under the Planning Act, obviating the need for separate regulations under the Coast Protection Act.

Examples of cases where other State departments may need to meet the requirements of the Coast Protection Board include construction of roads, electricity or drainage in areas very close to the sea and the development of foreshore areas in State ownership.

Wide discrepancies exist between by-laws relevant to coastal management. The discrepancies occur between Councils and also between different by-laws of the same Council. It is apparent that many such by-laws are out of date and require amendment to promote uniformity and coherent coastal management.

General Management Policies

1.3.1 Where appropriate, the Coast Protection Board will utilise existing legislation affecting the coast to perform the duties imposed upon it under the Coast Protection Act.

1.3.2 The Coast Protection Board will use the provisions of the Planning Act to implement the policies of this Management Plan to avoid duplication of controls.

1.3.3 The Board will liaise with and advise other authorities and departments of its coastal management policies and request their assistance to implement such policies.

1.3.4 Where existing legislation or the administration of it is at variance to the coastal management policies or could be substantially improved, the Coast Protection Board will suggest and/or support necessary changes to avoid possible conflict and duplication.

1.4 RESEARCH

Issues: One of the most important functions of the Coast Protection Board is to carry out research into matters relating to the coast. Many of the mistakes made in coastal development have been and still are the result of lack of understanding of the complexity of coastal processes.

The Coast Protection Act obligates the Board to investigate each of the seven Coast Protection Districts. These investigations when completed are an extremely detailed store of information which forms the basis of management policies, but needs to be continually updated as conditions change.

The Board is in a position to centrally collect, analyse and act upon a wide variety of information that is necessary for sensible coastal management. Problems that occur on the coast have little regard for political boundaries and are usually common to several Local Government areas. The Board will be expected to be the agency that supplies the information required to solve these problems.

Necessary avenues of research include fundamental studies on a specific area of coast or specific issues, monitoring changes on the coast and compiling data collected from other sources.

4.

The research should include studies of physical processes such as beach profiles, plant and animal communities on land and in the sea, demand studies such as parking, boating and camping demands, feasibility studies for moorings, ramps, sea walls, etc., and land use and other studies concerned with the impact of coastal development. It should include public opinion.

Only if research is carried out in this way can Management Plans be effectively reviewed and correct information be distributed to other decision-making bodies concerned with the coastal zone.

General Management Policies

1.4.1 The Coast Protection Board will carry out a comprehensive program of research for the South Australian coastline.

1.4.2 Research carried out or compiled by the Board will form the basis on which management policies will be formulated and reviewed.

1.4.3 The Board will make the information it compiles available to the general public, Local Government and State and Federal departments with a need for such information.

1.4.4 The Board will assist persons undertaking studies that will improve understanding of the South Australian coast.

1.4.5 The Board will co-ordinate coastal research being undertaken in South Australia.

1.5 USE OF THE COAST

Issues: It is quite apparent that the coast is popular for many activities, including a great variety of recreation pursuits, but also for housing, agricultural and commercial uses, and it is reasonable that the attractions of the coast should continue to be enjoyed by as many people as possible.

The use of the coast is constrained by the ability of the coastal environment to tolerate the demands made on it. Furthermore, competition between uses, particularly between private and public uses, is strong. The issue is therefore a complex one and decisions on use should be made by allocating priorities based on the principles discussed below.

The coastline is of finite length, whereas demand for its use continues to grow. If demand is satisfied with minimum restrictions or guidance, it is likely that in many areas one use will predominate even when the area is unsuitable for that use or more suitable for other uses. This has occurred with housing development on the coast as discussed in Sections 1.8 to 1.11.

It is necessary as a first step in allocating priorities for use of the coast to identify areas which, due to their fragile nature, instability or special significance, require protection. Preservation areas suitable mainly for scientific, educational and recreational uses are discussed in Section 1.11.

As well as allocating priorities for use according to environmental capability, public use should generally be given preference over private use, as it equalises the opportunity for people to use the coast and therefore also optimises use. Recreation and tourism, for example, allow the greatest number of people to enjoy the coast at any one time, although there are nevertheless constraints and conflicts involved in expanding use of the coast for this purpose. The constraints include the carrying capacities of beaches, lack of facilities, the number of suitable areas available for different recreational pursuits and access to those areas. The conflicts occur between boats and swimmers, campers and sightseers, off-road vehicles and beach-goers and many other activities, some of which are already restricted, and others, such as cars on beaches, which may require further restriction.

Priority for allocating use of the coast should also be given to uses dependent on a coastal location and that priority should be based on the particular need of each use. Harbours and ports for commercial shipping or fishing, for example, could be expected to be given a high priority, as could associated activities such as warehousing, processing works and transport terminals.

Allocation of priorities according to coastal needs should extend beyond these more obvious examples to include surf lifesaving clubs, yacht clubs, sea rescue and coast guard facilities and a variety of recreational, agricultural, residential, industrial and other uses or activities. There are many examples along the coast where prime foreshore space has been given over to uses that are not

dependent on a coastal location or where sections of coast are under-used in locations where demand for foreshore space is high and can be expected to increase. The assistance provided by surf lifesaving clubs in making the coast a safer and hence more enjoyable place is acknowledged by the Board. It is recognised that this will often result in construction close to the sea.

General Management Policies

1.5.1 The Coast Protection Board will encourage and optimise use of the coast and will monitor demands for use and assess the capability of the coastal environment to cater for demand.

1.5.2 In determining priorities for use of the coast, areas will be identified which, due to their fragile nature, instability or special significance, require protection usually as preservation areas.

1.5.3 The following policies will be adopted by the Board in determining priorities for use in areas of the Coast Protection District not classified as Preservation Areas:

- . the ability of the coastal environment as described in the landform classification in Chapter 2 to cater for uses without undue adverse environmental effects will be of prime concern;
- . preference will be given to public over private use;
- . preference will be given to those uses which by their nature, need to be located close to the coast such as harbours and ports or, on a smaller scale, surf lifesaving clubhouses.
- . where serious conflict already exists between uses or as a result of uses adversely affecting the environment, a policy of restriction, segregation or relocation will be adopted.

1.6 PROVISION OF FACILITIES

Issues: The provision of adequate facilities is basic to the proper development of coastal areas, particularly for recreation. The variety of facilities that could be provided for the coast is large and ranges from simple items such as litter bins and fireplaces to extensive marinas. The responsibility for providing the facilities is divided between

Local Government, the State and private organisations, although Local Government has provided the bulk of necessary facilities to date.

It is sometimes considered inequitable that seaside Councils should continue to be alone in providing the items that help make the coast an attractive place for visitors from outside their local government area. Attempting to improve foreshore areas is often an unrewarding task since the rate of vandalism is high, demand is seasonal and continual maintenance is required. Nevertheless considerable opportunity exists for the improvement of facilities for the beach-going public. This need is recognised by the Coast Protection Act which enables the Board to financially assist Councils and empowers the Board to develop the coast for the enjoyment of those who may wish to use it.

For the most part, providing adequate toilets, change-rooms, kiosks and other similar facilities is an easy task once a need has been established and siting and design agreed upon. There are, however, some facilities that are more difficult to provide.

Recreational boating is increasing steadily in all Coast Protection Districts. Many boats are launched directly off beaches. Even so, existing facilities for launching trailer boats from ramps and for permanently mooring boats are generally insufficient for the current demand, and should be increased.

Launching sites should be sheltered from most wave action; this condition is difficult to achieve on open beaches without using extensive breakwaters or similar devices. These structures may interfere with sand movement and hence create problems themselves. Furthermore, the provision of launching facilities also requires commensurate car and trailer parking and suitable road access to the launching area.

Launching facilities should generally be concentrated at a small number of major centres rather than allowing a large increase in the number of beach access ramps and minor launching ramps. Concentration would allow upgrading of standards and better supervision of activities, including hazards associated with swimming adjacent to areas of intensive boating activity.

Another facility of particular importance to the beach-going public is adequate car parking adjacent to popular areas. Like launching facilities, this problem is especially great in the Metropolitan Coast Protection District, but applies equally in other Districts where large numbers of tourists converge during summer months. In many areas where off-beach car parking is inadequate, tourists continue to park on beaches. The use of beaches as public roadways is incompatible with their use for recreation, especially recreation by children. It is difficult to relax when the possibility of being run down by a vehicle exists. If adequate car parking adjacent to beaches cannot be provided restrictions on movement, which is the main problem, can be implemented.

Most public facilities are located close to the beach in foreshore reserve areas that are Crown Lands allocated for special purposes and, in most cases, under the care and control of the local Council. The development and maintenance of these reserves, particularly landscaping adds considerably to the attractiveness of the coast.

Often, reserves are not used for their allocated purpose and are unattractive, barren areas which are empty in winter and congested in summer when various activities crowd the foreshore. Improvements could be made to most of the reserves by separating activities, protecting existing vegetation from damage and establishing new plants and trees in areas where they can be maintained and where the benefits of appearance and shade are most needed.

General Management Policies

1.6.1 The Coast Protection Board will provide technical assistance and will seek adequate funding arrangements to ensure the provision of a wide range of coastal facilities. This will include a five year rolling programme for coastal works.

1.6.2 The Coast Protection Board will support Councils to rationalize the provision of car parking areas along the coast to convenient and environmentally acceptable locations and thereby maximize public benefit.

1.6.3 The Coast Protection Board will support the restriction of vehicular movement on beaches in the short-term and promote the removal of cars from beaches in the long-term as off-beach parking areas become available.

1.6.4 Where adequate car-parking areas cannot be made available, the Coast Protection Board will support strict restrictions on parking areas and vehicular movement on beaches.

1.6.5 The Coast Protection Board will liaise with Local Government, have regard to their submissions and establish priorities for the provision of facilities with preference for those facilities where there is likely to be a significant benefit to the general community.

1.7 ACCESS

Issues: Public access to most of the coastline in South Australia from inland was provided at the time of the State's first cadastral surveys and has remained comparatively unchanged ever since, apart from extra provision during subdivision. There is no doubt that these surveys have contributed greatly to the use and protection of the coast, in that reserves were set aside, both for roads (to ensure adequate access to the coast) and for the immediate foreshore (to prevent activities too close to the sea, and to maintain access and public land around the coastal edge).

However, conditions have changed considerably since late last century and it is important that existing and planned access are carefully studied for each Coast Protection District and rationalised according to up-to-date coastal management objectives.

Many sections of the coast have either too little, too much or poorly located provision for access. Reserves set aside for roads often remain undeveloped and the number of made roads is often considerably less than the number of roads that exist 'on paper' only. Where access to the coast is inadequate it is often because roads have not been developed, but in some cases it is also because road reserves are inadequate and the opportunity to improve access does not exist. This can be as a result of the original survey, encroachment of rural areas, erosion of the coast or closure of road reserves.

If the public is to continue to use and enjoy a variety of coastal landscapes, access must be guaranteed to most of the coastline. However, unrestricted access can damage the environment and among other things can detract from the recreation experience. Furthermore, in some places the coast is dangerous because of treacherous swimming conditions or steep slopes, and under these conditions upgrading access is considered to be unwise.

Too much or poorly located provision for access is a critical issue of coastal management. Many road reserves run along the coast close to the water's edge on beaches, dunes, estuaries and cliffs. When roads are constructed in these reserves they act as barriers between the land and sea, and can aggravate coastal erosion processes by creating expanses of unvegetated slopes and enabling unrestricted access into fragile environments.

In many places these parallel roads could be closed and access provided by spur roads running towards points on the coast in order to reduce impact. Trails could then be provided from these points for pedestrian access along the coast.

In urban areas, the esplanade in many places is too wide, straight or barren for the function it serves, and closing it in some places would enable recreation reserves to be linked to the foreshore. In other places, particularly where views from the road are good, the esplanade could be narrowed and its function limited to that of a scenic drive. In both cases additional reserve space would be created for parking or landscaping, and reduction in traffic would reduce the risk of accidents and increase the amenity of the foreshore.

As well as the issues involved with access within defined roads and road reserves there are many instances where restrictions to access are required to preserve fragile environments outside road reserves. Access through sand dunes, for example, should generally be limited to specific areas to avoid trampling of vegetation and hence instability of the dune.

General Management Policies

1.7.1 The Coast Protection Board will study present access arrangements on the coast with a view to rationalising existing and planned

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roads do no
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an asset to a
large section of
the community.*

roads to best serve the users of the coast. This will often result in closing unmade road reserves in difficult or sensitive areas.

1.7.2 The Coast Protection Board will investigate the role of esplanade roads along the coast in order to assess the need for further construction and the possibility of reconstruction or closure to improve amenity.

1.7.3 The Coast Protection Board will encourage and support Councils to erect signs, using a common design theme, of an information or directional nature related to the coast.

1.8 DEVELOPMENT

Issues: In South Australia most of the pressure for settlement has occurred close to the coast and is likely to continue to do so in the future. A glance at the settlement patterns of the State clearly shows that the coast exerts a strong attraction as a place to live, either permanently in the cities and townships and even small rural holdings, or temporarily in the many holiday homes, shacks, motels and camping grounds.

The benefits of living next to the sea are apparent and the popularity and high price of foreshore property are clear indications of these benefits. The costs and effects associated with such development are less apparent. Each stage of housing development from change of land use to subdivision, construction and operation, generates corresponding changes in the environment of the property and surrounding areas.

Development too close to the sea often upsets natural processes which sometimes endangers the development itself. Changes to the visual environment are also significant. Both of these factors are discussed in separate sections. Development close to the sea is also costly to maintain.

Another issue that arises is that the attraction of the coast gives rise to linear development. Houses extend uninterrupted for large distances along the coast in the Adelaide metropolitan area and at other coastal cities and towns. Holiday houses and shacks have also developed in a linear fashion in rural areas and reduce public access to many of the attractive bays, headlands and river mouths on the coast. Development of this type is often premature, uneconomic or inefficient so far as the provision of

*the most costs
the associated
roads improve
access*

supporting infrastructure is concerned and can quickly degrade and diminish the natural landscape.

Many urban foreshore areas have been established for many years and are now in a dilapidated state which inevitably reduces their attractiveness and economic potential as tourist and recreation centres. Rejuvenation of such areas requires good planning but more importantly initiative from both the State and local governments to substantially improve popular recreation centres. This action can also apply to recreation centres outside urban development areas.

*See above
point.*

Chapter 2 describes these issues within a specific Coast Protection District and its landform classifications and states policies designed to reduce the adverse effects of past mistakes and to ensure they do not occur again.

General Management Policies

1.8.1 The Coast Protection Board will support the concept of concentrating urban development into nodes and reducing scattered and linear coastal development.

1.8.2 The Coast Protection Board will continue to liaise with those responsible for implementation of the Planning Act to ensure that coastal management matters are adequately considered in development planning and to prevent duplication of control.

1.8.3 The Coast Protection Board will consider development proposals for the coast by assessing the capability of the environment to support such proposals. In particular it will continue to comment on development proposals referred to it from State and Local Government that are likely to affect or be affected by coastal processes.

1.8.4 The Coast Protection Board will establish management guidelines and provide advice to existing developments and activities that affect or are affected by coastal processes such as, farming activities close to or within active sand dune systems.

1.9 COASTAL ENGINEERING

Issues: In general, the closer construction occurs to the sea the greater is the likelihood of damage to the environment or to the development itself.

The Coast Protection Board was formed largely as a result of the need to provide solutions to the problems that had arisen from developing too close to the sea in the metropolitan district. In this case, sand dunes have been built on and natural processes upset. The costs associated with protecting against the resulting storm damage and maintaining the sand level of beaches are much higher than if the houses and roads had been constructed further inland.

The mistakes made in the metropolitan district have been and still are being made throughout the State. Privately owned land often extends very close and in some cases right up to high water mark. Where this land is used for primary production, erosion of the foreshore, in addition to the natural erosion processes, is often a problem, particularly on unstable land such as dunes or cliffs. Change of land use or land division usually does not adversely affect the coastal environment, but the resulting construction of roads and buildings, with resultant increased use, can. In South Australia many urban sized allotments exist in areas close to the sea that should not be developed further.

These issues are not confined to privately owned land but can occur on leased or licensed Crown Lands or reserves. Road reserves exist along many sections of the coast and, within some of these, esplanades have been constructed too close to the sea, resulting in the need for expensive protective works. In other cases the construction of roads within the reserves allocated for them would be impractical or would substantially degrade the environment.

Many reserves set aside for recreation, boating or other purposes have been developed in such a way as to destroy their visual character or restrict public access by the construction of sporting facilities and buildings, many of which are poorly sited and are of poor architectural standard. Clubs for boating, rescue work, bowling, tennis and other purposes make heavy demands on some recreation reserves, leaving little space for less-intensive or less-exclusive recreation. This problem can be aggravated by the provision of toilets, change-rooms, shelters and kiosks, and decisions on coastal location often not made on the basis of need.

Have all of the remaining coast outside of the towns

for whom

General Management Policies

1.9.1 The Coast Protection Board will support the concept of providing adequate buffer zones, preferably at land division stage but possibly at other stages of the development cycle, between coastal development and the sea, and will continue to investigate and make available erosion rates and other information demonstrating a need for buffer zones.

1.9.2 The Coast Protection Board will only assist in the provision of works where necessary to protect structures poorly located as a result of past mistakes. Assistance for the provision of protective works will not be provided for new construction.

1.9.3 The Coast Protection Board will identify areas of the coast that may be considered unsafe or otherwise unsuitable for construction purposes and/or identify areas over which special restrictions will apply to prevent foreshore erosion. An indication of the relative suitability of coastal landforms for construction is given in Chapter 2.

1.9.4 The Coast Protection Board will co-ordinate with authorities responsible for the use of Crown Lands to ensure that the coastal environment is adequately protected, particularly where erosion is present and where proposals may affect or be affected by coastal processes.

1.9.5 Proposals for the development of public foreshore areas, including roadways, club rooms or recreation facilities, will be investigated to assess the need for the proposal to be located close to the sea.

1.9.6 The Coast Protection Board will, where considered appropriate, assist with storm protection and rehabilitation works only for land held in public ownership.

1.10 APPEARANCE AND DESIGN

Issues: The visual resource of the South Australian coastline is one of its most important attributes. Appearance is difficult to quantify and appreciation of it varies between individuals. Nevertheless the variety, contrast and beauty of the coast evoke strong responses from most people and should be protected if the coast is to remain an attractive place.

Make it less attractive, thus get fewer people. Thus lower impact

Response to visual resources varies according to a range of factors including type of landform, land use, viewing point, contrast, complexity, colour, uniqueness and, in some ways most importantly, freedom from incompatibilities. This last factor is important since most of the incompatible elements which degrade the visual environment are introduced by man.

Man-made elements such as historic buildings, jetties and boats can add to the visual attraction of the coast. Other elements, such as overhead power lines, signs, mining activities, parking areas and buildings wrongly sited or designed, are often inappropriate in relation to existing landscapes or development patterns and can degrade the environment.

*Even an
ugly
historic
building
is attractive*

The impact of housing in the coastal zone varies according to the construction type and nature of the land on which it is built. A timber house, for example, will have different impacts to a brick one. Building on a high point is different to building in a valley; and building in an undeveloped area generally has more impact than building in a developed one.

Landscaping is often inadequate in development areas, creating the appearance of harsh structures imposed on the coastline. This aspect is reinforced when views are blocked by buildings or overhead lines, or when parking areas become a 'sea of bitumen', usually empty but destroying the most important visual quality that identifies coastal areas.

General Management Policies

1.10.1 The Coast Protection Board will assess the appearance and design aspects of proposed developments in relation to the visual resource of the coastline.

1.10.2 The Coast Protection Board will assess likely improvement to aesthetic value in considering applications for assistance.

1.10.3 Guidelines around which controls may be implemented will be prepared and made available to Local Government and the public on such matters as the siting and design of coastal housing, landscaping and car parking areas.

1.10.4 As a matter of priority, the Coast Protection Board will provide advice and encourage the landscaping of all development occurring adjacent the coast using appropriate coastal species. In particular, the Board will consider assisting Council's to landscape their coastal areas as part of an overall scheme to upgrade the appearance of the coast.

1.11 CONSERVATION AND PRESERVATION

Issues: Many areas on the coast are of special scientific or educational interest and require special definition and/or protection measures. This usually means preservation in as near as possible to the natural condition of topography, fauna and flora. Such Preservation Areas include well-preserved sand dunes, cliffs and aquatic reserves. Furthermore, within most Coast Protection Districts several areas or items of significant historic or cultural importance exist which require protection.

In each Coast Protection District there are some preservation areas where development restrictions or incentives to preserve the land would not protect the environment adequately and the cost of purchase is outweighed by the benefits. Management policies for preservation areas should strike a balance between protection and public use for recreation, scientific and educational purposes.

Other areas will be identified by the study reports for Districts as having special significance although their purchase could not be justified. In those cases the Board will need to consider the effects of development proposals and use of the environment more closely. The requirement for harmonious relationships between man and the coastal environment is basic to the conservation and management of the coast and is the underlying principle giving rise to the landform classifications and subsequent policies in Chapter 2.

General Management Policies

1.11.1 The Coast Protection Board will consider the purchase of areas necessary for preservation within Coast Protection Districts.

1.11.2 The Coast Protection Board will assist in the preservation or restoration of the natural conditions of Preservation Areas by controlling weeds and vermin and re-establishing natural plant communities.

1.11.3 In association with Local Government, regular surveys of all Preservation Areas will be undertaken so that the conditions of the areas can be properly assessed and adequate controls on public use can be formulated.

1.11.4 In areas of special significance not classified as Preservation Areas the Board will, in association with Local Government, develop guidelines and principles of environmental protection around which controls and incentives for preservation may be formulated.

1.12 WASTE DISPOSAL

Issues: Pollution is relative to the type and quantity of discharge and the assimilative capacity of the coastal waters and beach. A sensible balance needs to be achieved between the cost of preventative action and the benefits of a healthy system. Matters of pollution are in the main administered by other authorities and agencies and not by the Board. The Board nevertheless is required under the Coast Protection Act to ensure that the coast is protected from pollution and restored in areas that have been subjected to pollution.

Large quantities of outfall from flood drainage, storm water, waste sludge, effluent and heated water are discharged daily into the coastal waters and rivers of South Australia. This activity is inevitably of more concern in major cities and townships. It leads to water pollution by increasing turbidity, nutrients and organisms. Outflow is often channelled or piped in a way that induces erosion or cuts channels on beaches where stagnant water collects. It also brings debris and sediments from developed areas into the tidal zone.

*more
intense*

Another potential hazard within the coastal waters area is accidental pollution. Oil spills in recent years have already led to the establishment of mechanisms that will minimise such accidents and mobilise restoring operations should they occur, although various shortcomings exist in these mechanisms. Generally, oil spills should be contained and recovered if possible, since dispersants, although sometimes necessary, can themselves be harmful to the environment.

In the past, land-fill operations for the disposal of household and industrial refuse have been undertaken along the coast and particularly in coastal gullies. These operations have often been far from satisfactory and in future should be fully assessed for possible environmental effects, including water pollution, appearance and smell. The ultimate use of filled areas should be planned in advance so that filling can be carried out in a way which will accommodate the planned use, with proper provision for structures such as buildings and adequate soil cover and soil veins to allow plant growth.

The proper control of litter is also important for the preservation and enhancement of the coast. At present the collection and disposal of litter from the foreshore is undertaken by Councils in conjunction with their normal service to ratepayers. The large increase in the amount of litter resulting from an influx of visitors during the summer holiday season places a heavy burden on the resources of Councils.

Litter control needs to be improved by introducing uniform bin types, placement and identification, increasing the number of bins and frequency of servicing, and by enforcement of laws against littering. Programs of publicity to educate the beach-going public could also be continued and intensified to encourage people to consider the best way to dispose of litter, including keeping it in the car for later disposal with household wastes.

General Management Policies

1.12.1 The Coast Protection Board will liaise with agencies and authorities concerned with matters of pollution and will monitor the overall effects of discharge to ensure that a sensible balance exists between the cost of preventative action and the potential harmful effects of pollution.

1.12.2 The Coast Protection Board will seek continued representation to authorities established for accidental pollution in order to ensure that adequate safeguards exist to prevent the likelihood of accidents and that an adequate state of preparedness exists to deal with accidents as they occur.

1.12.3 The Coast Protection Board will study the potential and implications of oil spills with a view to prevention, recovery and, where necessary, dispersion.

1.12.4 The Coast Protection Board will ensure that proposals for future land-fill operations are adequately assessed in terms of possible physical and visual adverse effects.

1.12.5 The Coast Protection Board will assist in rehabilitating unsatisfactory coastal rubbish dumps.

1.12.6 The Coast Protection Board will assist in the provision of facilities and publicity programs for litter disposal.

1.13 MINING

Issues: The Coast Protection Districts contain many mineral and organic resources, some of which are already exploited, whereas others could become viable for mining in the future.

Already the mining of sand dunes, limestone cliffs and shellgrit beaches gives rise to environmental impact. The likely impacts of future proposals for the mining of sand, marine fibre, mineral or other deposits will require assessment to ensure adequate consideration of coastal processes. Proposals should be subject to environmental impact procedures. In most cases the proponent would be required to evaluate environmental impacts. These evaluations should be assessed by various authorities, including the Coast Protection Board. The mining of salt occurs in some Coast Protection Districts as a large-scale operation and can give rise to alienation of public access. Natural surrounding ecological systems can be significantly affected by alteration to drainage patterns.

In considering applications for mining operations, it is essential that the decision to proceed be based on a thorough evaluation of environmental and other factors. Operations should be required to work to approved development and rehabilitation programmes which ensure minimal impact on the environment and adequate restoration procedures.

While large-scale mining proposals are likely to have large impacts on the environment, many small-scale operations exist and continue to develop which also have significant adverse impacts. Furthermore, the net State benefits of these operations are often small. Mines for the mining of shellgrit, and to a lesser extent sand, for construction purposes usually result in damage to relatively unstable areas through visual impact, flooding and sand

drift. In many cases existing operations should cease and further mining should be prohibited.

0035

General Management Policies:

1.13.1 Proposals for the mining of organic or inorganic resources will be assessed by the Coast Protection Board to ensure adequate protection of the coastal environment.

1.13.2 The Coast Protection Board will liaise with all relevant agencies to ensure the proper management and rehabilitation of mining operations that impinge upon the coastal environment.

2 DISTRICT MANAGEMENT POLICIES

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Area Classifications, Issues and Policies

Issues and policies specific to the Yorke Coast Protection District have been considered in terms of area classifications, each of which can be distinguished by landform type, scientific importance and existing or potential land use.

The landform classifications are made because the suitability and capability of the coast for activities and uses vary mainly according to the type of land. With the landform classifications the Board will be able to assess more easily the likely effects and best location of proposed developments on the coast.

The Preservation Area classification overlies the other area classifications which are based on landform classifications are not mapped due to the indistinct nature of the boundaries between them. They are nevertheless accurately defined and the issues associated with them give rise to specific management policies.

How can you define them accurately if you can't map them.!

These District Management Policies are more specific than, and are supplementary to, the General Management Policies. Accordingly, it is essential that all management policies are read together in order to gain an appreciation and understanding of the total coastal management context for the Yorke Coast Protection District.

would have thought District ones to be more specific & then more important.

LANDFORM CLASSIFICATIONS

2.1 COASTAL WATERS AREAS

Definition: This area is defined as the waters, sea-bed and reefs between the seaward boundary of the District and mean high-water mark, including rivers and creeks subject to the ebb and flow of the tide.

Issues: The coastal waters in the Yorke Coast Protection District are subject to a great quantity of outfall from a variety of sources. These include flood drainage, storm water, waste sludge, septic tank effluent from townships and caravan parks, wastes from fish processing and salt extraction operations and rubbish tips. Localised pollution also occurs around ports as a result of grain dust created by the grain loading operations.

There is a risk of accidental oil-spill pollution due to passage of tankers and other shipping past sections of the coast and especially around the numerous port facilities where ships can stay for several days.

The coastal waters not only serve and benefit the relatively small population of the Yorke Peninsula, but also benefit many people from other areas as a recreation resource. As such, there are many areas where different uses conflict. Some of these competing uses are swimming, boating, surfing, line and net fishing.

There are also some areas around the Peninsula where, due to the rugged nature of the coastline and the roughness of the sea, recreational swimming and boating are not advisable. This is especially so in areas within Innes National Park and towards Daly Head where changes in conditions make boating hazardous as evidenced by numerous shipwrecks scattered off-shore and on some beaches e.g. Ethel Wreck.

*Dangerous
in fact*

In addition to conflicts between water-based recreational facilities, the Coastal Waters Areas also contain areas where off-shore drilling and mining could affect the underwater environment. There are some areas of the Yorke Coast sea-bed which may have potential for future resource extraction. However, these resources cannot be utilised at present, due to limited knowledge of the area.

How?

Various construction and other works that are likely to have an impact on the sea-bed and coastal waters in the Yorke Coast Protection District will continue to be carried out by the Board, other government bodies and private enterprise. They include pipeline construction, dredging, dumping or discharging, and marine harvesting. The Coastal Waters Areas contain mineral and organic resources. Extraction of sand (for beach replenishment or other purposes), sea grass (marine fibre) or mineral deposits could become viable in the future in the Yorke Coast Protection District.

Other works for the protection, restoration or development of the Yorke coastal waters may include the construction of groynes, boat havens, boat ramps, slipways, breakwaters, jetties and sea walls. The potential for damage to the sea bed and coastal waters is high and each proposal for these works will need to be assessed by the Coast Protection

Board following the preparation of a report on the environmental factors, and in the case of major projects, an environmental impact statement.

Another issue for the Coastal Waters Area is the need for considerable information on water circulation patterns, wave regimes and other aspects of the sea. This information is critical to adequate understanding of coastal processes such as sand drift, erosion and underwater life.

District Management Policies:

2.1.1 The Coast Protection Board will support the preparation of baseline studies to document the environmental condition and water circulation patterns of the Yorke Coastal Waters Areas in locations where new outfalls are planned, where volumes from existing outfalls will be increased, and where the risk of accidental pollution is high.

2.1.2 The Coast Protection Board will consider the desirability or otherwise of delineating parts of the Coastal Waters Area for certain uses at the exclusion of other uses only as the need for such action is properly established.

2.1.3 The Coast Protection Board will encourage research into marine fibre extraction and ensure that any proposals for extraction of off-shore resources are carefully assessed having regard to the coastal processes and marine environment of the Coastal Waters Area.

2.2 BEACH AND SAND DUNE AREAS

Definition: These are areas extending inland above mean low-water mark comprised of loose material which include, where present, coastal sand dunes of poor stability or which may be affected by coastal processes and physically interact with the beach.

Issues: The major coastal processes of winds, waves, tides, storms and seasonal change have the most effect on this area classification. Beaches and coastal sand dunes are dynamic systems which are responsive to these processes. Sand dunes in particular are only as stable as the amount of soil and vegetation cover on them, as well as their protection from erosive forces. In most locations only tertiary and some secondary dunes located well back from the sea could justifiably be termed stable. Environmental stresses are therefore

particularly severe on beaches and sand dunes and vegetation needs to be very resilient to survive.

As well as being naturally sensitive, these areas are also subject to a great deal of pressure from man. The risk of degrading the environment is therefore much greater than in classifications further inland and can lead to costly and artificial prevention and restoration measures.

Beach Areas by their very nature are major recreational resources which attract many people for a wide variety of reasons. Most people come to enjoy the beaches by car which they park on the beach or in inadequate car parks nearby. Some beaches are ideally suited for intensive pedestrian activity, while others which are backed by more sensitive dune areas are subject to environmental damage by such activity. There are other Beach Areas which, due to their exposed nature, are dangerous for swimming and boating but are still open to the public.

The major coastal processes are most evident in this classification area. The natural balance between the plant and animal life, beaches and dunes, with tides, seasonal changes and storms, is especially sensitive and liable to change.

The Beach Area is either a foreshore reserve, private property or in the ownership of the Minister for Marine. It is usually under the care and control of Council for the purposes of recreation or roads. Sand dunes are often developed as caravan parks, car parks or roads, or (where they are in private ownership) are subdivided or built on.

Shellgrit occurs in shallow deposits close to the sea and only marginally above sea level. It is used for the production of clear glass. Mining of the area around the Port Gawler Conservation Park cannot unfortunately be prevented despite the fact that the operation will be in full view of visitors to the main beach of Port Gawler. A large shellgrit mine also exists immediately north of Parham. The poor attempts at rehabilitating previous shellgrit mines illustrates the need for continued assessment of these mining operations.

The number of boat ramps and associated car parks along the Yorke coast is generally adequate and reflects the popularity of this

District for boating. However many of the boat ramps are of a poor standard and should be upgraded. The failure rate of many existing boat ramps indicates the need to have suitably designed and located boat ramps based upon sound scientific and engineering information.

Foreshore amenities (e.g., toilets, change-rooms, kiosks, swimming enclosures, surf lifesaving clubrooms, sea-rescue facilities, etc.) along the whole Yorke Coast are inadequate, as too are areas set aside for picnic reserves. Proper provision of such facilities would help to define the extent to which vehicular and pedestrian traffic could be allowed on to the beach and considerably improve the recreational value of the Yorke coast at a relatively low cost.

- which

- 400
statement

There are insufficient caravan parks along the Yorke Coast to cater for peak holiday demand and the subsequent overspill often occurs in dune, estuary and beach areas, causing erosion and damage to these sensitive environments.

Vegetation on sand dunes is sensitive to the impact of grazing animals (stock and domestic), vehicular and pedestrian traffic. There are many instances where blow-outs and other erosion has been caused by over-use and over-clearance of vegetation in the Dune Areas. Most Beach Areas in the District are stable, with only seasonal fluctuations in sand quantities, so there is little requirement for beach replenishment by transportation. However, there are some major sand drift areas with the largest drift being at Formby Bay and measuring 7 kilometres long by 1 kilometre wide. The dunes on the south western and western coasts seem to be the most prone to erosion.

Whilst the sand drift is presently only affecting marginal grazing land, if it is allowed to continue unchecked it could present more significant problems by spreading into currently stable areas. In turn a much greater community cost could be involved to prevent this drift. Consequently the continued stabilization of minor sand drift areas appears to be a responsible management option.

District Management Policies:

2.2.1 The Coast Protection Board will support the policy of retention of as much of the beach as possible by retaining all Sand Dune and Beach Areas.

Too narrow.

2.2.2 The Coast Protection Board will continue to support the policy, subject to existing rights, that no further sand mining from any beach or dune system should take place and any existing mined areas should be rehabilitated.

2.2.3 The Coast Protection Board will support the maintenance of adequate beach levels, both to prevent storm damage and to provide adequate beach recreation space.

2.2.4 The Coast Protection Board will support the concept of providing adequate buffer zones between coastal development and the Beach Areas. To this end the Board will consider assisting Councils with the provision of open space areas adjacent to Sand Dune and Beach Areas.

2.2.5 The Coast Protection Board will support strict controls on development in Beach Areas and consider methods of diminishing the effects created by existing poorly located development.

2.2.6 The Coast Protection Board will endeavour to retain sand within the Yorke beach system by supporting restrictions and initiatives designed to:

- . retain natural sand dunes;
- . prohibit the use of sand dunes and beaches as sources of filling material;
- . encourage the growth of foredunes and reduce the loss of wind-blown sand by sand-drift control fencing;
- . assist in stabilising all areas of sand above the tidal range with coastal plants such as spinifex and marram grass;
- . restrict access to boardwalks or railed walkways where the retention of sand dunes is endangered by pedestrian traffic.

2.2.7 The Coast Protection Board will support the closure of the esplanade road reserve and the re-allocation of the reserve for a more appropriate public use in areas unsuitable for traffic and roads.

2.2.8 The Coast Protection Board will consider assisting in improving boating facilities by upgrading existing boat ramps

and by adequate controlled car parks designed and located in accordance with the Board's location and design requirements.

2.2.9 The Coast Protection Board will seek to improve beach facilities along the Yorke Coast by assisting with the funding of car parks, toilets, change-rooms and sea-rescue facilities, etc. Priorities for such assistance will be given to areas which lack facilities or where existing ones are considered inadequate.

2.2.10 The Board will consider assisting in providing these, either by expansion of existing facilities or development of new ones. The Board will ensure that assistance is provided only for proposals that will not cause damage to the sand dunes and beaches.

2.2.11 The Coast Protection Board will support the provision of adequate warning signs at those beaches open to the public which, due to their exposed nature, are dangerous for swimming and boating.

2.3 CLIFF AND CLIFF-TOP AREAS

Definition: Cliff Areas are generally seaward-facing, steeply sloping areas of varying heights comprised of exposed material ranging from loosely compacted earth to hard rock. Included within this classification is an area extending inland from the top of the cliff where land use activity or construction may affect the physical and visual characteristics of the cliff and its immediate locality. Also included are headlands and promontories, as well as rock platforms and rocky coastlines not defined as beach.

*Good
definition*

Issues: All the Cliff Areas of the Yorke Coast Protection District are subject to erosion. Much of this erosion is natural, caused by the elements. However, in some cases man-made influences have contributed to the problem. For example, erosion from the toe of a cliff by wave action during high tide and pedestrian traffic at other times can cause it to slump into the sea, requiring expensive protective works to stabilise it. It is therefore essential that adequate engineering and geological analysis is required before any clifftop construction proceeds and that buffer zones are provided.

However, there are also many stable Cliff Areas around the Yorke Coast which are subject to natural erosion. It is the influences by man in the form of off-road vehicles, trail

However, there are also many stable Cliff Areas around the Yorke Coast which are subject to natural erosion. It is the influences by man in the form of off-road vehicles, trail bikes, hang-gliding, with increased pedestrian traffic, which accelerate these natural processes.

Agricultural uses have caused increased erosion on some sections of the Yorke Coast by clearing of vegetation, sowing of crops and grazing of stock right up to the cliff edge.

Limestone is currently being mined from coastal deposits at Klein Point. The coastal cliffs were mined in the original stages and the working faces are now well back from the coast. Rehabilitation has proceeded along the original coastal working faces aimed at essentially screening the mine from view from the sea.

Cliffs along the coast provide excellent vantage points for tourist lookouts--especially around the southern and south-western portion of the Peninsula with views to off-shore islands including Kangaroo Island on very clear days. Access is not always possible to these vantage points.

Another cause of cliff erosion is storm-water being discharged over cliff-tops. An alternative is to direct the discharge into a few major outfalls which are piped to the beach and provided with proper energy dissipators.

In some areas within the Yorke Coast Protection District, roads, houses and other construction have been placed too close to the cliff-top, which decreases the aesthetic amenity of the cliff-tops and increases risk of damage to the cliff-face and the construction. Where existing urban development and roadways exist, very little can be done to prevent these problems apart from restricting access and parking to defined points, re-establishing vegetation to prevent erosion and providing protective works where necessary.

District Management Policies:

2.3.1 The Coast Protection Board will support the use of buffer zones and the concept of clustering of urban development in order to retain cliffs in their natural state for their intrinsic landscape value.

the cliff-face, the likelihood of damage to geologically significant areas, the likelihood of damage to the construction should the cliff recede, and the visual impact of the construction. Visual impact is particularly important in undeveloped areas, including rural areas.

2.3.3 The Coast Protection Board will promote the reduction in the number of storm-water outlets in Cliff Areas. Storm water should be directed to natural drainage channels where possible, or alternatively, to beach level.

2.3.4 The Coast Protection Board will support restrictions on public access, particularly by trail bikes and other off-road vehicles, to ensure the survival of vegetation and hence the stability of soft cliffs. This can be achieved by closing of foreshore roads and development of cul-de-sac access with nodes of car parking for sightseers.

*They will
ride down the
beach, then
up the cliffs*

2.3.5 The Coast Protection Board will assist in revegetating and protecting Cliff Areas to improve stability and visual attractiveness.

2.3.6 The Coast Protection Board will assist in improving the recreation aspects of Cliff Areas by rationalising parking to defined areas and by providing facilities such as lookouts and access walkways.

2.3.7 The Coast Protection Board will support restrictions, where necessary, of any further clearing of natural vegetation for agricultural purposes to ensure adequate protection of cliff-tops and hence reduce the likelihood of erosion.

2.3.8 The Coast Protection Board will monitor the impact of development on the stability of Cliff and Cliff-Top Areas to ensure management guidelines are adequate.

2.4 ESTUARY AND INLET AREAS

Definition: Estuary and Inlet Areas are the areas of land and water in rivers and creeks, bays and lagoons that are above low-water mark and subject either directly or indirectly to tidal influence. The classification may include fresh-water bogs and marshes, which may or may not be land-locked, brackish water marshes and low-lands, mangrove stands, sand and mud-flats. It also includes flood-labile land.

?

Issues: Tidal areas are usually rich in plant and animal life and are especially susceptible to degradation from development and pollution. Shallow estuarine waters and tidal flats serve as important feeding areas for many marine organisms including plankton, crustaceans, shell-fish, fish, and many vegetation types, and provide nurseries for most of these organisms.

In the past, however, the high biological, economic, social and scientific value of these areas has been ignored and they have been viewed in the light of their potential for development as agricultural or urban land. Consequently swamps have been either drained, land-filled or dammed as artificial water bodies. In each case the value of the area has been lost or replaced by the benefits associated with other uses.

The use of lagoons around Price and in between Port Gawler and Middle Beach for salt production represents the largest intrusion into Estuary and Inlet Areas. Leases issued around these areas provide for an expansion of salt production activities and especially between Middle Beach and Parham including the Light River delta. Carefully designed and managed salt production activities can sometimes assist in the retention of important Estuary and Inlet Areas.

The intertidal area on the south and south-western coast of Yorke Peninsula are likely to experience increased human interference. Two areas in particular are Gleasons landing and Barkers Rocks both of which are important areas for education purposes.

District Management Policies:

2.4.1 The Coast Protection Board will assess development proposals in or adjacent to Estuary and Inlet Areas to ensure adequate consideration is given to the sensitivity of such areas to change, their uniqueness and their importance as areas of high biological productivity.

2.4.2 The Coast Protection Board will support any action which will help preserve these sensitive areas.

2.4.3 The Coast Protection Board will assist in surveys to identify any signs of pollution and damage due to development and human pressures in or adjacent to Estuary and Inlet Areas.

*that we must have
to admit something*

2.4.3 The Coast Protection Board will assist in surveys to identify any signs of pollution and damage due to development and human pressures in or adjacent to Estuary and Inlet Areas.

2.5 COASTAL SLOPES AND PLAINS AREAS

Definition: This landform classification is defined as those areas within the Coast Protection District not included in and generally landward of the other landform classifications.

Issues: Although areas within the Coastal Slopes and Plains classification are considered to be significant in terms of coastal management, and have therefore been included in the Coast Protection District, the issues arising in these areas are usually not as critical as in other area classifications.

Coastal Slopes and Plains Areas are often well back from the water's edge and therefore buffered from coastal processes by other landform types.

Of all the landform classifications, this one contains most opportunity for private companies and individuals to build within view of the sea. However, there will be cases where such development is likely to have a detrimental effect on the appearance of the area if sited badly.

Areas within the District and this landform category are susceptible to erosion, with problems of sheet and gully erosion caused by agricultural mismanagement. Agricultural land is being converted to urban, and this is causing erosion and pollution problems due to increased runoff.

In some areas, private ownership of coastal slopes and plains prevents public access to public beaches and the sea, either for recreational or rescue purposes.

Within the District and this landform classification there are areas of native vegetation which should be protected. Some of these coastal slopes represent important visual backdrops to the coast and especially around township and other developed areas.

District Management Policies:

2.5.1 The Coast Protection Board will examine all development proposals within the District to ensure that their location, design

2.5.2 The Coast Protection Board will support the protection of vegetation and other landscape components.

2.5.3 The Coast Protection Board will study beach and coast conditions within the District to determine where presently inaccessible areas (due to private ownership of coastal slopes and plains lands) may be opened up by public access roads.

2.5.4 The Coast Protection Board will continue to assess areas of native vegetation and natural landforms which may be considered necessary for preservation, and purchase such areas as deemed appropriate.

2.5.5 The Coast Protection Board will liaise with the necessary authorities and government agencies to ensure that adequate controls on development are administered to preserve the visual resource of the Yorke coastline.

2.6 ISLANDS

Definition: Includes all offshore Islands which are within the Yorke Coast Protection District and includes Wardang Island, Bird Island, Chinamans Hat, Goose Island and White Rock Islands.

Issues: Many of these areas provide important habitats for flora and fauna and also provide visitors with a unique opportunity to experience a completely natural environment devoid of any development.

With the increase in the numbers of small pleasure craft, some of the smaller, more easily accessible Islands are being visited by day visitors, thus exerting pressure on the natural flora and fauna there.

Development opportunities on most islands will be limited by virtue of their isolation, size and reserve status. Potential may exist on the larger islands, namely Wardang and Wedge, for further development.

District Management Policies:

2.6.1 The Coast Protection Board will support measures to protect all flora and fauna habitats on Islands within the District.

2.6.2 The future use of Wardang Island requires planning by the relevant State and local authorities. In particular, the future

2.6.2 The future use of Wardang Island requires planning by the relevant State and local authorities. In particular, the future impact of tourist-based activities on the natural attractions of all Islands should be investigated.

LAND USE CLASSIFICATIONS

Unlike the landform units, which are concerned with environmental classifications alone, the land use classifications have a specific purpose which is reflected in the issues and management policies.

2.7 PRESERVATION AREAS

Definition: These are areas in which, due to their uniqueness or for their protection from the influences of man, development may be either severely restricted or limited to a single use, and where action may be taken to remove existing undesirable development. They are areas which require preservation or restoration to as near as possible to natural condition and are mostly in public ownership. They include all Aquatic Reserves under the Fisheries Act and all Sand Dune Areas and Cliff Areas within the District that are in public ownership.

Issues: The natural features of the Yorke coastline provide recreational venues which attract many thousands of people to the District each year.

Some of these natural features have been included within the definition of Preservation Areas, although the whole of the Peninsula itself is worthy of special consideration.

There are also ^{several sites} many areas along the coast that have been identified as ~~worthy of protection from a geological point of view~~. Areas include rock platforms and strata of coastal cliffs. For the most part such areas are not subject to development pressures but it is important to consider geologically significant sites in proposals for construction, including car parks, breakwaters and protective works.

Some Aquatic Reserves which, although they may not be the subject of tourist activity, are nevertheless areas which need preservation.

In addition to these areas of natural significance which should be preserved, a number of historical monuments and other man-made features exist along the coast which should be considered for preservation.

||

Dumb statement

showing good examples of geological or geomorphological features

That is why they are Reserves

Uncontrolled intrusion by pedestrians and off-road vehicles is having serious effects on some of the more sensitive Preservation Areas. Some of the Preservation Areas hold historical and educational significance in addition to their landscape and conservation value.

Although Preservation Areas are a management category in themselves, they are also covered by the various landform categories which each area encompasses.

The District Management Policies for Preservation Areas are therefore additional to the landform classification management policies.

District Management Policies:

2.7.1 The Coast Protection Board will support limiting the land-uses in Preservation Areas with a view to protecting the areas and eventually returning them to their natural state. The land-uses may be restricted to one single use (i.e., scientific, education or recreation) if the area is sensitive enough to warrant such action, or to a number of sympathetic uses.

2.7.2 The Coast Protection Board will only consider purchasing land for preservation where there is a need to prevent public access and to preserve the natural features where this cannot be achieved through other means within the Yorke District.

2.7.3 The Coast Protection Board will consider annexing any land acquired to existing conservation parks or other reserves where this is practical and will assist in the overall management of the land.

2.7.4 The Coast Protection Board will support the preservation or upgrading of the natural conditions of Preservation Areas by controlling access and assisting in re-establishing natural plant communities.

2.7.5 The Coast Protection Board will ensure that any future development within the District will be controlled to avoid damage to historical land-marks and other man-made features worthy of preservation.

2.7.6 The Coast Protection Board will, in conjunction with other agencies concerned, undertake regular surveys of Preservation

Areas so that the condition of the areas can be properly assessed and to determine whether management guidelines are adequate.

3 COASTAL SCHEME PLANS

3.1 INTRODUCTION

The General Management Policies and District Management Policies have been written and arranged to provide the overall framework for coastal management within the Yorke Coast Protection District.

There is however a need to establish more detailed and specific management policies relating to the maintenance, development, improvement and protection of certain sections of the District.

The Coastal Scheme Plans provide this detail and are based upon the findings of the Study Report, subsequent investigations and consultation with members of the Yorke Consultative Committee, Yorke seaside Councils and the general public.

These plans comprise a diagrammatic representation of the section of the District being considered together with a Statement of Coastal Management Strategy. The notation of the plans and the text of the Coastal Management Strategy are expressed as end-statements that detail the elements and features that the particular section of the District should eventually contain.

Difficult and
Obviously these Coastal Scheme Plans may become outdated at some stage due to changing opinion, priorities and circumstances and will consequently require amendment. However these plans remain the valid scheme until such time as an amendment to the Management Plan has been approved.

It must be expressly stated that these Coastal Scheme Plans do not represent a financial commitment on the part of the State Government, Coast Protection Board or Council to achieve the provisions of these plans, and nor does their inclusion in the management plan necessarily indicate any order of priority for future grants or allocation of funds.

Coastal Scheme Plan Policies:

3.1.1 The Coast Protection Board will prepare Coastal Scheme Plans for particular sections of the District, as considered appropriate.

3.1.2 The Coast Protection Board will undertake extensive consultation with Council staff, elected representatives and local

resident associations and any other relevant organisations in the preparation of Coastal Scheme Plans.

3.1.3 The Coastal Scheme Plans will comprise a diagrammatic representation of the section of the District being considered and a statement of Coastal Management strategy.

- and objectives
(and statements)

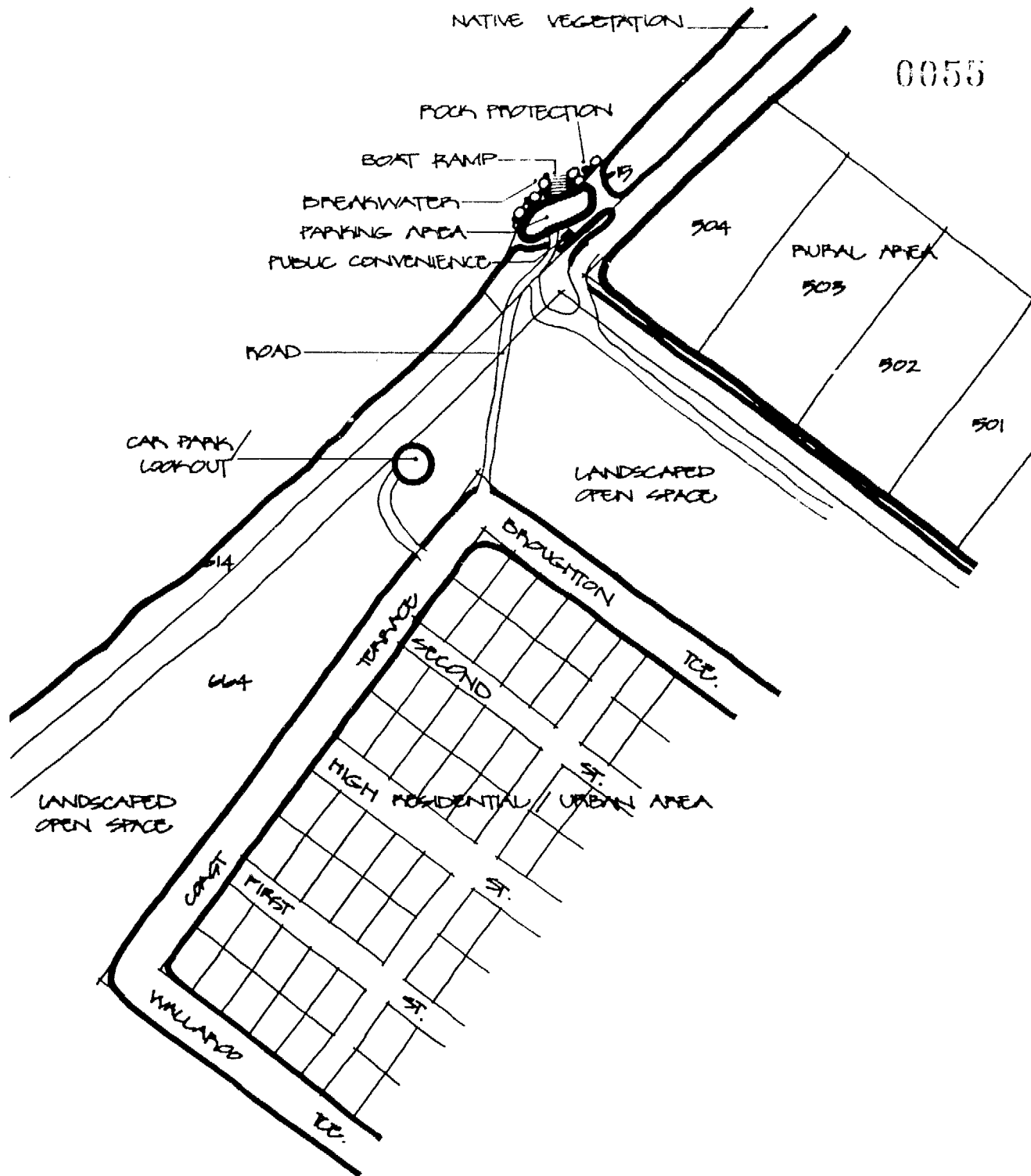
3.1.4 The Coast Protection Board will review the provisions of Coastal Scheme Plans and amend them as considered necessary to reflect changing circumstances and priorities.

D.C. Bute

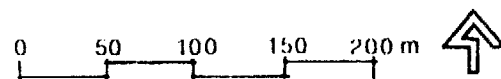
0053

TICKERA COASTAL SCHEME PLANCOASTAL MANAGEMENT STRATEGY

- . limit vehicular and pedestrian movements to defined roads and paths respectively.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . establish a carpark/lookout overlooking the Tickera foreshore.
- . landscape open space area utilizing suitable plants that preserve the open space character and amenity of the land, including views across the land.
- . prevent encroachment of vehicles and pedestrians across native vegetation areas.
- . prevent encroachment of vehicles and pedestrians onto the seaward portion of the landscaped open space area.
- . provide picnic facilities such as seats, barbecues and rubbish bins in landscaped open space area as considered appropriate.
- . provide informal carparking area adjacent public conveniences.
- . maintain boat ramp, rock protection, breakwater and public conveniences.
- . all shack development within landscaped open space area to be subject to Government Shack Policy.
- . signpost boatramp, carpark/lookout, parking area, public conveniences and native vegetation areas.
- . provide information and directional signs at appropriate locations.



0055



TICKERA

COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

D.C. BUTE

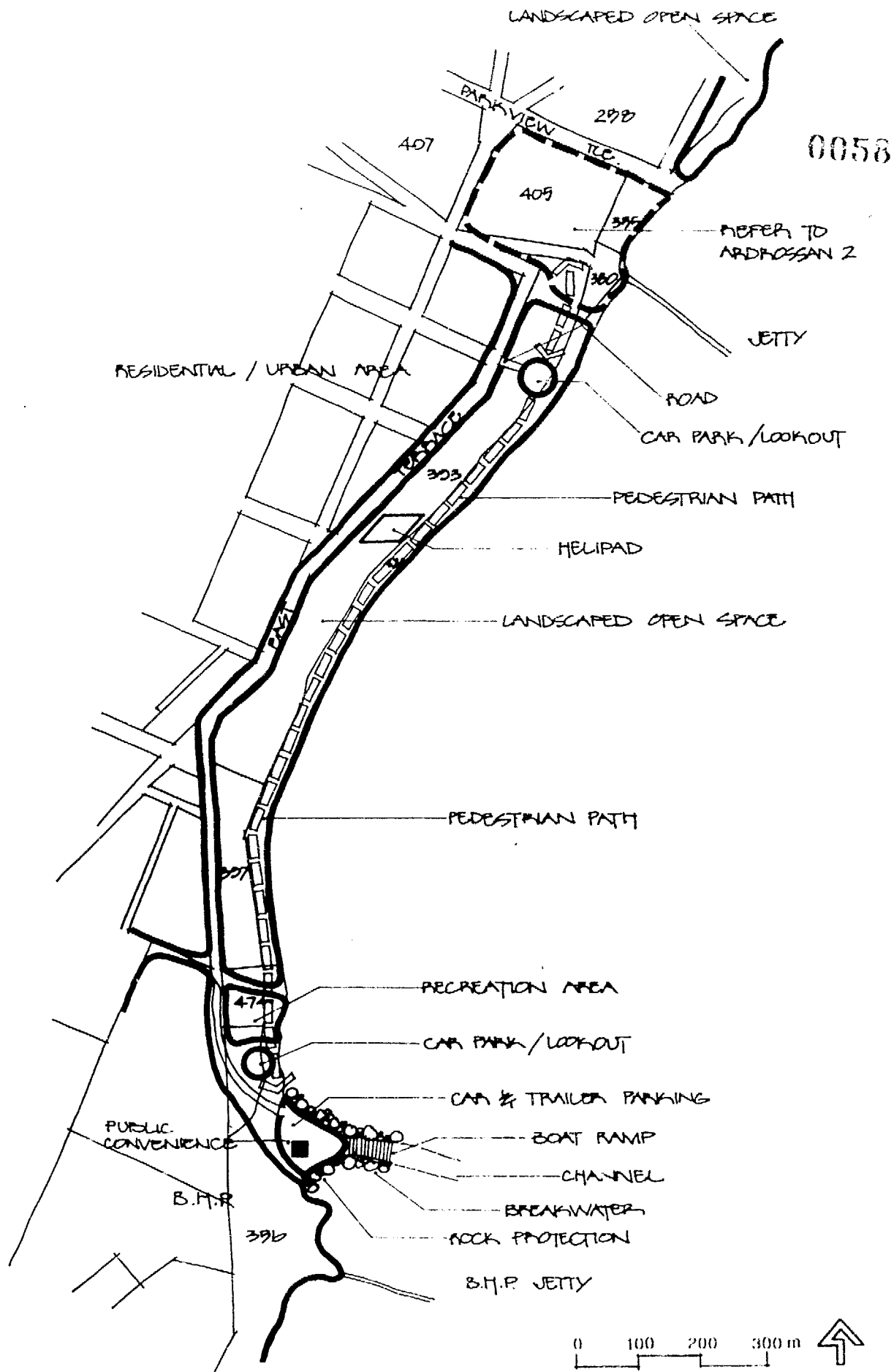
D.C. Central Yorke Peninsula

0056

ARDROSSAN COASTAL SCHEME PLANCOASTAL MANAGEMENT STRATEGY

- . provide discrete car parks along the Ardrossan foreshore.
- . provide a discrete car and trailer parking area adjacent the public boat ramp facility.
- . provide and maintain a vehicular free area in close proximity to the boat ramp, town jetty and caravan park facilities for passive recreation purposes.
- . provide appropriate facilities associated with lookouts in the car park/lookout areas located along the Ardrossan foreshore.
- . maintain boat ramp facility, rock protection, car and trailer parking area, public convenience north of the BHP jetty and groynes.
- . landscape escarpments associated with access road to boat ramp facility and car park/recreation areas adjacent town jetty utilizing suitable plants to prevent soil erosion.
- . landscape open space area between boat ramp and town jetty, and the area north of the town jetty utilizing suitable plants that preserve the open space character and amenity of the land, including views across the land.
- . restrict vehicular and pedestrian access too close to edge of cliff along the entire Ardrossan foreshore.
- . provide and maintain pedestrian paths between car parks and recreation areas and beach, and between town jetty and caravan park.
- . maintain community buildings, car park and wharf located adjacent town jetty.
- . provide information and directional signs at appropriate locations.
- . signpost vehicular access roads, pedestrian paths, car parks, car and trailer parking area, boat ramp facility and community buildings.

*** *** *** ***



ARDROSSAN 1

COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

D.C. CENTRAL YORKE PENINSULA

0059

LANDSCAPED
OPEN SPACE

381

414

PARKVIEW

TERRACE

LANDSCAPED OPEN SPACE

407

409

PEDESTRIAN PATH

399

RECREATION
AREA

GROYNE FIELD

CAR PARK / LOOK-OUT
OFFICE
PUBLIC CONVENIENCE
D.M.H. BUILDING

ROAD

JETTY

ROAD

CAR PARK

RECREATION
AREA

TERRACE

JETTY

CAR PARK

PUMPING STATION

WHARF

GROYNE FIELD

PEDESTRIAN PATH

CAR PARK / LOOK-OUT

PEDESTRIAN PATH

ROAD

CAVE

LANDSCAPED
OPEN SPACE

0 50 100 150 m



ARDROSSAN 2 **COASTAL SCHEME PLAN** **YORKE COAST PROTECTION DISTRICT** **D.C. CENTRAL YORKE PENINSULA**

BALGOWAN COASTAL SCHEME PLAN

COASTAL MANAGEMENT STRATEGY

0060

- . limit vehicular and pedestrian movements to defined access roads and pedestrian paths respectively.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . rehabilitate denuded sand dune areas with appropriate plant species.
- . provide discrete parking areas for car parking and cars and trailer parking.
- . maintain the various community facilities including boat ramps, sea walling, breakwater, playground and community buildings.
- . provide and maintain a vehicular free area in between the kiosk and playground for passive recreation purposes.
- . maintain vehicular access to northern beach
- . limit vehicular access to southern beach for emergency purposes only.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas.
- . provide information and directional signs at appropriate locations.
- . signpost vehicular access roads, pedestrian paths, carparks, native vegetation areas, recreation areas, car and trailer parking areas, boat ramps, playground and community buildings.
- . maintain the jetty head and develop the locality in sympathy with its maritime heritage.
- . landscape the scarpment associated with car and trailer parking area utilizing suitable plants to prevent soil erosion.
- . all shack development in native vegetation area to be removed and the sites rehabilitated in accordance with Government Shack Policy.

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BALGOWAN 2

COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

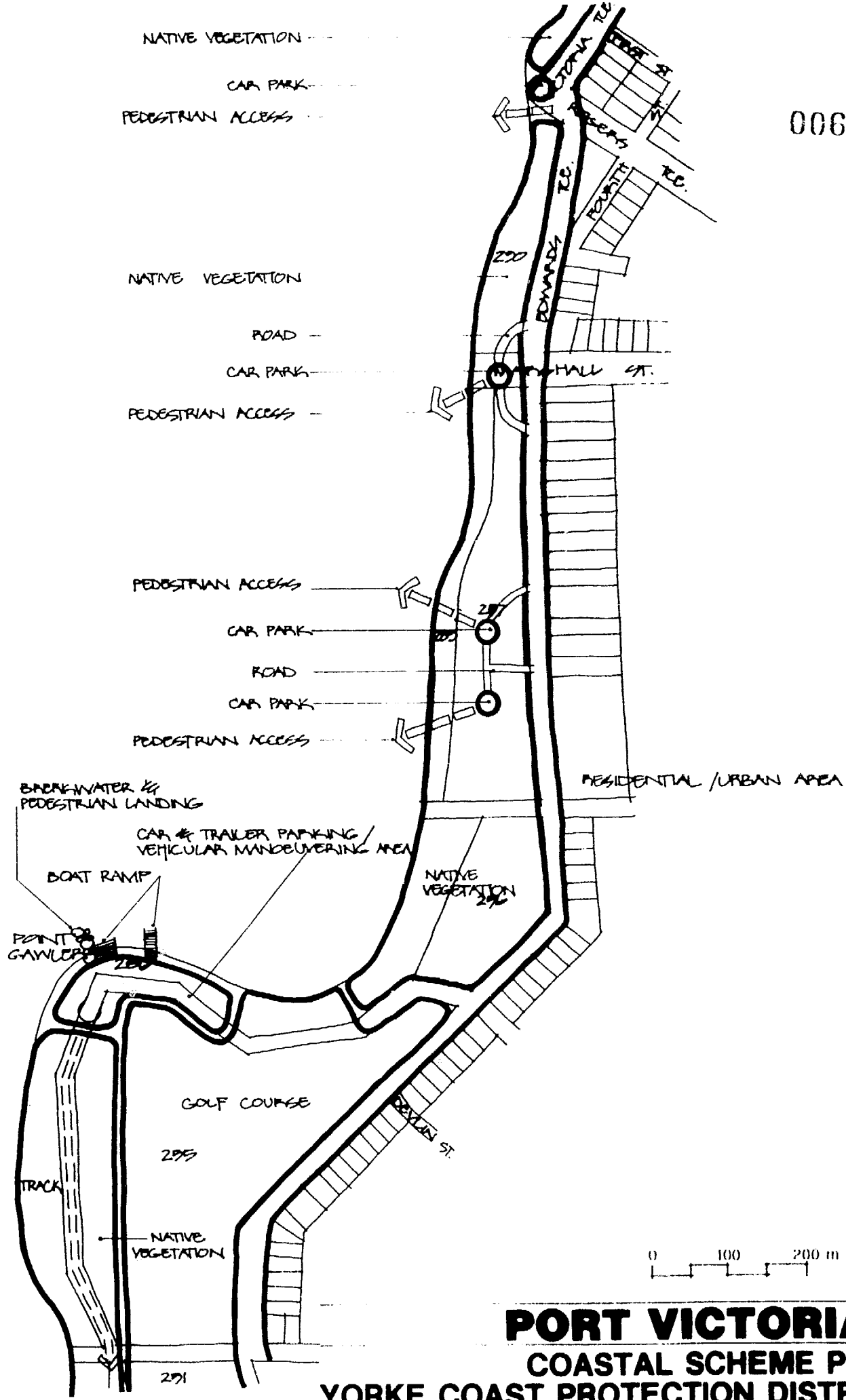
D.C. CENTRAL YORKE PENINSULA

PORT VICTORIA COASTAL SCHEME PLANCOASTAL MANAGEMENT STRATEGY

- . limit vehicular and pedestrian movements to defined access roads and pedestrian paths respectively.
- . retain a single informal access track adjacent the golf course. ?
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . rehabilitate denuded sand dune areas with appropriate plant species.
- . provide discrete parking areas for car parking and cars and trailer parking.
- . maintain the various community facilities including boat ramps, rock walling, breakwater, retaining wall, groyne, playground recreation areas, carparks and community buildings.
- . provide and maintain vehicular free areas for passive recreation purposes and an area for playground purposes.
- . maintain restricted vehicular access to beach for professional fishermen.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas.
- . provide information and directional signs at appropriate locations.
- . signpost vehicular access roads, pedestrian paths, carparks, native vegetation areas, recreation areas, car and trailer parking areas, boat ramps, playground and community buildings.
- . provide a parking area adjacent the hotel to accommodate cars and cars and trailer parking and landscape internally as the layout allows.
- . landscape the traffic islands in the centrally located carparking area.

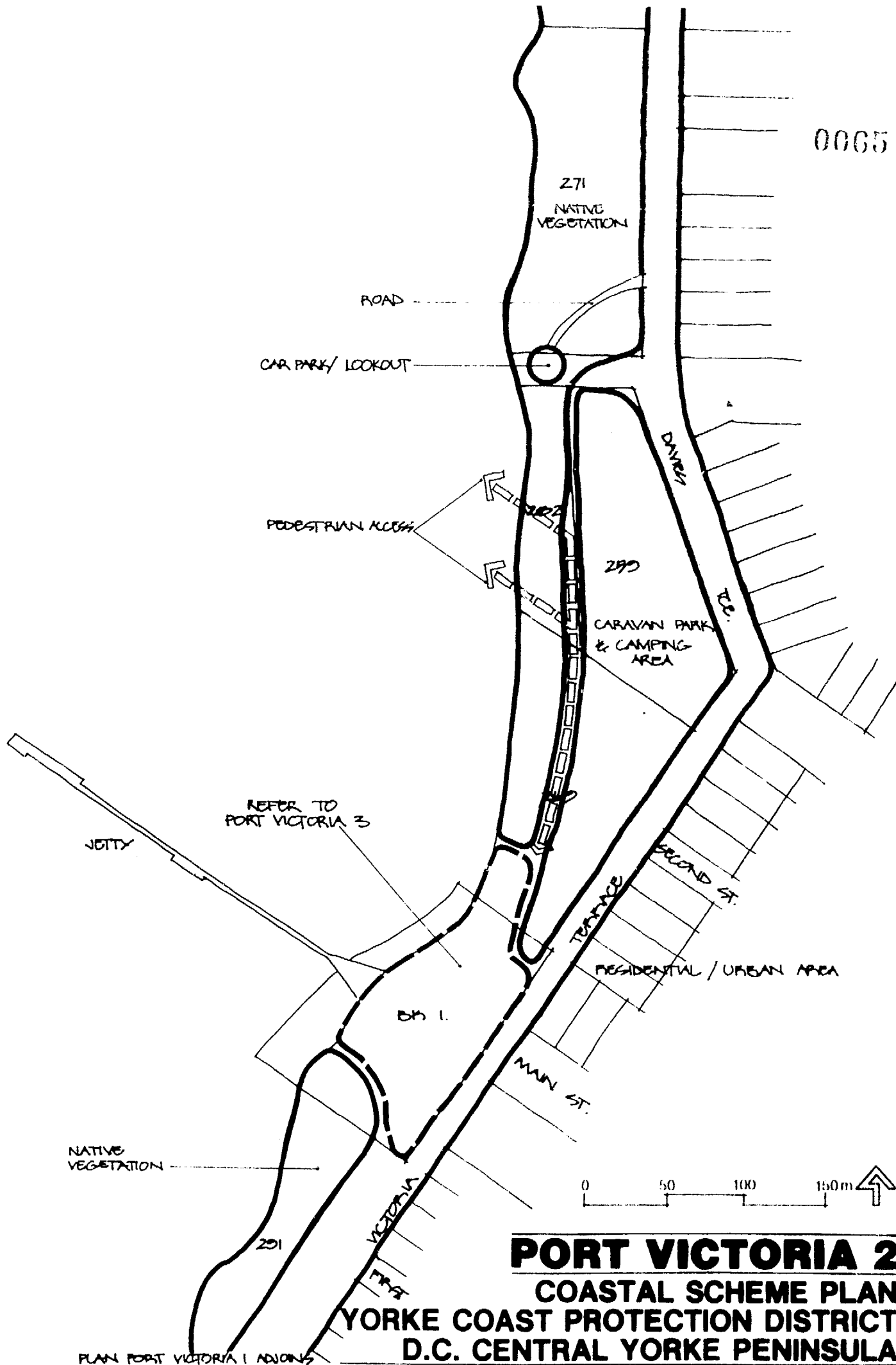
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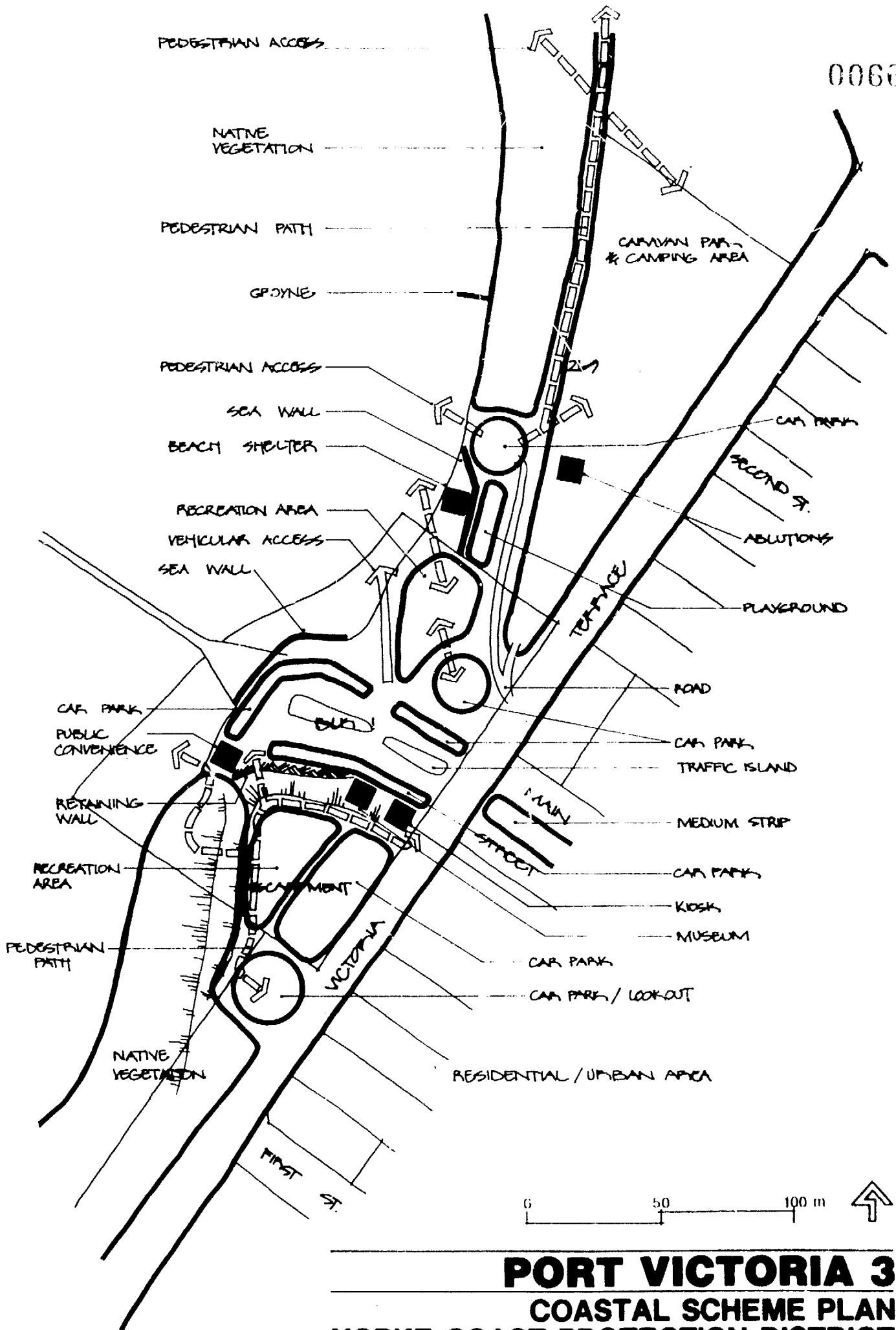
0064



PORT VICTORIA 1
COASTAL SCHEME PLAN
YORKE COAST PROTECTION DISTRICT
D.C. CENTRAL YORKE PENINSULA

0065





PORT VICTORIA 3

COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

D.C. CENTRAL YORKE PENINSULA

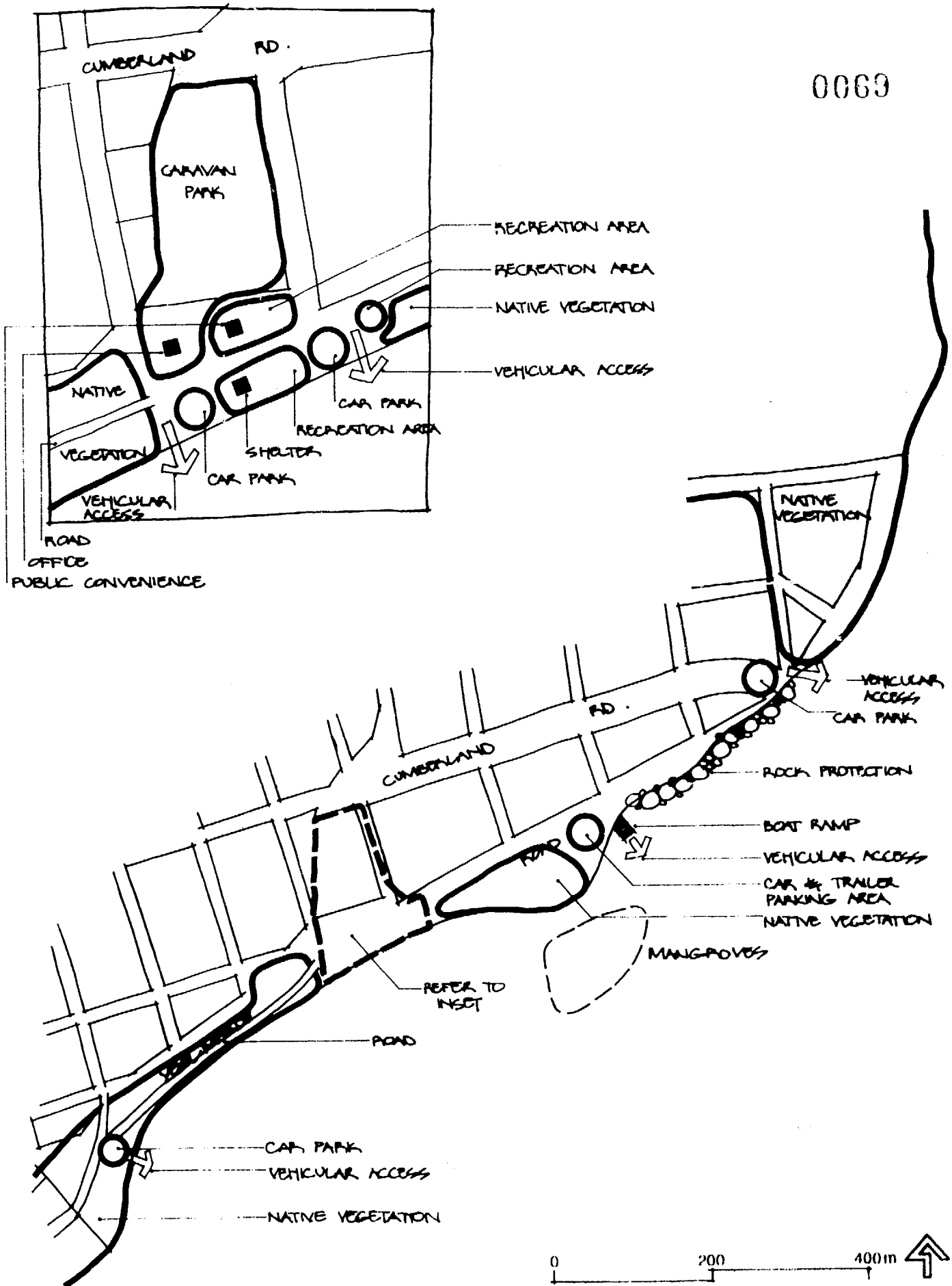
D.C. Clinton

0067

- . provide discrete car parks along the Clinton foreshore.
- . provide a discrete car and trailer parking area adjacent the boat ramp facility.
- . provide and maintain vehicular free areas adjacent the caravan park for passive recreation purposes.
- . maintain boat ramp, rock protection, car parks, car and trailer parking area, public convenience and beach shelter facilities.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . signpost vehicular access roads, car parks, native vegetation areas and the boat ramp facility.
- . utilise appropriate vehicular traffic management techniques between caravan park and foreshore to provide for safe and convenient pedestrian access across Yoolmardy Road.
- . provide information and directional signs at appropriate locations.
- . prevent encroachment of vehicles onto, and indiscriminate pedestrian access across, the native vegetation area.
- . prevent tidal inundation of car and trailer parking area.
- . limit vehicular access movements to beach to defined vehicular access points including boat ramp.

*** *** *** ***

0069



CLINTON

COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

D.C. CLINTON

D.C. Mallala

0070

MIDDLE BEACH COASTAL SCHEME PLAN

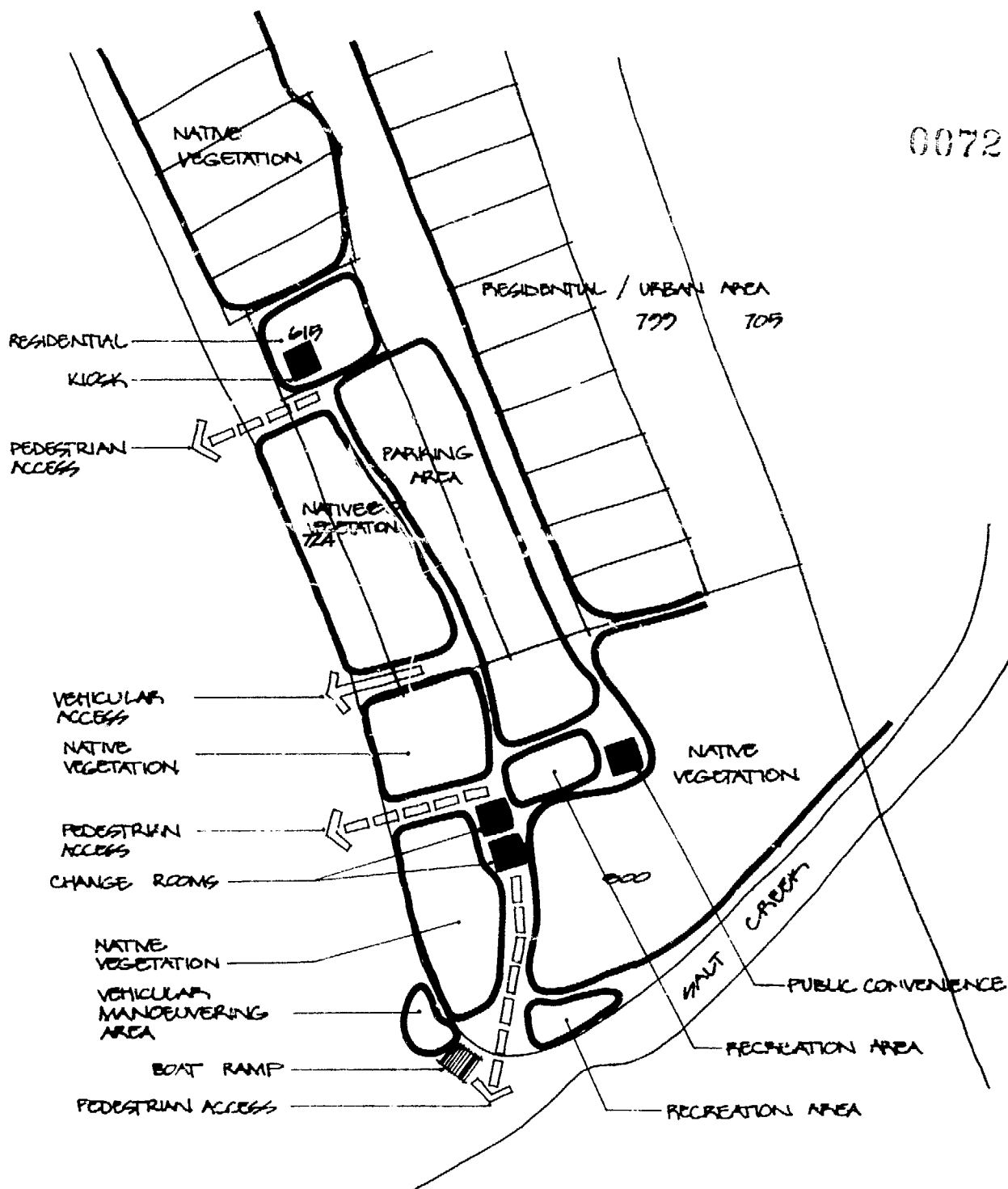
COASTAL MANAGEMENT STRATEGY

0071

- . limit vehicular and pedestrian movements to defined access roads and pedestrian paths respectively.
- . provide a discrete area for car parking and cars and trailer parking.
- . restrict informal camping to the western edge and north of the vehicular access road within the area for cars and cars and trailer parking.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . signpost vehicular access roads, parking areas, pedestrian paths, native vegetation areas and the boat ramp facility.
- . provide information and directional signs at appropriate locations.
- . prevent vehicular and pedestrian access onto native vegetation areas.
- . maintain existing public convenience, change room and boat ramp facilities.
- . provide and maintain beach shelters on the beach in close proximity to location of pedestrian paths, if and as required.
- . provide and maintain a vehicular free area between the change rooms and public convenience for passive recreation purposes.
- . provide and maintain a vehicular free area adjacent boat ramp for public swimming purposes.
- . provide litter bins at appropriate locations within recreation areas.
- . prevent cars and trailer parking on beach.
- . provide and maintain a cars and trailer manoeuvring area adjacent the boat ramp.
- . maintain beach carparking subject to adequate traffic management practice.

*** *** *** ***

0072



0 25 50 m



MIDDLE BEACH

COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

D.C. MALLALA

PARHAM COASTAL SCHEME PLAN

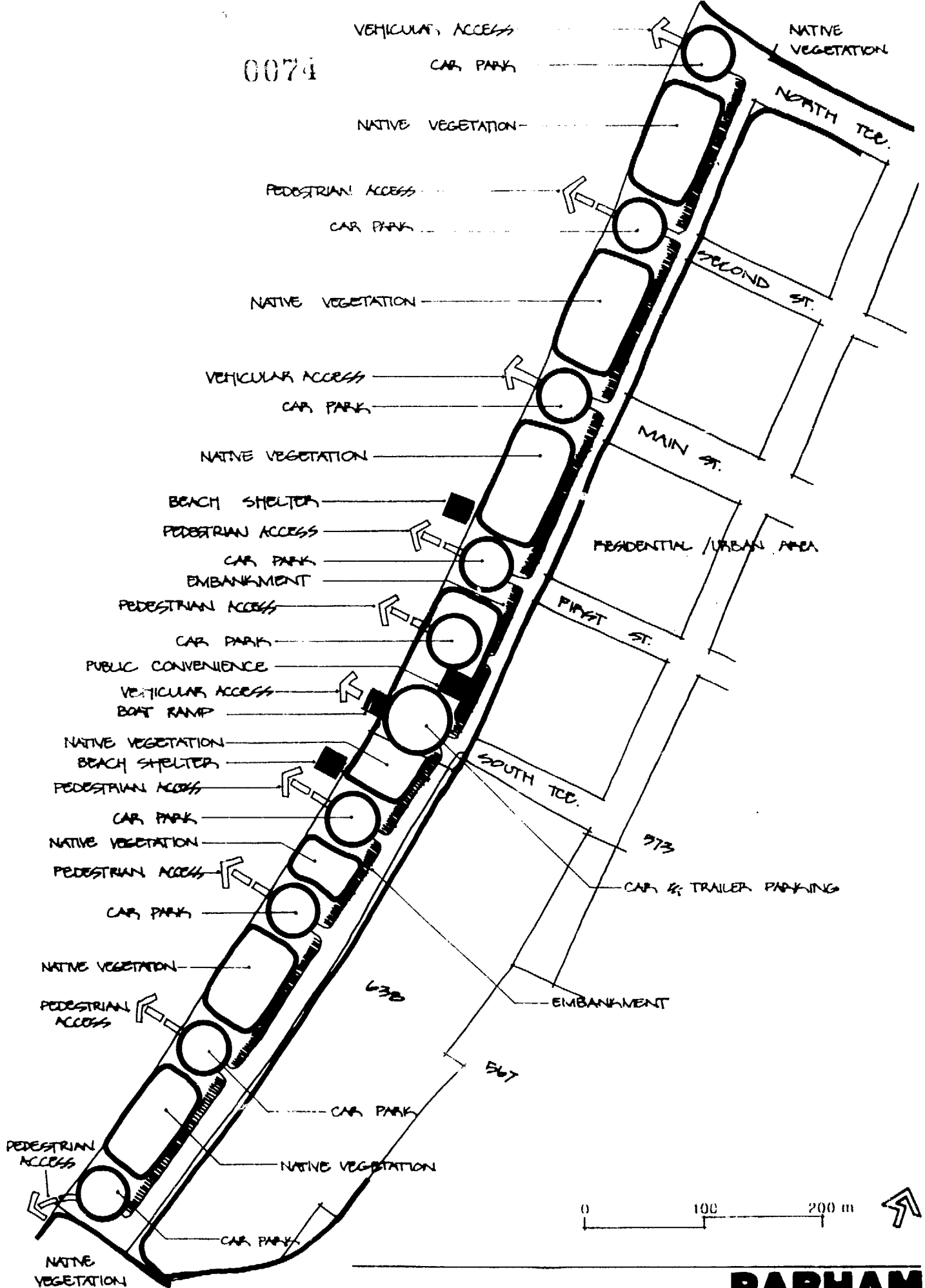
COASTAL MANAGEMENT STRATEGY

0073

- . limit vehicular and pedestrian movements to defined access roads and pedestrian paths respectively.
- . provide discrete parking areas for car parking and cars and trailer parking.
- . restrict informal camping to defined car parking areas.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . signpost vehicular access roads, car parks, pedestrian paths, native vegetation areas and the boat ramp facility.
- . provide information and directional signs at appropriate locations.
- . prevent vehicular and pedestrian access onto native vegetation areas.
- . maintain levee embankment along the western edge of foreshore road.
- . maintain existing public conveniences, beach shelters and boat ramp facilities.
- . provide and maintain beach shelters on the beach in close proximity to car parks.
- . provide litter bins at appropriate locations within car parking areas.
- . maintain a cars and trailer manoeuvring area adjacent the boat ramp.

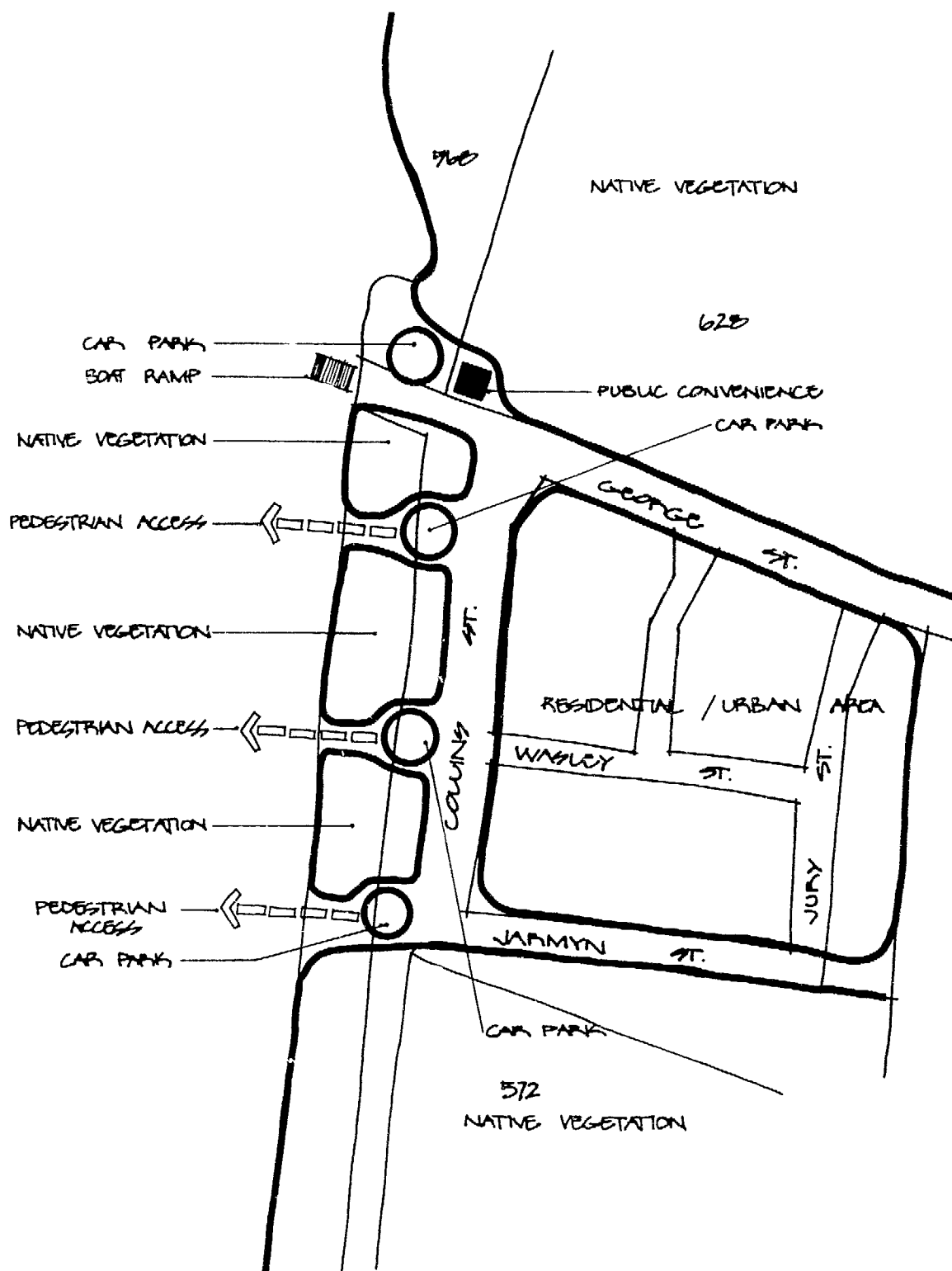
*** *** *** ***

PARHAM
COASTAL SCHEME PLAN
YORKE COAST PROTECTION DISTRICT
D.C. MALLALA



- . limit vehicular and pedestrian movements to defined access roads and pedestrian paths respectively.
- . provide discrete parking areas for car parking and cars and trailer parking.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . prevent informal camping within native vegetation and parking areas.
- . signpost vehicular access roads, car parks, pedestrian paths, native vegetation areas and the boat ramp facility.
- . provide information and directional signs at appropriate locations.
- . prevent vehicular and pedestrian access onto native vegetation areas.
- . maintain existing public convenience and boat ramp facilities.
- . provide and maintain beach shelters on the beach in close proximity to pedestrian paths.
- . provide litter bins at appropriate locations within car parking areas.
- . maintain a cars and trailer manoeuvring area adjacent the boat ramp.

*** *** *** ***



0 100 200 m



WEBB BEACH
COASTAL SCHEME PLAN
YORKE COAST PROTECTION DISTRICT
D.C. MALLALA

D.C. Minlaton

0077

HARDWICKE BAY COASTAL SCHEME PLAN

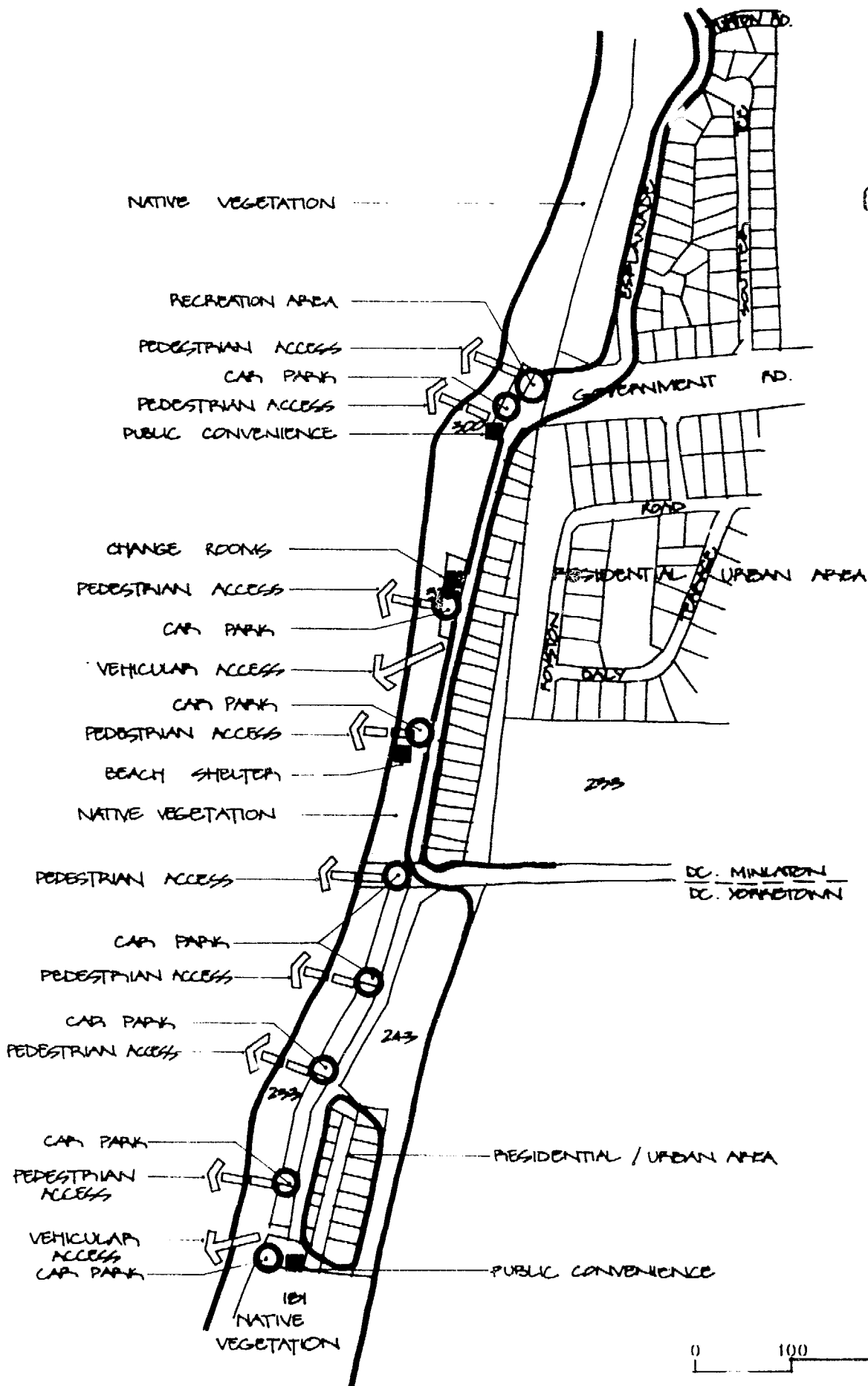
COASTAL MANAGEMENT STRATEGY

0078

- . limit vehicular and pedestrian movements to defined roads and paths respectively.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . rehabilitate denuded sand dune areas with appropriate plant species.
- . provide discrete carparks along the Hardwicke Bay foreshore.
- . maintain the various community facilities including public conveniences and beach shelter.
- . provide and maintain a vehicular free area at the end of Government Road for passive recreation purposes.
- . maintain vehicular access to beach for boat launching purposes.
- . all shack development within native vegetation areas to be removed and the sites rehabilitated in accordance with Government Shack Policy.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas.
- . provide information and directional signs at appropriate locations.
- . signpost pedestrian paths, carparks, vehicular access points, native vegetation areas and recreation areas.

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0079



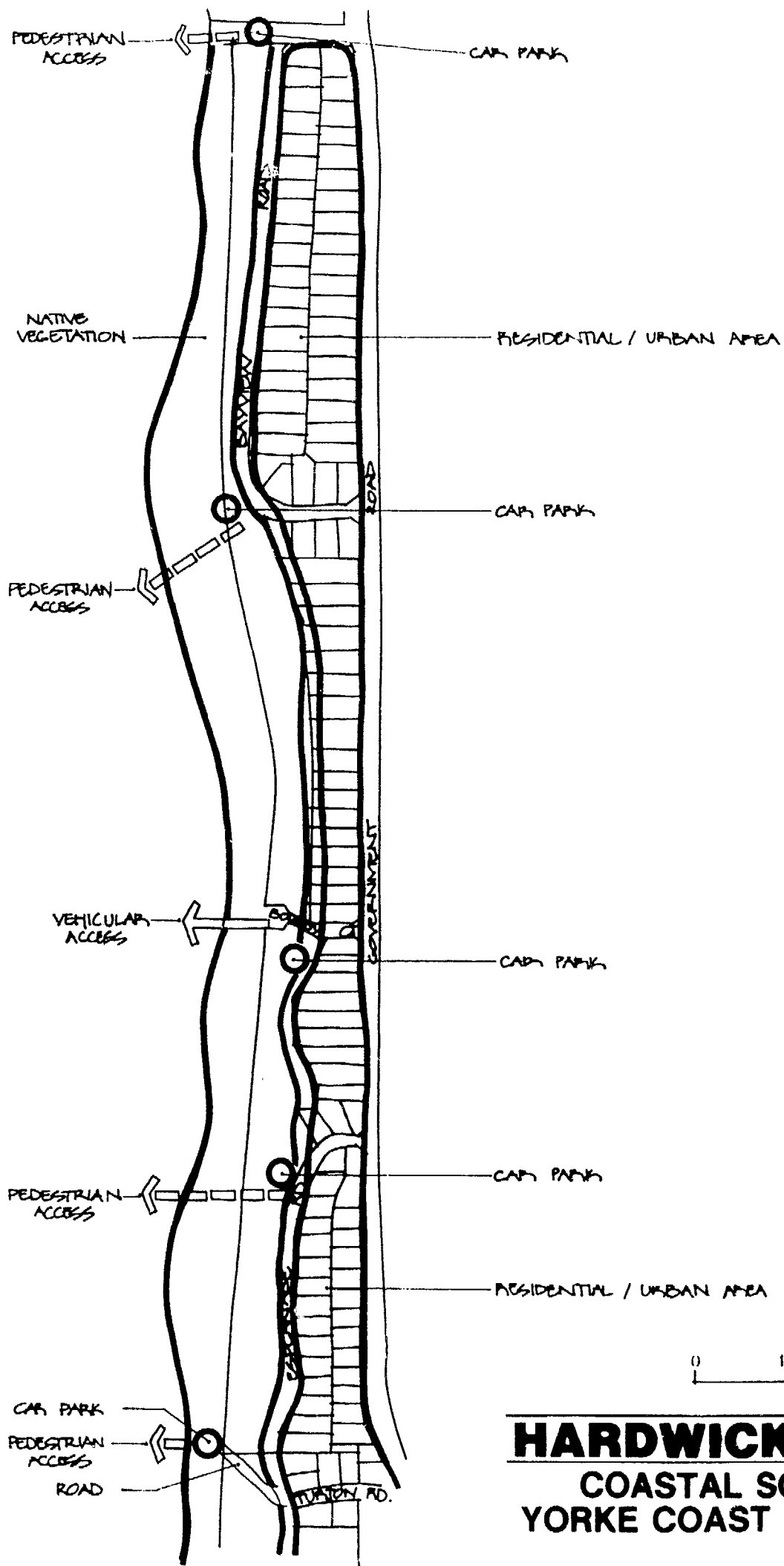
HARDWICKE BAY 1

COASTAL SCHEME PLAN

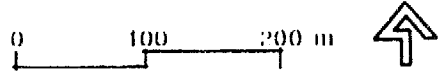
YORKE COAST PROTECTION DISTRICT

D.C. MINLATON

0080



PLAN HARDWICKE BAY 1 ADJOINING



HARDWICKE BAY 2

COASTAL SCHEME PLAN

YORKE COAST PROTECTION

DISTRICT

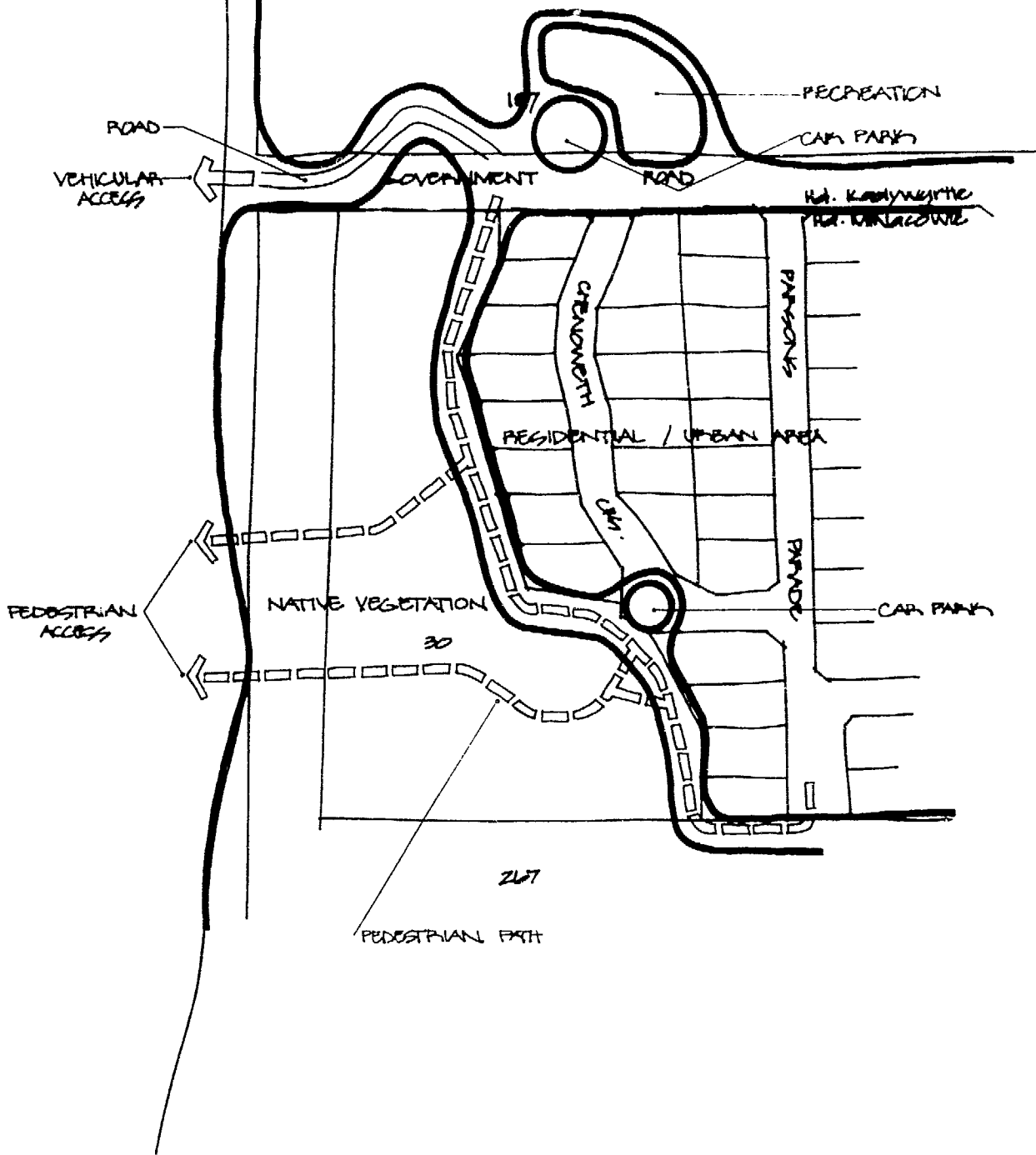
D.C. MINLATON

- . provide a parking area for cars and cars and trailers.
- . provide and maintain a vehicular free area for passive recreation purposes.
- . provide recreation facilities including tables, seats and litterbins in recreation area.
- . maintain vehicular access to beach for boat launching purposes.
- . limit pedestrian access from township to beach across Section 30 to defined pedestrian paths.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . rehabilitate denuded sand dune areas with appropriate plant species.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas.
- . provide information and directional signs in appropriate locations.
- . signpost pedestrian paths, parking areas and recreation area.

*** *** *** *** ***

NATIVE VEGETATION

0082



0 75 150 m



PARSONS BEACH

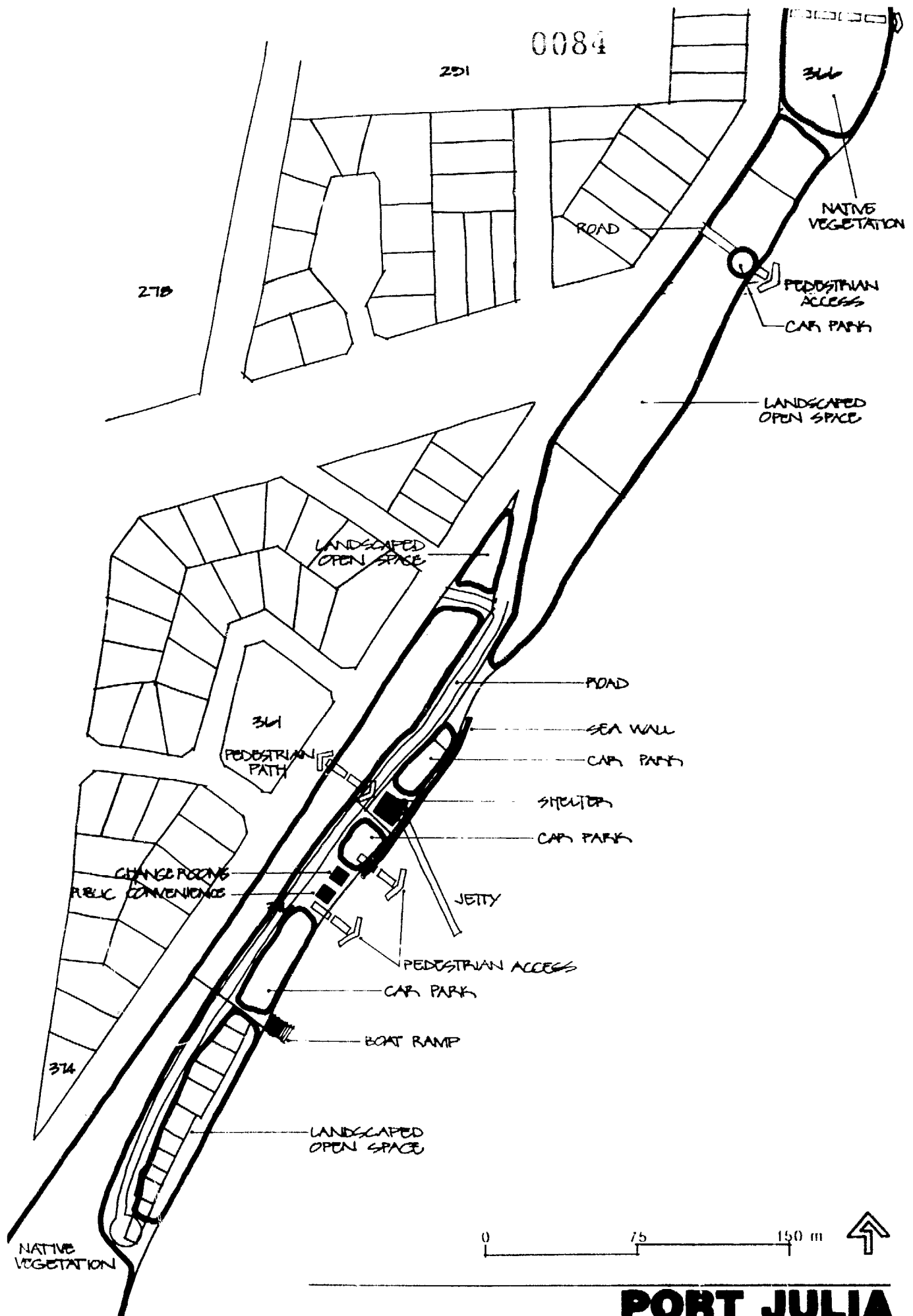
COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

D.C. MINLATON

- . provide discrete carparks along the Port Julia foreshore.
- . maintain public convenience, change enclosures, shelter shed, boatramp, jetty and seawall.
- . provide appropriate pedestrian access to beach from carparks and across section 316.
- . landscape open space area utilizing suitable plants that preserve the open space character and amenity of the land, including views across the land.
- . all shack development within landscaped open space area to be removed and the sites rehabilitated in accordance with Government Shack Policy.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . prevent vehicular access and limit pedestrian access to defined pedestrian paths in native vegetation areas and landscaped open space area.
- . prevent encroachment of vehicles onto, and indiscriminate pedestrian access across, the seaward portion of the landscaped open space areas.
- . maintain pedestrian access steps connecting shelter shed with the township of Port Julia.
- . provide information and directional signs at appropriate locations.
- . signpost carparks, cars and trailer parking area, boat ramp facility, shelter shed, change enclosures, pedestrian paths and recreation area.

*** *** *** ***



PORT JULIA

COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

D.C. MINLATON

PORT RICKABY COASTAL SCHEME PLANCOASTAL MANAGEMENT STRATEGY

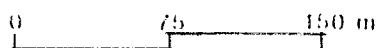
- . limit vehicular and pedestrian movements to defined access roads and pedestrian paths respectively.
- . provide discrete carparks for cars only parking and cars and trailer parking.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . signpost vehicular access roads, carparks, pedestrian paths, native vegetation areas and the boat ramp facility.
- . provide information and directional signs at appropriate locations.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas.
- . maintain existing public convenience, beach shelter, playground, community hall, boat ramp and caravan park facilities.
- . provide and maintain a vehicular free area around the picnic shelter and adjacent the public conveniences and playground for passive recreation purposes.
- . maintain rock protection along the foreshore north of jetty.

*** *** *** ***

A hand-drawn site plan of a coastal area, oriented vertically. The plan shows a narrow strip of land with various zones and features labeled on the left side, and a larger area on the right. The labels on the left include:

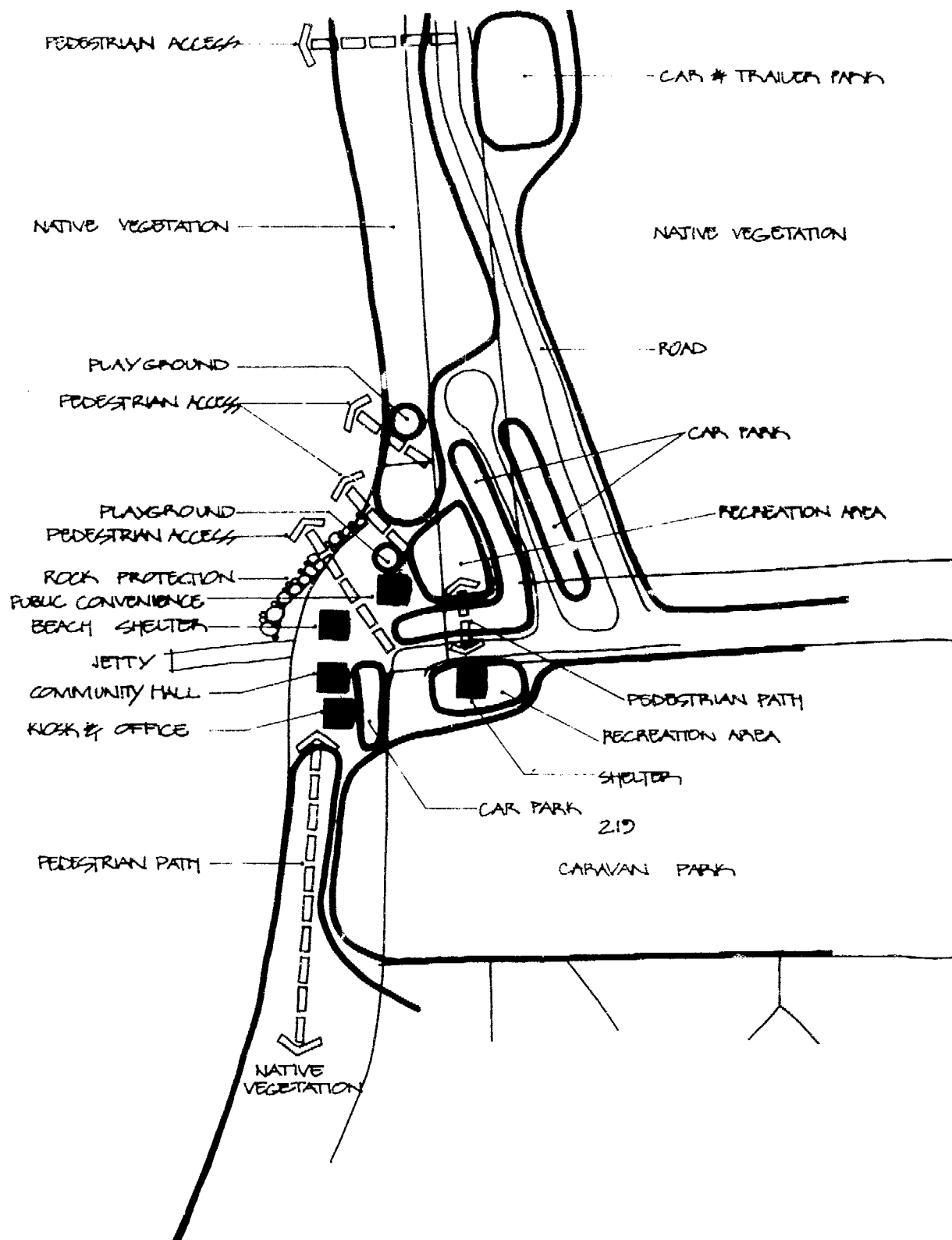
- NATIVE VEGETATION
- PEDESTRIAN ACCESS
- CAR PARK
- NATIVE VEGETATION
- PEDESTRIAN ACCESS
- NATIVE VEGETATION
- PEDESTRIAN ACCESS
- NATIVE VEGETATION
- RESIDENTIAL / URBAN AREA
- VEHICULAR ACCESS
- NATIVE VEGETATION
- PEDESTRIAN ACCESS
- CAR & TRAILER PARKING
- REFUEL TO FORT RICKABY 2
- JETTY
- PEDESTRIAN PATH
- NATIVE VEGETATION
- CLOSED ROAD
- CAR PARK

The plan also includes several numerical labels: 210, 205, 50, 35N, 210, 200, and 200. The right side of the plan shows a large area labeled "NATIVE VEGETATION" and "RESIDENTIAL URBAN AREA". The bottom of the plan shows a "CLOSED ROAD" and a "CAR PARK".



PORT RICKABY 1
COASTAL SCHEME PLAN
YORKE COAST PROTECTION DISTRICT
D.C. MINLATON

0087



0 50 100m



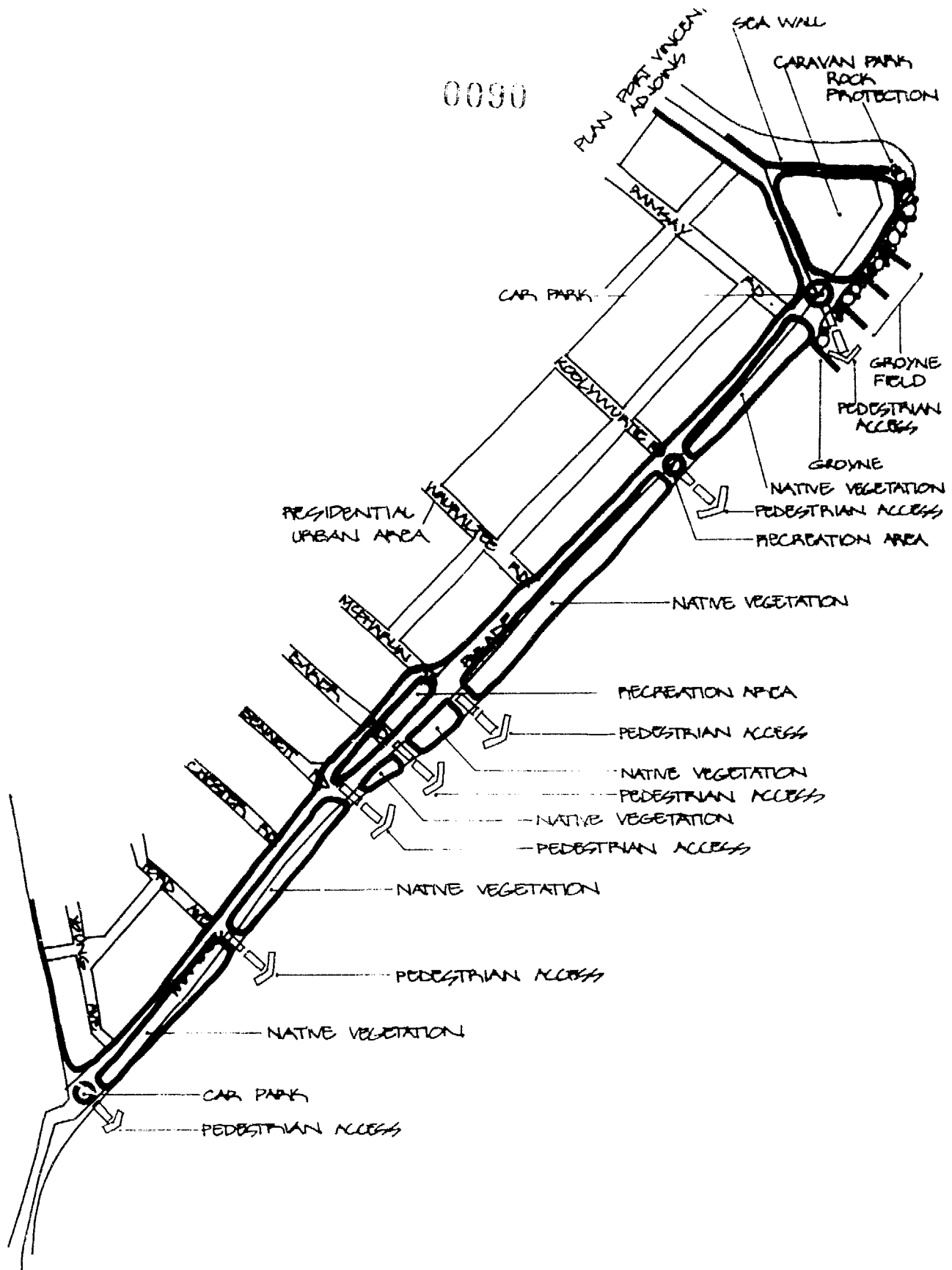
PORT RICKABY 2
COASTAL SCHEME PLAN
YORKE COAST PROTECTION DISTRICT
D.C. MINLATON

COASTAL MANAGEMENT STRATEGY

- . limit vehicular and pedestrian movements to defined access roads and pedestrian paths respectively.
- . provide and maintain a vehicular free area adjacent Baker Avenue and Koolywartie Road for passive recreation purposes.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas.
- . maintain groyne field, rock walling and car parks located south of the caravan park and seawall located on the northern boundary of the caravan park.
- . provide discrete cars and trailer parking areas adjacent caravan park and along Curramulka Road.
- . provide cars only parking along the seaward side of Marine Parade between caravan park and jetty.
- . maintain the various community facilities including the sea wall and boat ramp between the wharf and caravan park.
- . provide and maintain an off street carparking area on the Marine Board and Harbours Board reserves.
- . provide and maintain a vehicular free area adjacent the wharf for passive recreation purposes.
- . maintain the various community facilities including the jetty, wharf landing and rock walling located on the Marine Board and Harbours Board Reserves.
- . maintain restricted parking area adjacent jetty.
- . provide and maintain a discrete car park and beach shelter immediately north of the restricted parking area.
- . landscape open space area utilizing suitable plants that preserve the open space character and amenity of the land, including views across the land.
- . prevent encroachment of vehicles onto, and indiscriminate pedestrian access across, the seaward portion of the landscaped open space area.
- . maintain native vegetation cover over the seaward portion of the landscaped open space area to minimize sand drift.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.

- . formalise vehicular access to Water Reserve No. 5 at northern end of Port Vincent township.
- . provide and maintain carpark and vehicular free area for passive recreation purposes on Water Reserve No. 5.
- . provide and maintain a carpark/lookout on Section 206.
- . provide and maintain a pedestrian path connecting lookout on Section 206 and recreation area and develop a scenic walk along the coast north of the recreation area.
- . provide information and directional signs at appropriate locations.
- . signpost carparks, cars and trailer parking areas, boat ramp facility, community buildings, pedestrian paths and recreation areas.

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0 200 400 m

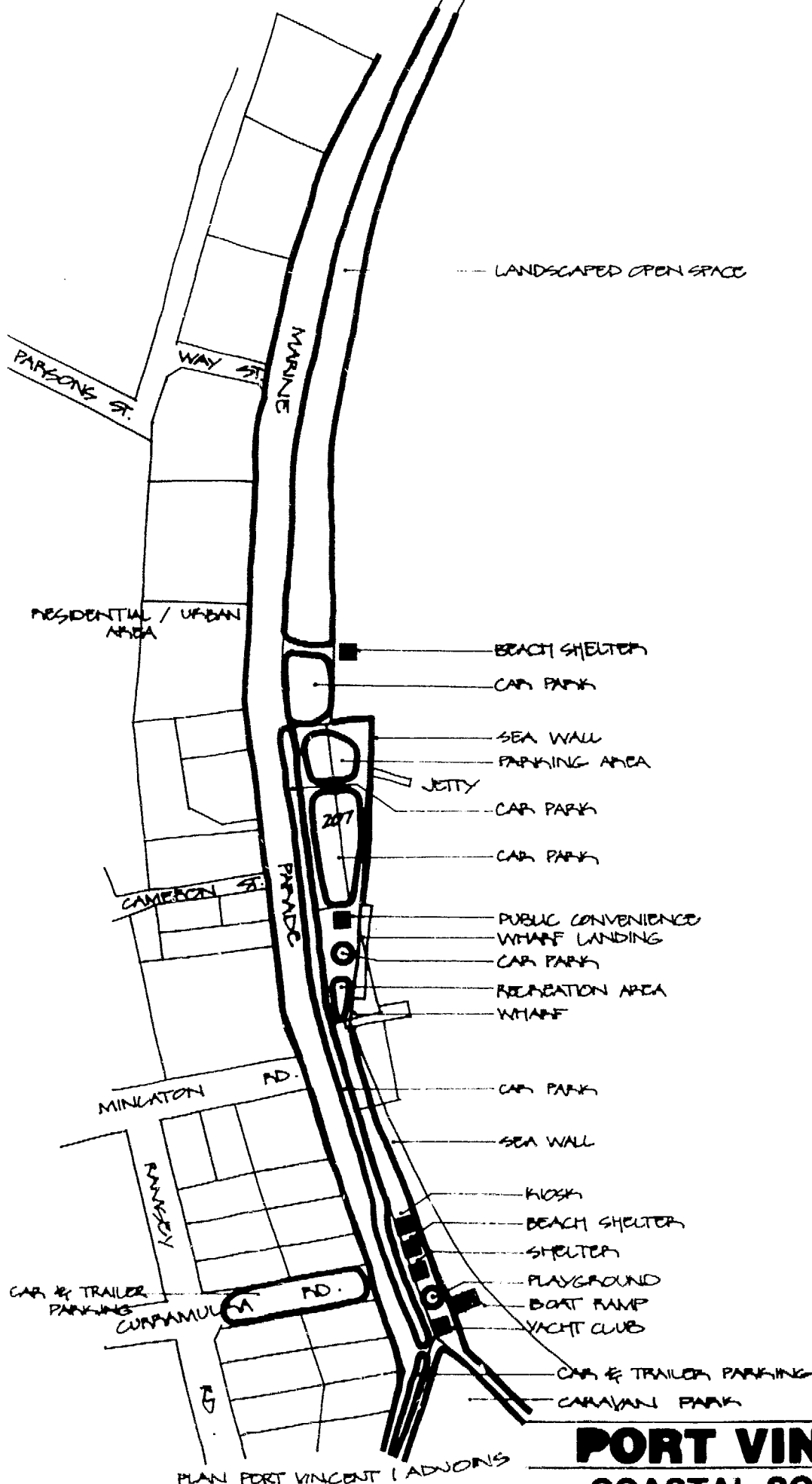


PORT VINCENT 1

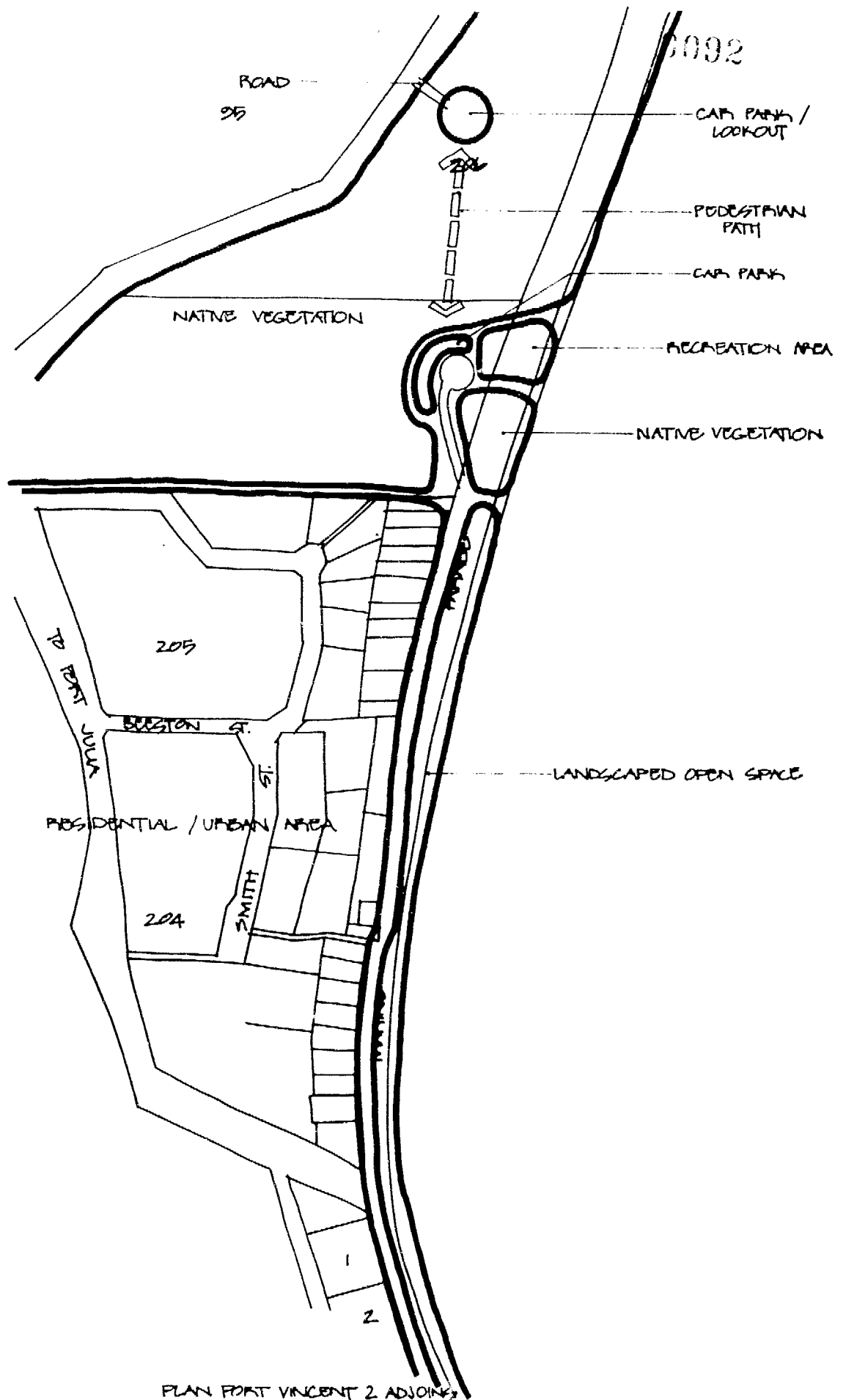
COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

D.C. MINLATON



PORT VINCENT 2
COASTAL SCHEME PLAN
YORKE COAST PROTECTION
DISTRICT
D.C. MINCLATON



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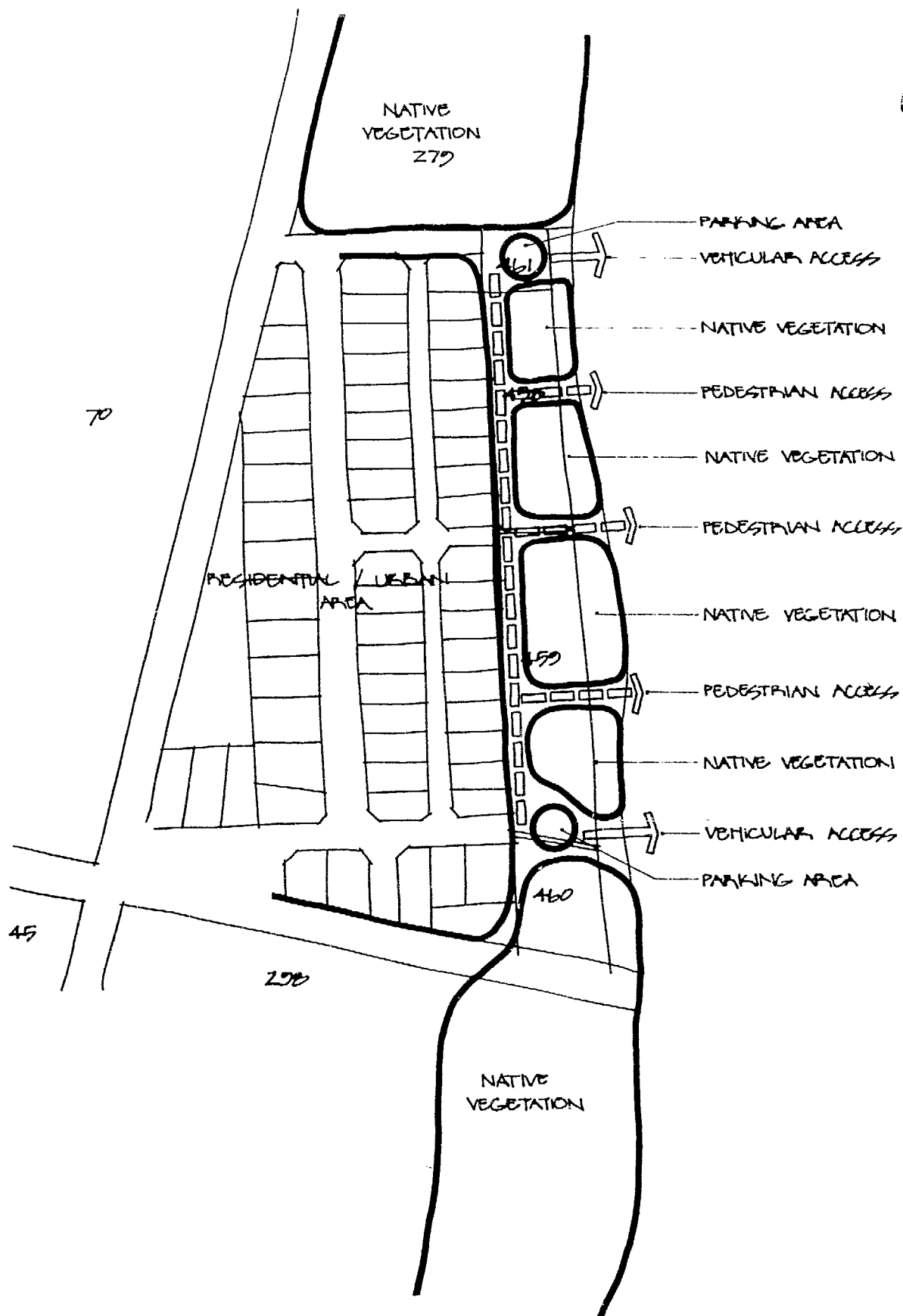
PORT VINCENT 3 **COASTAL SCHEME PLAN** **YORKE COAST PROTECTION DISTRICT** **D.C. MINLATON**

SHEOAK FLAT COASTAL SCHEME PLANCOASTAL MANAGEMENT STRATEGY

- . provide and maintain a parking area for cars, and cars and trailers at either end of the township of Sheoak Flat.
- . maintain vehicular access to beach from parking areas for boat launching purposes.
- . limit pedestrian access from township to beach across Sections 458 and 459 to defined pedestrian paths.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas north and south of township of Sheoak Flat.
- . provide information and directional signs in appropriate locations.
- . signpost parking areas, boat launching areas and pedestrian paths.

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0094



SHEOAK FLAT

COASTAL SCHEME PLAN

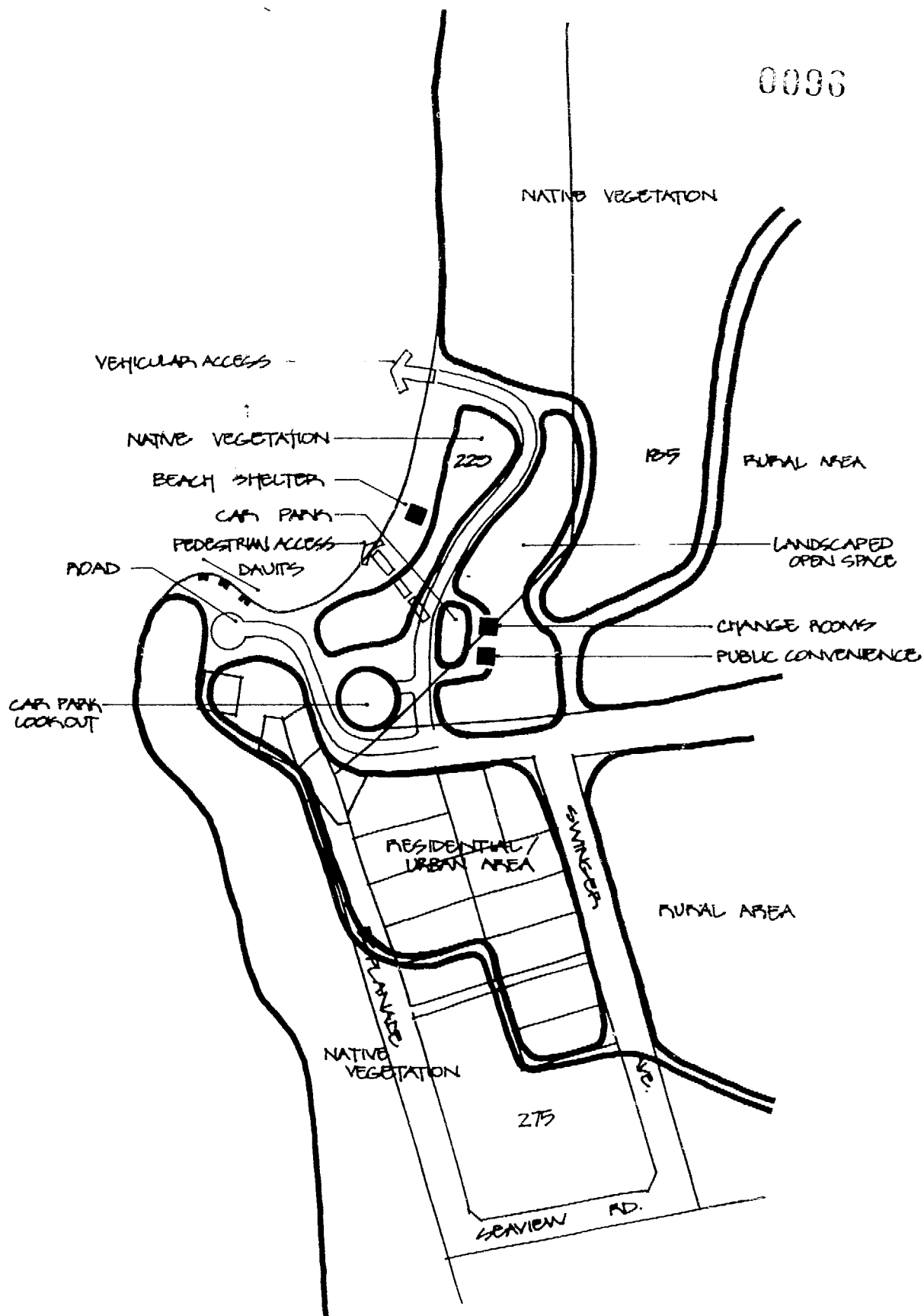
YORKE COAST PROTECTION DISTRICT

D.C. MINLATON

COASTAL MANAGEMENT STRATEGY

- . limit vehicular and pedestrian movements to defined roads and paths respectively.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . rehabilitate denuded sand dune areas with appropriate plant species.
- . provide a carpark/lookout overlooking the beach.
- . maintain the various community facilities including public conveniences, beach shelter and change rooms.
- . maintain vehicular access to beach for boat launching purposes.
- . all shack development within nature vegetation areas to be removed and the sites rehabilitated in accordance with Government Shack Policy.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas.
- . provide information and directional signs at appropriate locations.
- . signpost pedestrian paths, carparks, vehicular access points, native vegetation areas and recreation areas.
- . landscape open space area utilizing suitable plants that preserve the open space character and amenity of the land, including views across the land.
- . restrict informal camping at the Bluff to the area north of change rooms/public conveniences within the landscaped open space area.

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0 7.5 15.0 m



THE BLUFF

COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

D.C. MINLATON

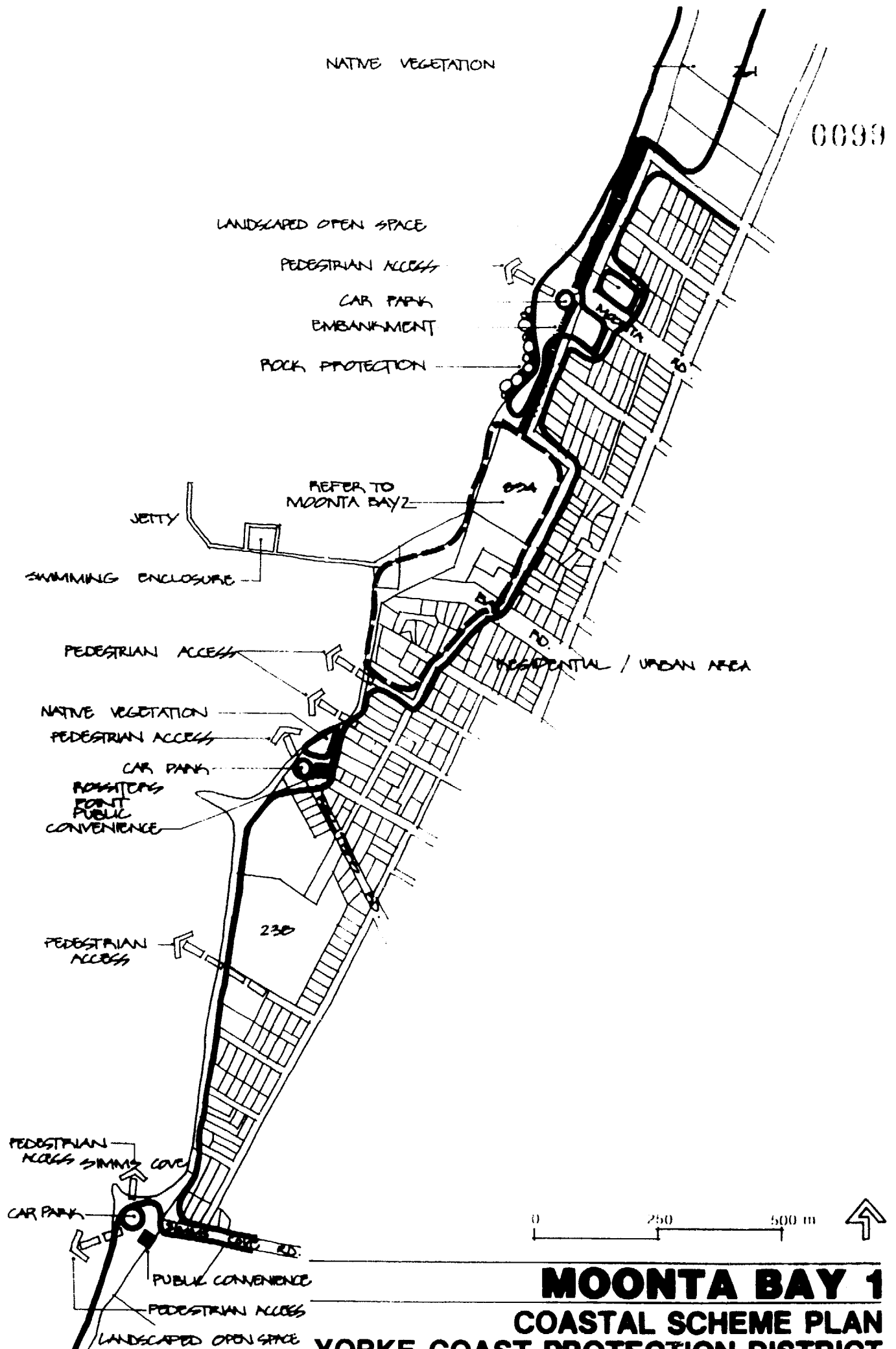
D.C. Northern Yorke Peninsula

0097

MOONTA BAY COASTAL SCHEME PLANCOASTAL MANAGEMENT STRATEGY

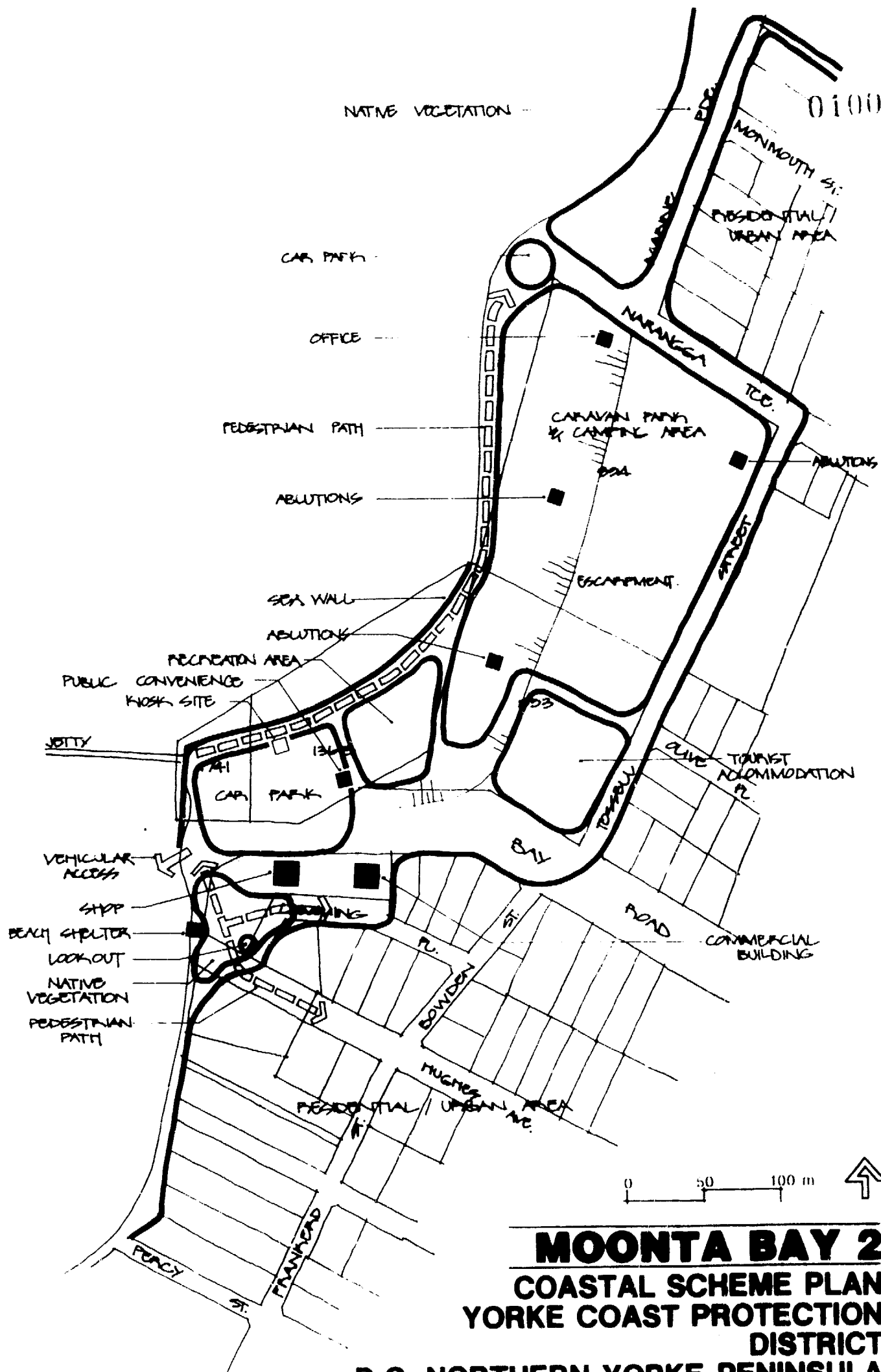
- . limit vehicular and pedestrian movements to defined access roads and pedestrian paths respectively.
- . provide and maintain discrete car parks along the Moonta Bay foreshore.
- . maintain sea wall, rock protection, embankment jetty, swimming enclosure, public conveniences and beach shelter.
- . provide and maintain a pedestrian path along the foreshore connecting the jetty and caravan park.
- . provide and maintain a vehicular free area for passive recreation purposes.
- . provide picnic facilities in recreation area such as seats, barbecues and rubbish bins as considered appropriate.
- . maintain vehicular access to beach for emergency purposes and informal boat launching.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas.
- . maintain a site for a kiosk during peak periods in jetty car park.
- . signpost car parks, pedestrian path, native vegetation area, recreation area and community buildings.
- . provide information and directional signs at appropriate locations.

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MOONTA BAY 1 **COASTAL SCHEME PLAN** **YORKE COAST PROTECTION DISTRICT** **D.C. NORTHERN YORKE PENINSULA**

MOONTA BAY 2

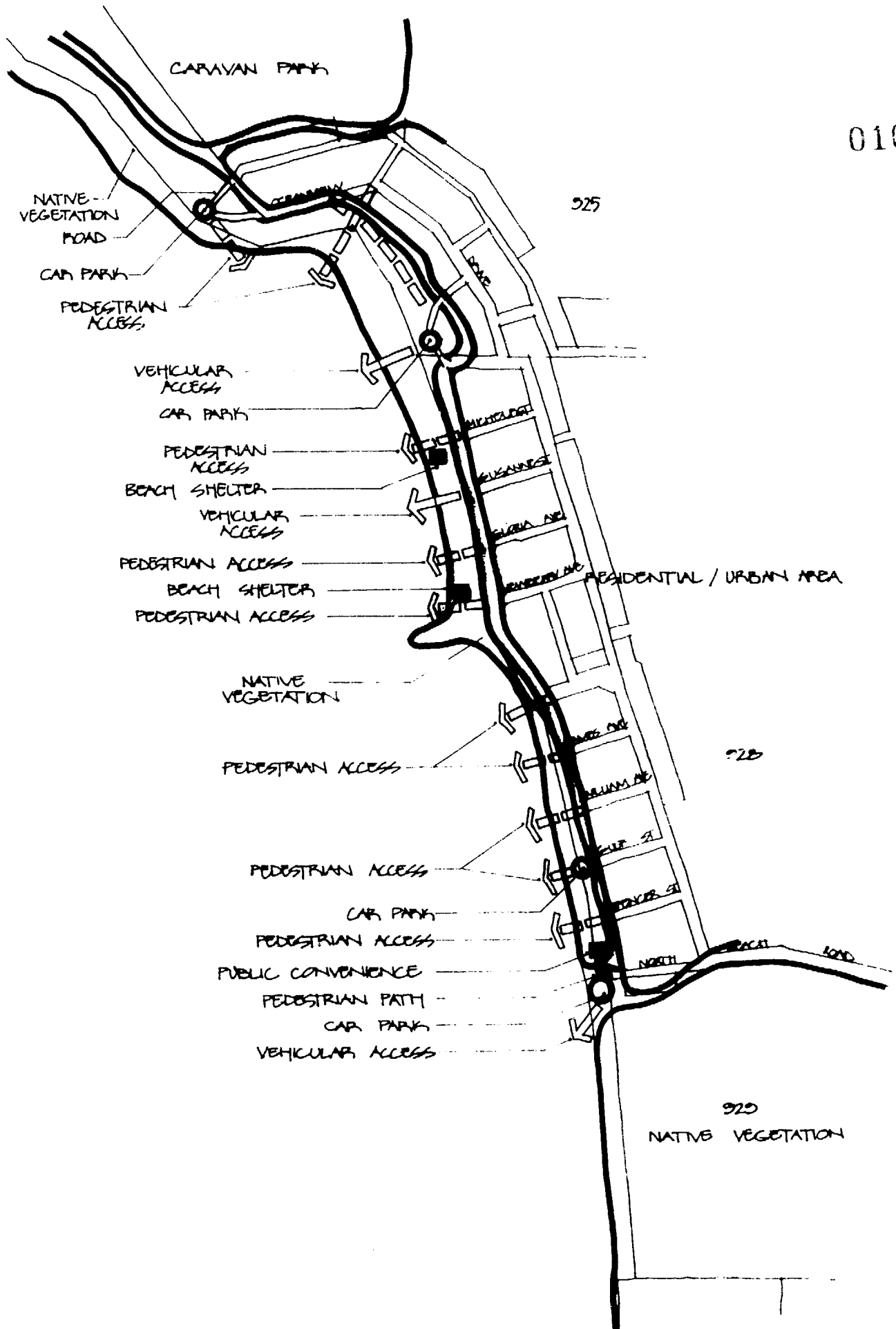


NORTH BEACH COASTAL SCHEME PLANCOASTAL MANAGEMENT STRATEGY

- . limit vehicular and pedestrian movements to defined access roads and paths respectively.
- . provide discrete car parks along the North Beach foreshore.
- . maintain vehicular access to beach at defined points. ✓
- . limit vehicular movements on beach to defined areas. ✓
- . maintain public convenience and beach shelters.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas.
- . rehabilitate denuded sand dune areas with appropriate plant species.
- . all shack development in native vegetation area to be removed and the sites rehabilitated in accordance with Council Shack Policy.
- . signpost vehicular access roads, pedestrian paths, car parks, native vegetation areas and community buildings.
- . provide information and directional signs at appropriate locations.

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0102



0 250 500 m

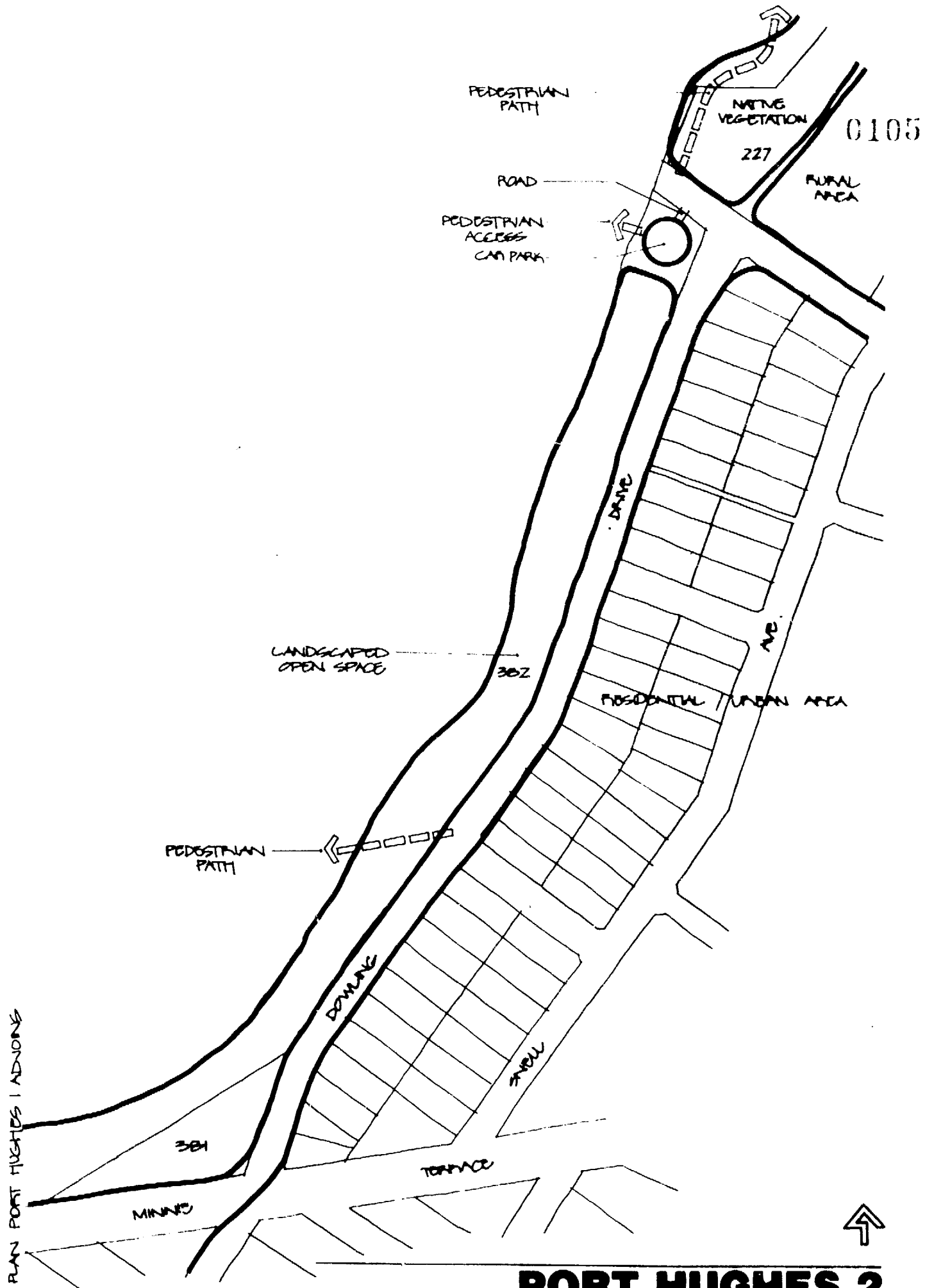
NORTH BEACH **COASTAL SCHEME PLAN** **YORKE COAST PROTECTION DISTRICT** **D.C. NORTHERN YORKE PENINSULA**

COASTAL MANAGEMENT STRATEGY

- . provide discrete carpark along the Port Hughes foreshore.
- . provide a discrete car and trailer only parking area adjacent the boat ramp.
- . limit vehicular and pedestrian movements to defined roads and paths respectively.
- . maintain rubble/grassed surface in foreshore parking area.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas.
- . rehabilitate denuded sand dune areas with appropriate plant species.
- . landscape open space areas utilizing suitable plants that preserve the open space character and amenity of the land, including views across the land.
- . prevent encroachment of vehicles onto and indiscriminate pedestrian access across, the seaward portion of the landscaped open space and foreshore parking areas.
- . maintain native vegetation cover over the embankment and seaward portion of the landscaped open space and foreshore parking areas to minimize sand drift.
- . allow overspill car and trailer parking on landscaped open space area adjacent the northern caravan park.
- . provide and maintain a vehicular free area adjacent southern caravan park for passive recreation purposes.
- . provide picnic facilities within recreation area such as rubbish bins, seats, barbecues, as considered appropriate.
- . maintain community facilities and buildings including jetty, slipway, public conveniences, parking areas, caravan parks, boat ramp and pedestrian paths.
- . signpost carpark, car and trailer parks, lookout, recreation area, native vegetation areas, landscaped open space areas, pedestrian paths, boat ramp facility and community buildings.
- . provide information and directional signs at appropriate locations.



PORT HUGHES 1
COASTAL SCHEME PLAN
YORKE COAST PROTECTION DISTRICT
D.C. NORTHERN YORKE PENINSULA



PORT HUGHES 2

COASTAL SCHEME PLAN
YORKE COAST PROTECTION DISTRICT
D.C. NORTHERN YORKE PENINSULA

0 75 150 m

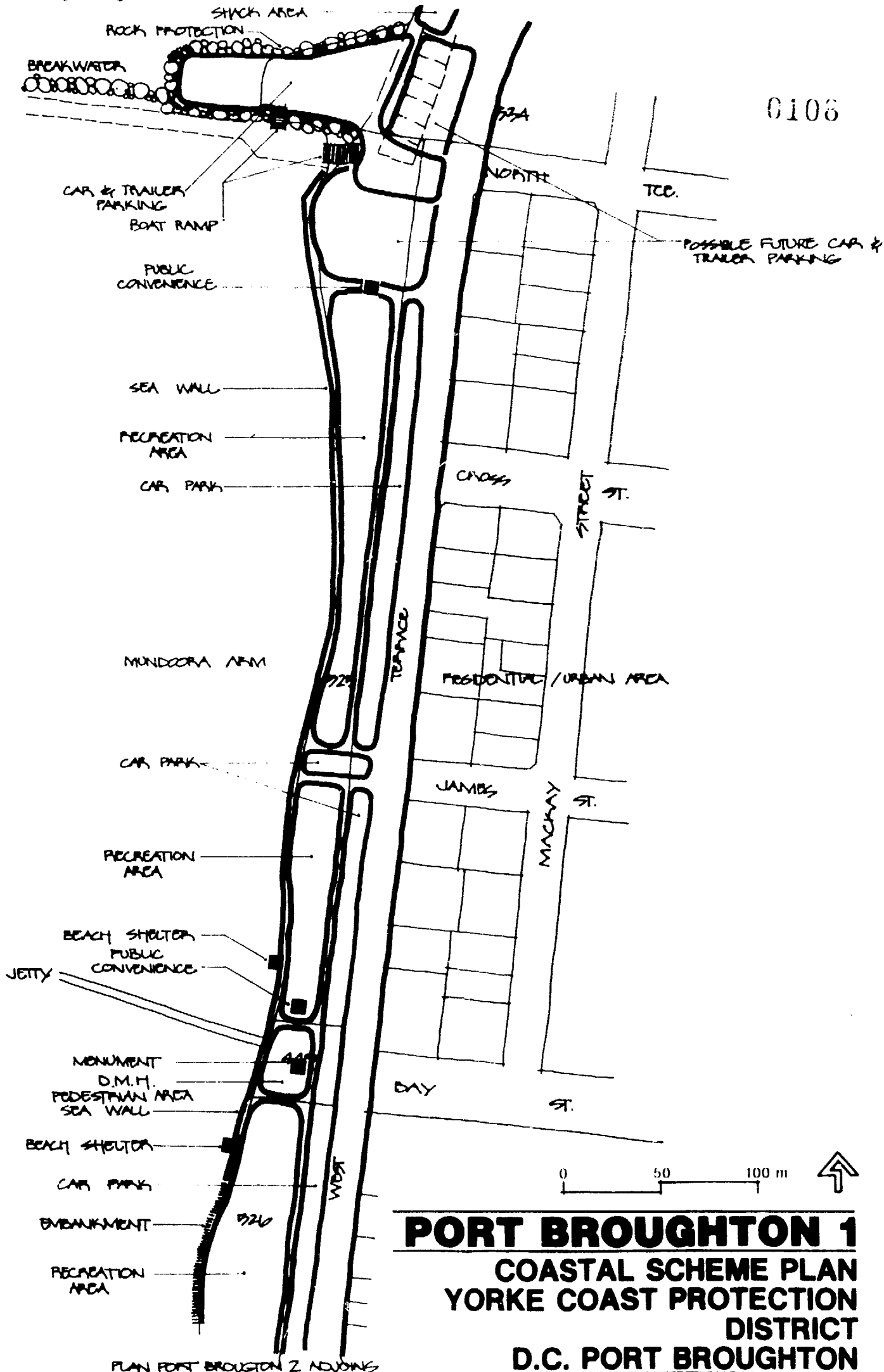
D.C. Port Broughton

0106

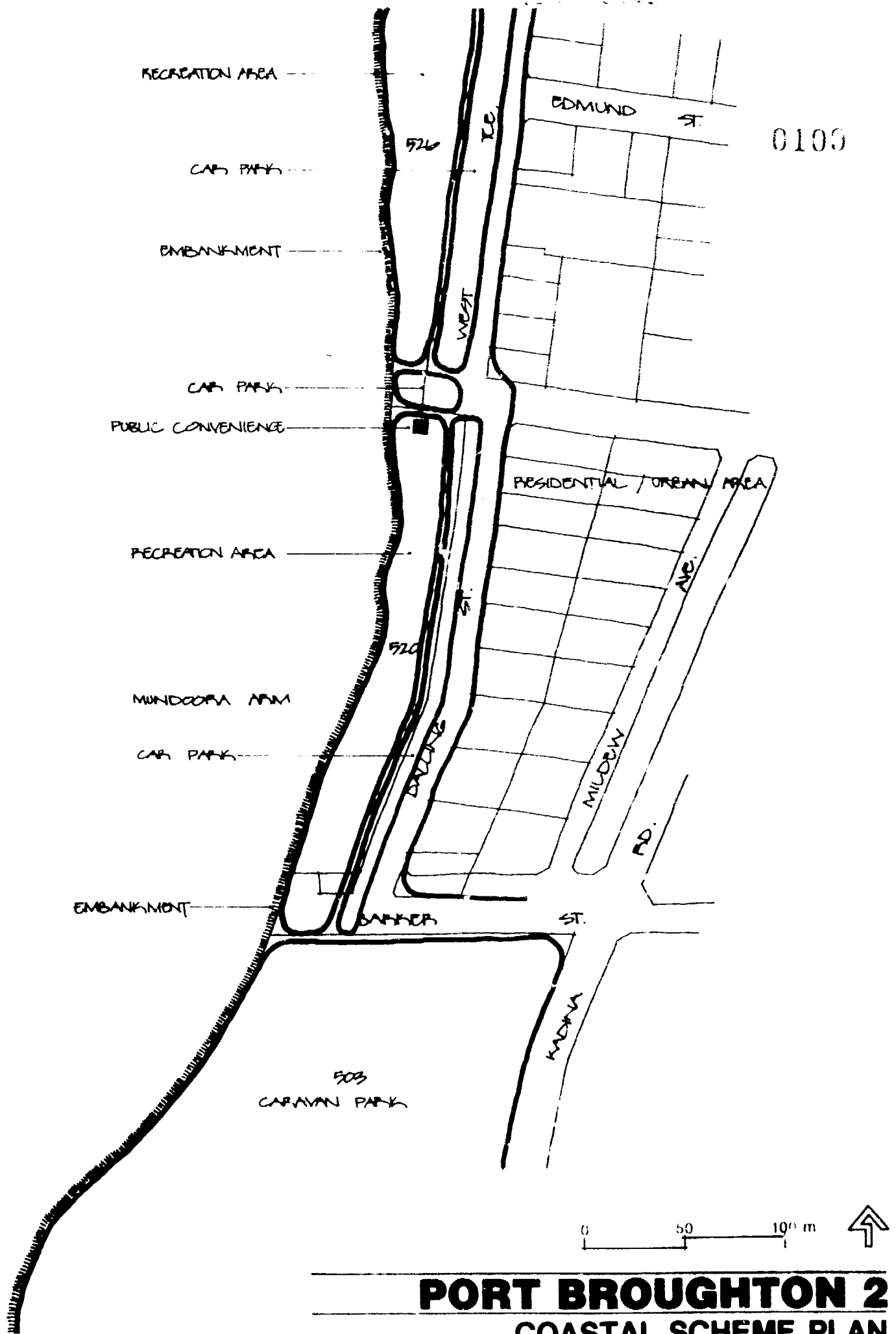
PORT BROUGHTON COASTAL SCHEME PLANCOASTAL MANAGEMENT STRATEGY

- . provide and maintain vehicular free areas for passive recreation purposes.
- . provide and maintain picnic facilities such as tables, seats, barbecues and rubbish bins within recreation areas as considered appropriate.
- . provide and maintain playground equipment within recreation area south of jetty.
- . provide discrete car and trailer parking areas adjacent to the boat ramps.
- . landscape recreation areas utilising suitable plants that preserve the open space character and amenity of the land, including views across the land.
- . provide for carparking along the landward edge of the recreation areas.
- . maintain community facilities and buildings including rock protection, breakwater, boatramps, sea wall, beach shelters, public convenience, monument, caravan park and jetty.
- . maintain dredged channel associated with boat ramps.
- . maintain an appropriately landscaped pedestrian area adjacent the jetty.
- . provide and maintain a levee on the seaward edge of the southern recreation area and caravan park.
- . all shack development within recreation area to be removed and the sites rehabilitated in accordance with Government Shack Policy.
- . consider extension of car and trailer parking onto existing shack area subject to provisions of Government Shack Policy.
- . all other shack development to be subject to Government Shack Policy.
- . signpost community facilities and buildings as considered appropriate.
- . provide information and directional signs at appropriate locations.

0106



PORT BROUGHTON 1 **COASTAL SCHEME PLAN** **YORKE COAST PROTECTION** **DISTRICT** **D.C. PORT BROUGHTON**



PORT BROUGHTON 2

COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

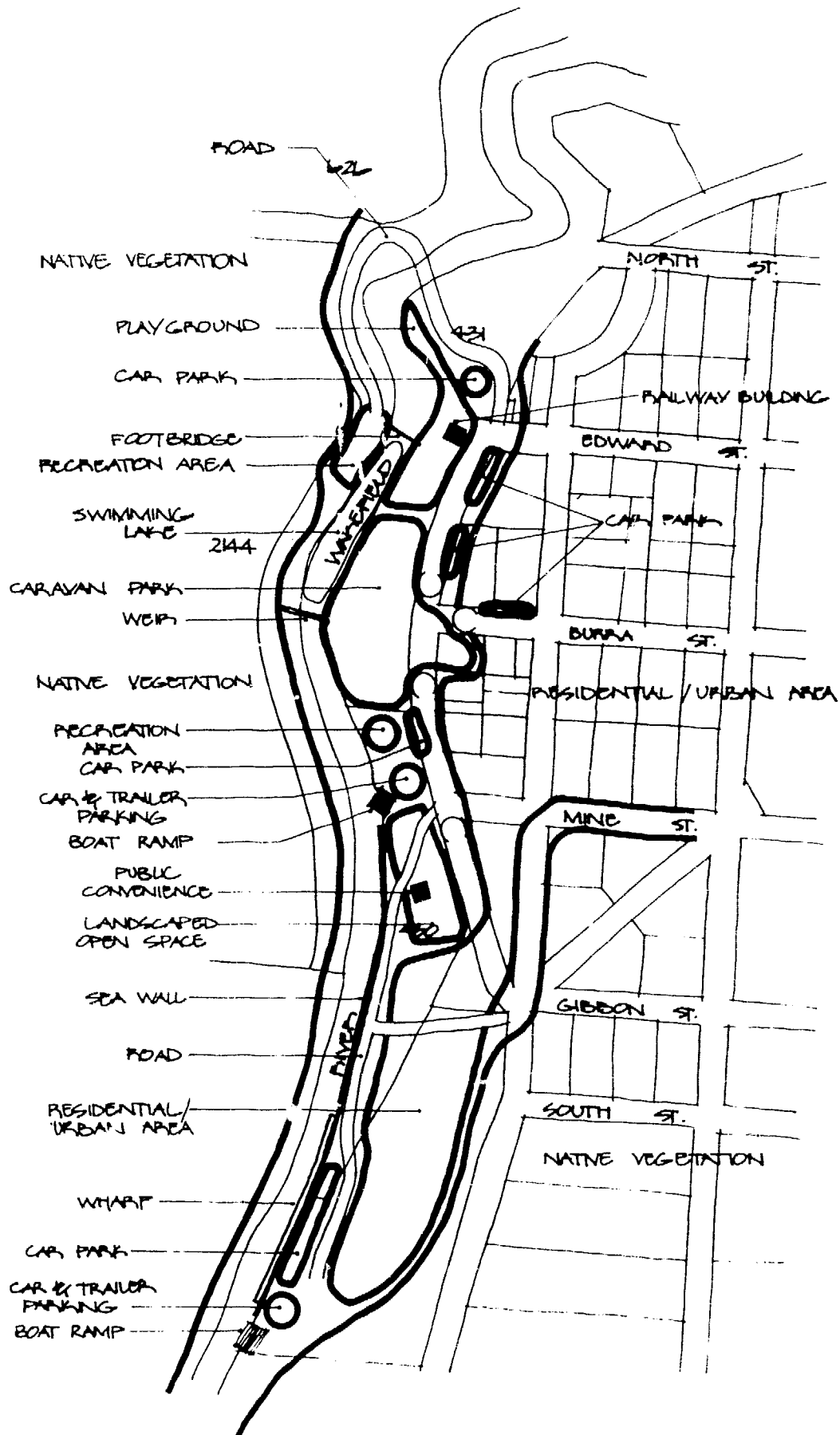
D.C. PORT BROUGHTON

D.C. Wakefield Plains

0110

COASTAL MANAGEMENT STRATEGY

- . limit vehicular movements to defined access roads.
- . provide discrete cars and trailer parking areas adjacent both boat ramp facilities.
- . provide and maintain a vehicular free area north and south of the caravan park for playground and passive recreation purposes respectively.
- . provide and maintain a recreation area on the western bank of the River Wakefield adjacent the footbridge for passive recreation purposes and associated car parking.
- . provide appropriate facilities including picnic tables and chairs, barbecues and public conveniences, as required, within the recreation areas and playground area.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas.
- . maintain boat ramp facilities, wharf, rock protection, weir, footbridge, caravan park and community buildings.
- . provide discrete car parks adjacent wharf and recreation/playground areas, and adjacent community clubrooms and bowling greens.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . landscape area between Mine Street and Gibbon Street utilizing suitable plants for open space purposes and as an informal passive recreation area.
- . signpost community buildings, recreation/playground areas, car parks, cars and trailer parking areas, native vegetation areas and boat ramp facilities.
- . provide information signs at appropriate locations.
- . provide directional signs at appropriate locations to ensure the safe and efficient movement of vehicular traffic.
- . employ suitable management techniques to control vehicular traffic movements in the recreation area on the western bank of the River Wakefield.
- . maintain the water contained in the swimming lake at an acceptable quality from a public health viewpoint.



0 100 200 m



PORT WAKEFIELD

COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

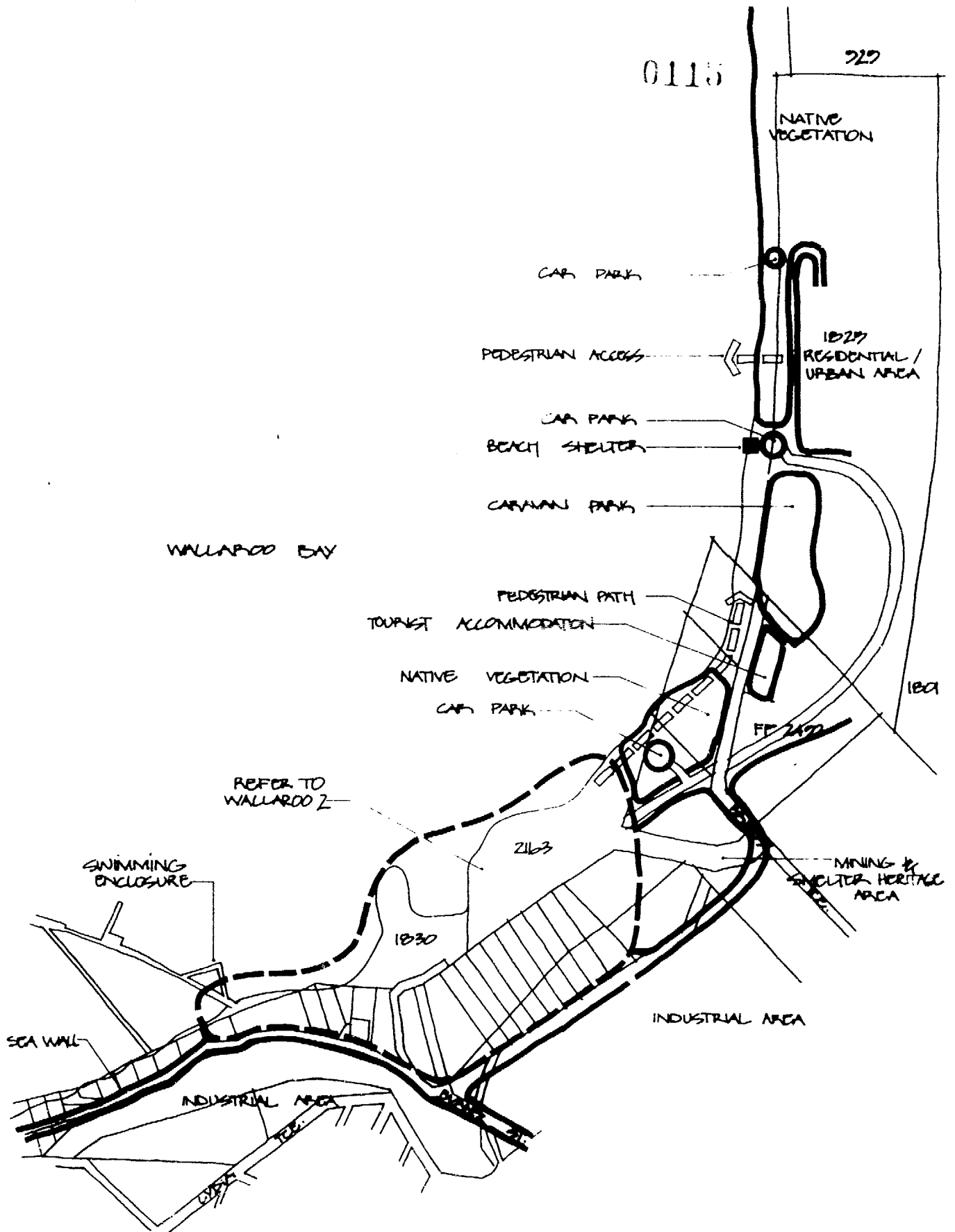
D.C. WAKEFIELD PLAINS

C.T. Wallaroo

0113

WALLAROO COASTAL SCHEME PLANCOASTAL MANAGEMENT STRATEGY

- . provide discrete car parks along the Wallaroo foreshore
- . provide a car and trailer parking area adjacent the boat ramp and yacht club
- . provide and maintain a vehicular free area for passive recreation purposes
- . provide picnic facilities including seats, barbecues, shelters and rubbish bins in recreation area as considered appropriate.
- . provide and maintain a pedestrian path along the Wallaroo foreshore connecting the jetty and caravan park.
- . maintain the various community buildings and facilities including the jetty, swimming enclosure, beach shelters, public conveniences, sea walls, wharf and boat ramp.
- . maintain the heritage areas in sympathy with their maritime and mining/smelter heritage.
- . maintain pond for recreational boating purposes.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . rehabilitate denuded sand dune areas with appropriate plant species.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas.
- . limit vehicular and pedestrian movements to defined access roads and paths respectively.
- . limit vehicular movements on beaches to defined areas.
- . all shack development in native vegetation area to be removed and the sites rehabilitated in accordance with Government Shack Policy.
- . signpost vehicular access roads, pedestrian paths, car parks, native vegetation areas, recreation areas, car and trailer parking area, boat ramp and community buildings.
- . provide information and directional signs at appropriate locations.

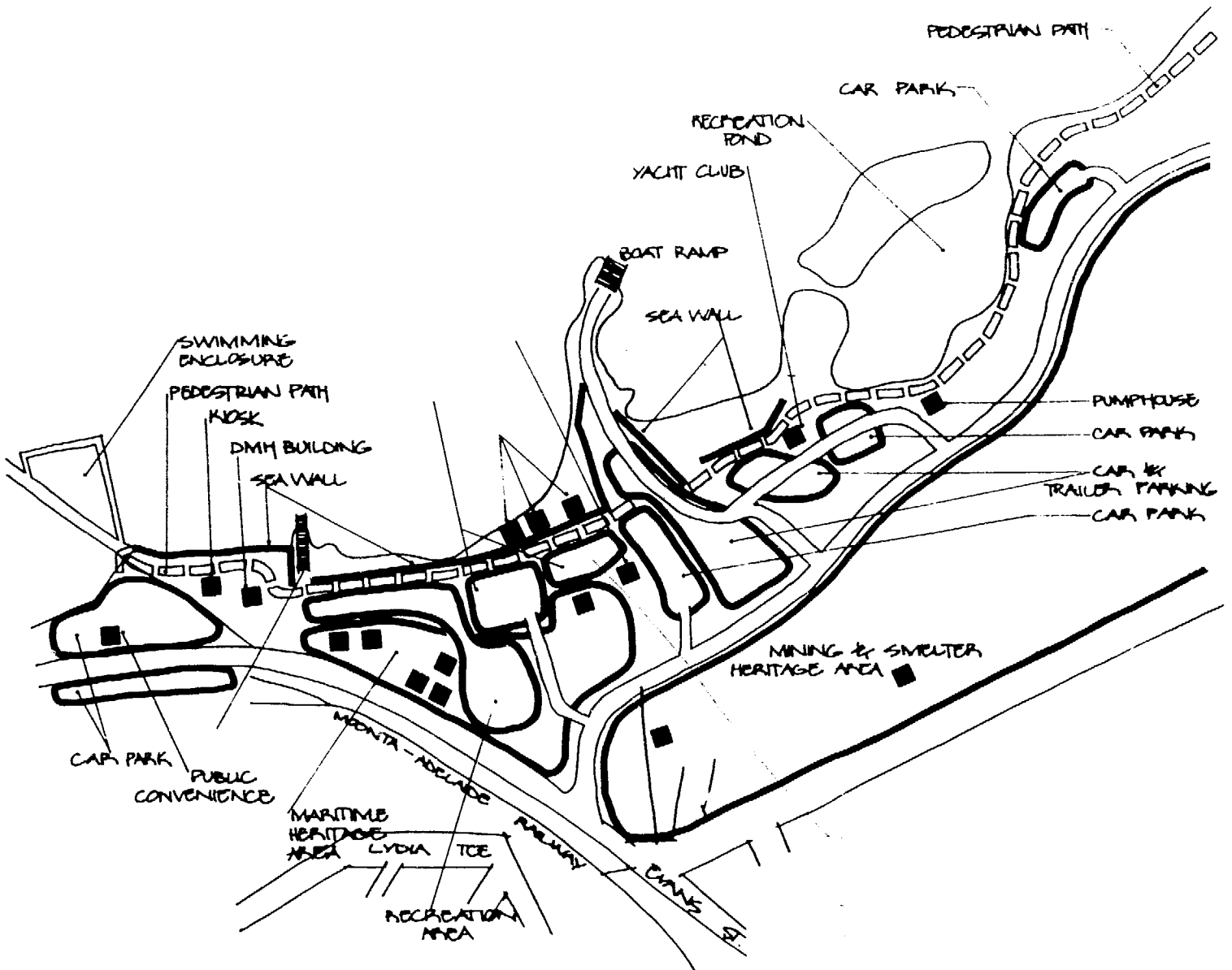


WALLAROO 1

COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

C.T. WALLAROO



0 125 250 m



WALLAROO 2

COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

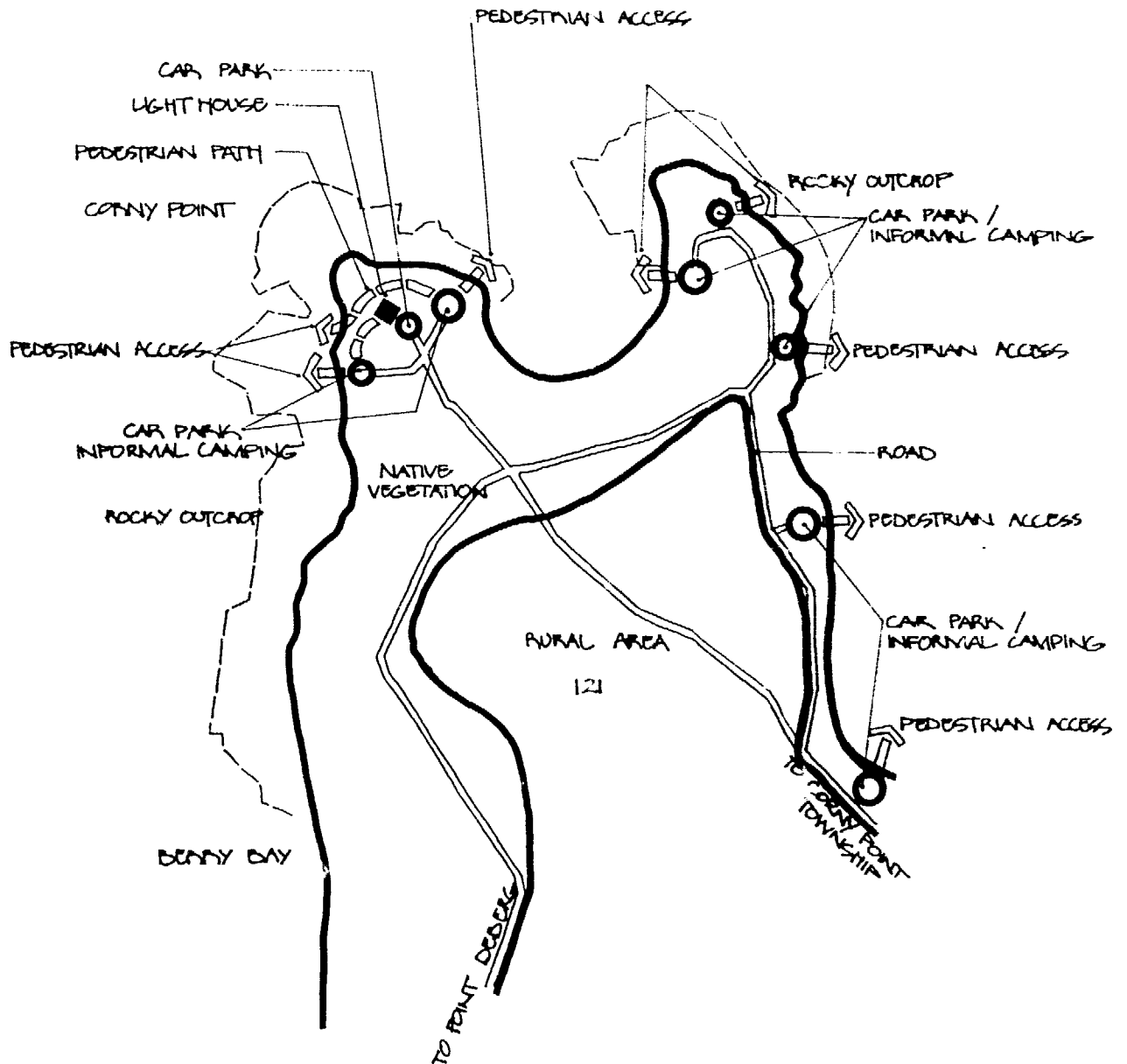
C.T. WALLAROO

D.C. Warooka

0117

- . limit vehicular and pedestrian movements to defined access roads and pedestrian paths respectively.
- . provide discrete areas for carparking along Corny Point foreshore.
- . restrict informal camping to designated carparking areas.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . rehabilitate denuded sand dune areas with appropriate plant species where considered necessary.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas.
- . signpost car parks, informal camping areas and pedestrian paths.
- . provide rubbish bins and fireplaces in carpark/informal camping areas.
- . provide information and directional signs at appropriate locations.

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0 250 500 m



CORNY POINT

COASTAL SCHEME PLAN

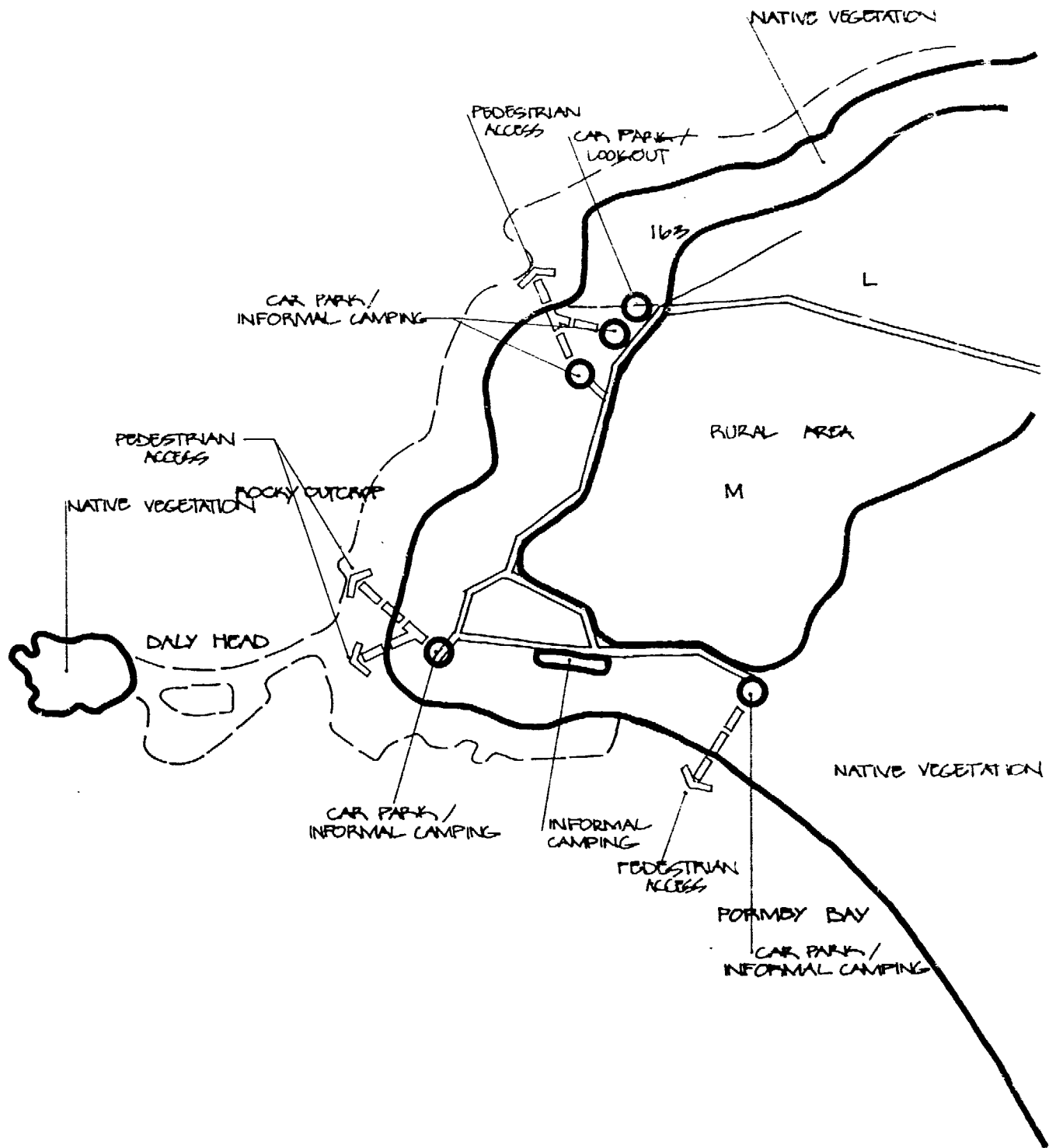
YORKE COAST PROTECTION DISTRICT

D.C. WAROOKA

- . limit vehicular and pedestrian movements to defined access roads and pedestrian paths respectively.
- . provide discrete areas for carparking along Daly Head foreshore.
- . restrict informal camping to specifically designated areas and carparking areas.
- . provide a carpark/lookout area overlooking Gleasons Landing.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . rehabilitate denuded sand dune areas with appropriate plant species where considered necessary.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas.
- . signpost carparks, informal camping areas and pedestrian paths.
- . provide rubbish bins and fireplaces in carparks and informal camping areas.
- . provide information and directional signs at appropriate locations.

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0121



0 250 500 m

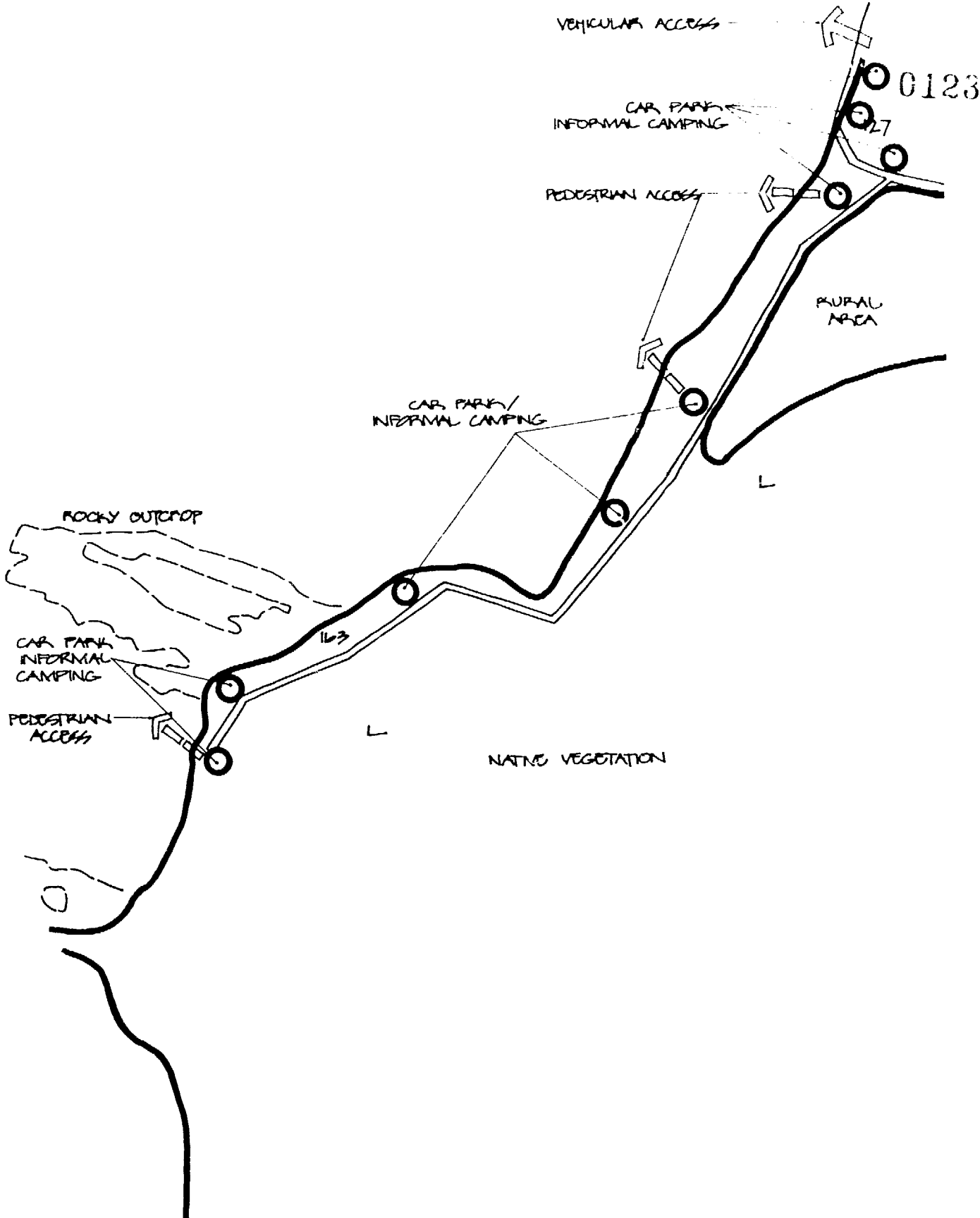


DALY HEAD **COASTAL SCHEME PLAN** **YORKE COAST PROTECTION DISTRICT** **D.C. WAROOKA**

COASTAL MANAGEMENT STRATEGY

- . limit vehicular and pedestrian movements to defined access roads and pedestrian paths respectively.
- . provide discrete areas for carparking along Gleesons Landing foreshore.
- . restrict informal camping to carparking areas.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . rehabilitate denuded sand dune areas with appropriate plant species where considered necessary.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas.
- . signpost carparks, informal camping areas and pedestrian paths.
- . provide rubbish bins and fireplaces in carparks and informal camping areas.
- . provide information and directional signs at appropriate locations.

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GLEESONS LANDING

COASTAL SCHEME PLAN

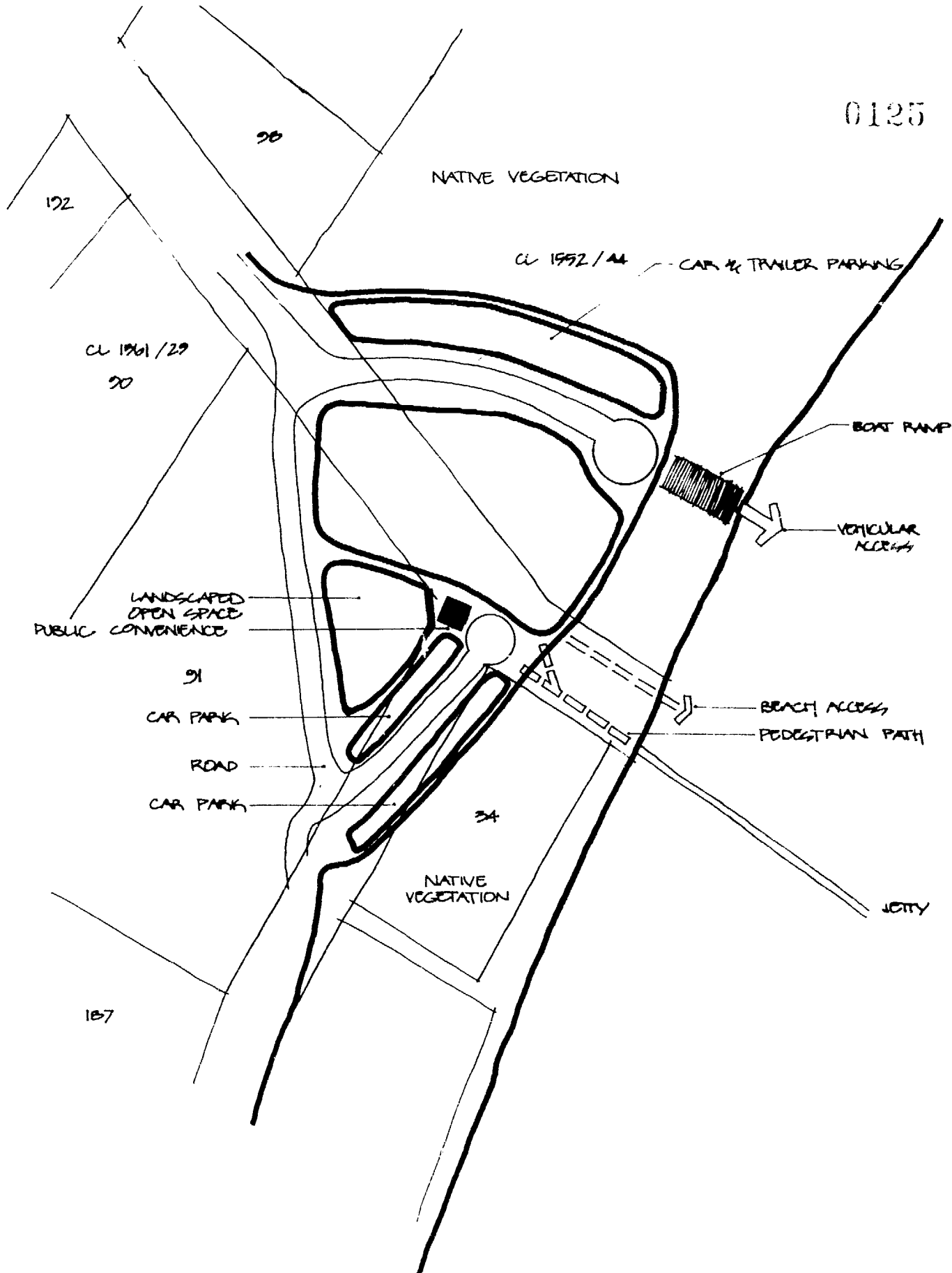
YORKE COAST PROTECTION DISTRICT

D.C. WAROOKA

MARION BAY COASTAL SCHEME PLANCOASTAL MANAGEMENT STRATEGY

- . limit vehicular and pedestrian movements to defined roads and paths respectively.
- . landscape open space area utilizing suitable plants that preserve the open space character and amenity of the land, including views across the land.
- . maintain an informal beach access point adjacent the jetty for professional fishermen boat launching purposes.
- . provide a carparking only area adjacent the jetty and a car and trailer only parking area and a vehicular manoeuvring and parking area adjacent the boat ramp.
- . provide and maintain a pedestrian path connecting the jetty with the adjacent parking areas.
- . maintain community facilities, including public conveniences, boat ramp and jetty.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . rehabilitate denuded sand dune areas with appropriate plant species.
- . prevent encroachment of vehicles and pedestrians onto native vegetation.
- . maintain vehicular access to jetty for emergency purposes only.
- . signpost parking areas, recreation area, pedestrian paths and native vegetation areas.
- . provide information and directional signs in appropriate locations.

0125



0 25 50 m



MARION BAY

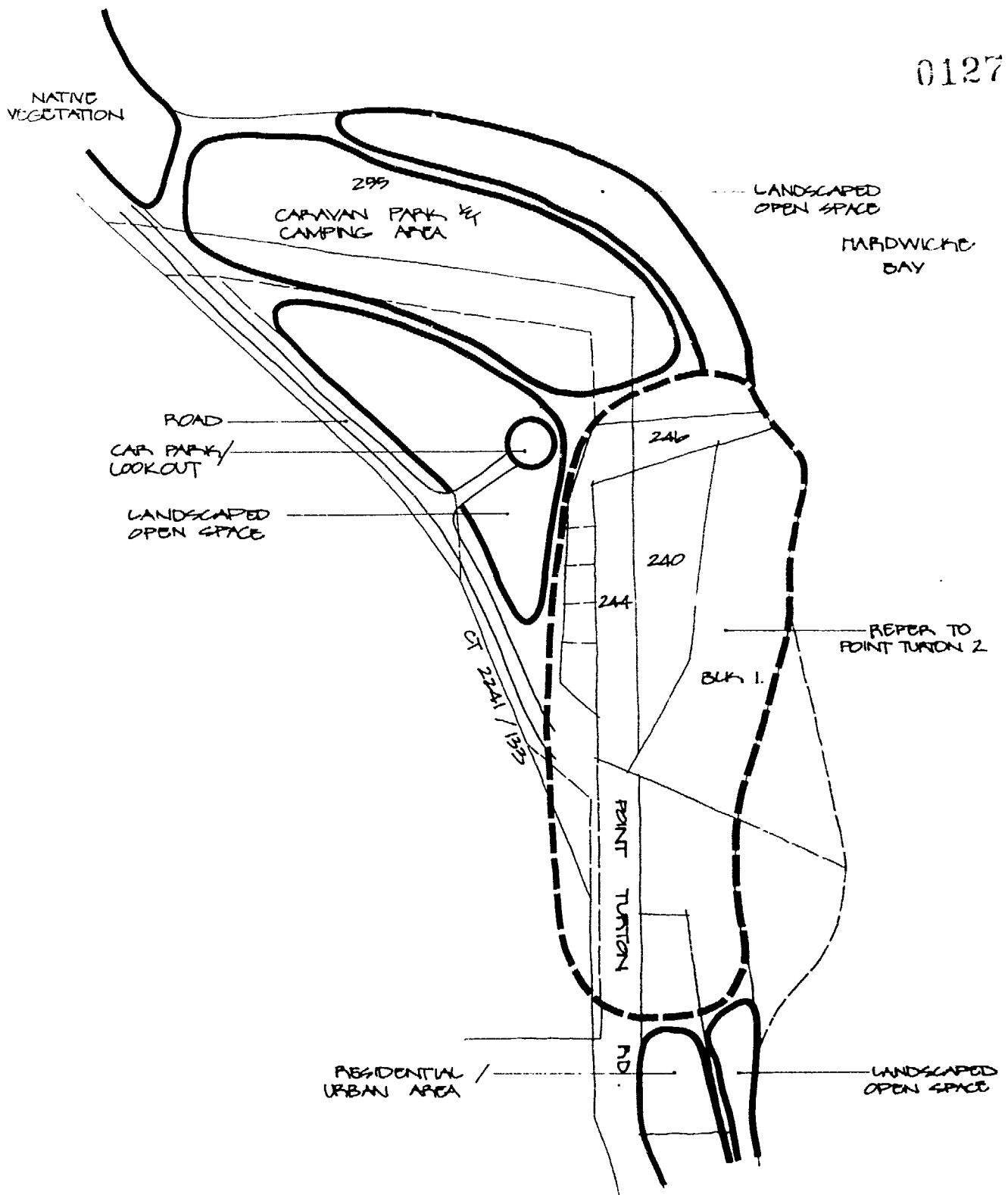
COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

D.C. WAROOKA

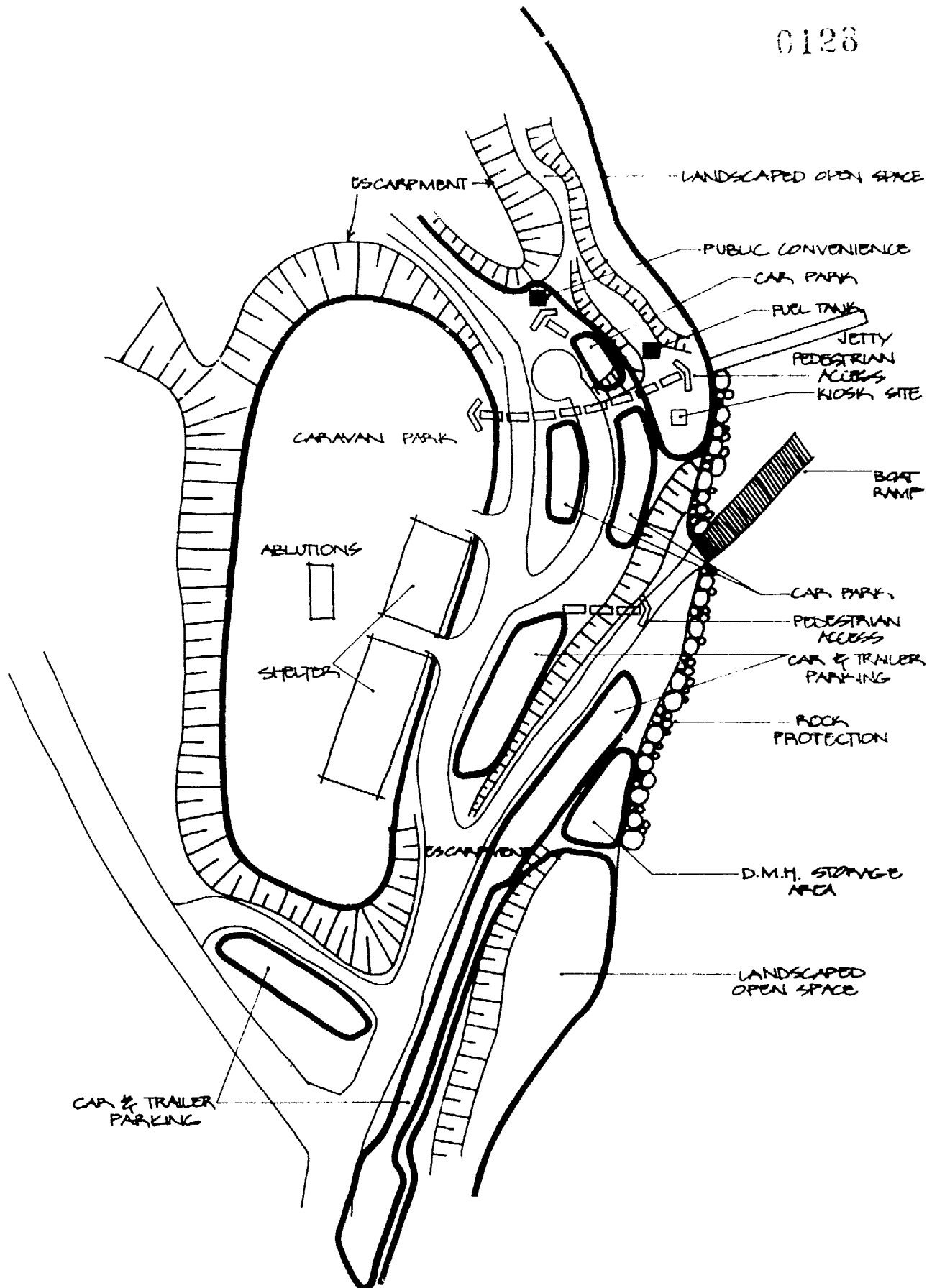
COASTAL MANAGEMENT STRATEGY.

- . provide discrete parking areas for carparking and cars and trailer parking along the Point Turton foreshore.
- . restrict vehicular access to defined roads.
- . maintain community buildings and facilities including boat ramp, public conveniences, rock walling, jetty, camping area and caravan park.
- . retain wharf buildings for caravan park purposes.
- . provide and maintain a pedestrian path connecting the caravan park and jetty.
- . maintain an open area adjacent the jetty for maintenance purposes and emergency vehicular access to jetty.
- . maintain an area for Marine & Harbors Department storage purposes.
- . landscape open space areas utilizing suitable plants that preserve the open space character and amenity of the land, including views across the land.
- . maintain a site for a kiosk during peak periods near the jetty.
- . establish a lookout area overlooking the caravan park and Point Turton foreshore area.
- . landscape escarpments utilizing suitable plants to prevent soil erosion.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas.
- . provide picnic facilities such as rubbish bins and picnic tables in landscaped open space area adjacent jetty, as considered appropriate.
- . provide information and directional signs in appropriate locations.
- . signpost carparks, pedestrian path, native vegetation area, car and trailer parking area, boat ramp and community buildings.



POINT TURTON 1

COASTAL SCHEME PLAN
YORKE COAST PROTECTION DISTRICT
D.C. WAROOKA



0 50 100 m



POINT TURTON 2

COASTAL SCHEME PLAN

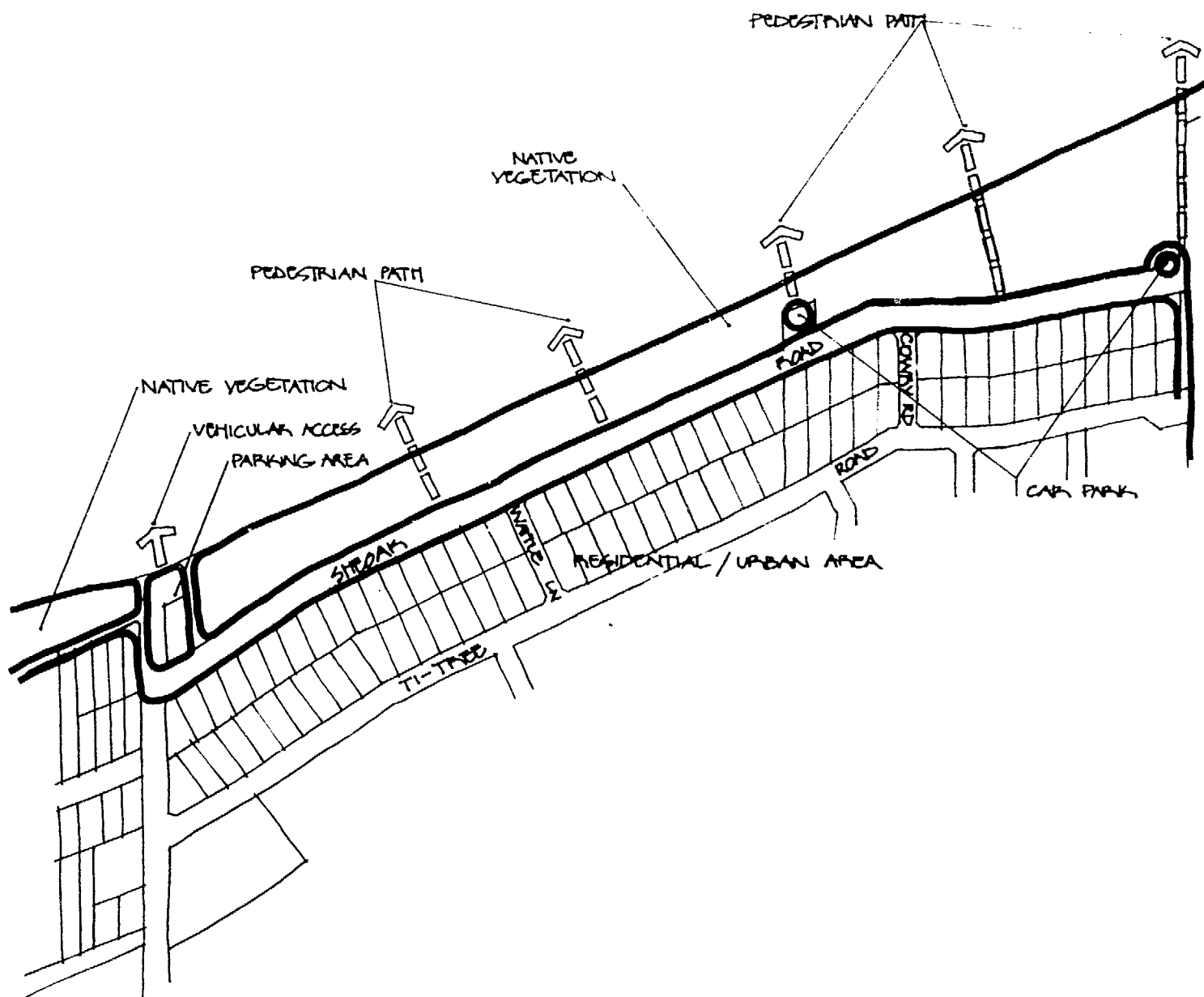
YORKE COAST PROTECTION DISTRICT

D.C. WAROOKA

THE PINES COASTAL SCHEME PLANCOASTAL MANAGEMENT STRATEGY

- . provide discrete car parks along the Pines foreshore.
- . maintain vehicular access to the beach for boat launching/retrieval purposes.
- . restrict car and trailer parking to beach.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas.
- . provide and maintain pedestrian paths across the native vegetation area connecting the residential area with the beach.
- . provide picnic facilities such as rubbish bins and picnic tables in car parking areas, as considered appropriate.
- . provide information and directional signs at appropriate locations.
- . signpost carparks, boat landing, recreation area, native vegetation areas and pedestrian paths.

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0 125 250 m



THE PINES

COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

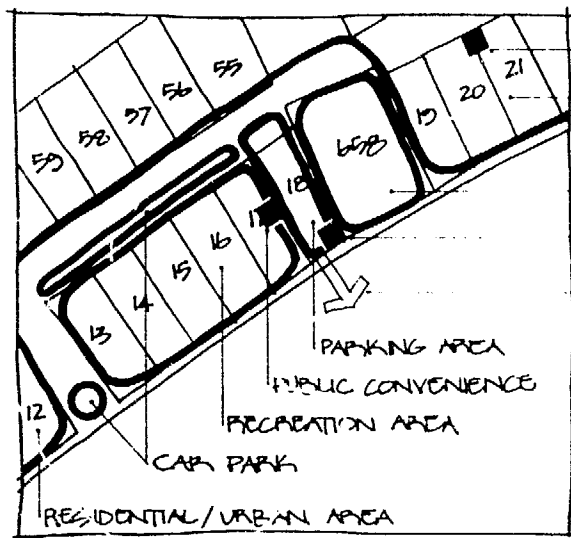
D.C. WAROOKA

D.C. Yorketown

COOBOWIE COASTAL SCHEME PLANCOASTAL MANAGEMENT STRATEGY

- . provide and maintain a vehicular free area for passive recreation purposes.
- . provide rubbish bins, seats, tables, barbecue facilities, lighting within recreation area as appropriate.
- . provide discrete car parks along Coobowie foreshore and a parking area for cars and cars and trailers.
- . provide off-street carparking along landward margin of recreation area.
- . provide and maintain beach shelter and public conveniences within recreation area.
- . maintain caravan and camping area.
- . landscape open space area utilizing suitable plants that preserve the open space character and amenity of the land, including views across the land.
- . provide informal picnicking areas in landscaped open space area on Sections 642 and 539.
- . prevent encroachment of vehicles onto, and indiscriminate pedestrian access across, the seaward portion of the landscaped open space areas.
- . limit pedestrian access across landscaped open space area at eastern end of town to defined pedestrian paths.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . provide information and directional signs at appropriate locations.
- . signpost car parks, recreation area and public conveniences.
- . maintain vehicular access to beach for boat launching purposes.

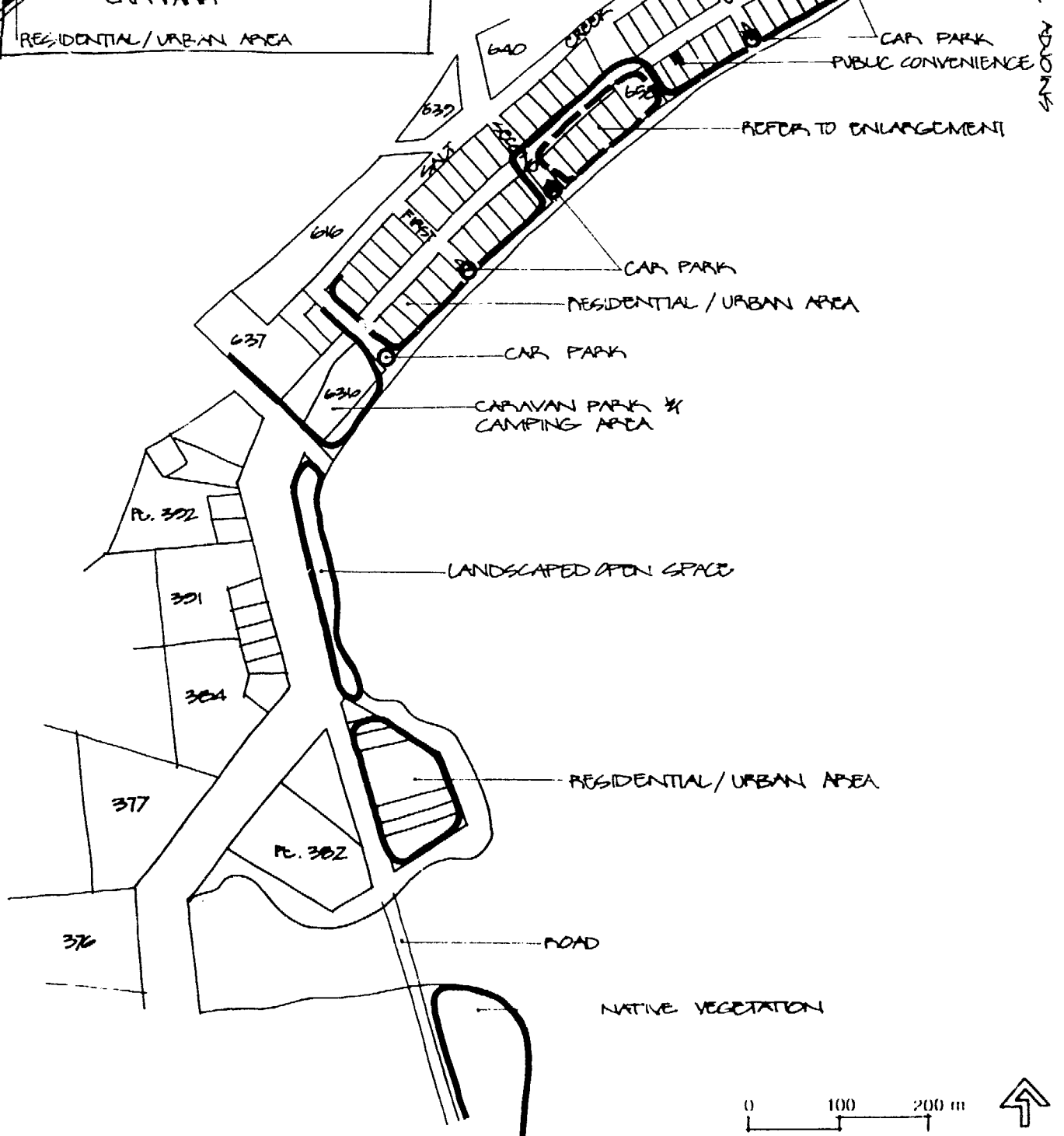
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- PUBLIC CONVENIENCE
- RESIDENTIAL/URBAN AREA
- RECREATION AREA
- BEACH SHELTER
- VEHICULAR ACCESS
- RESIDENTIAL/URBAN AREA

LANDSCAPED OPEN SPACE 0133

PLAN COOBOWIE 2 ADJACENT

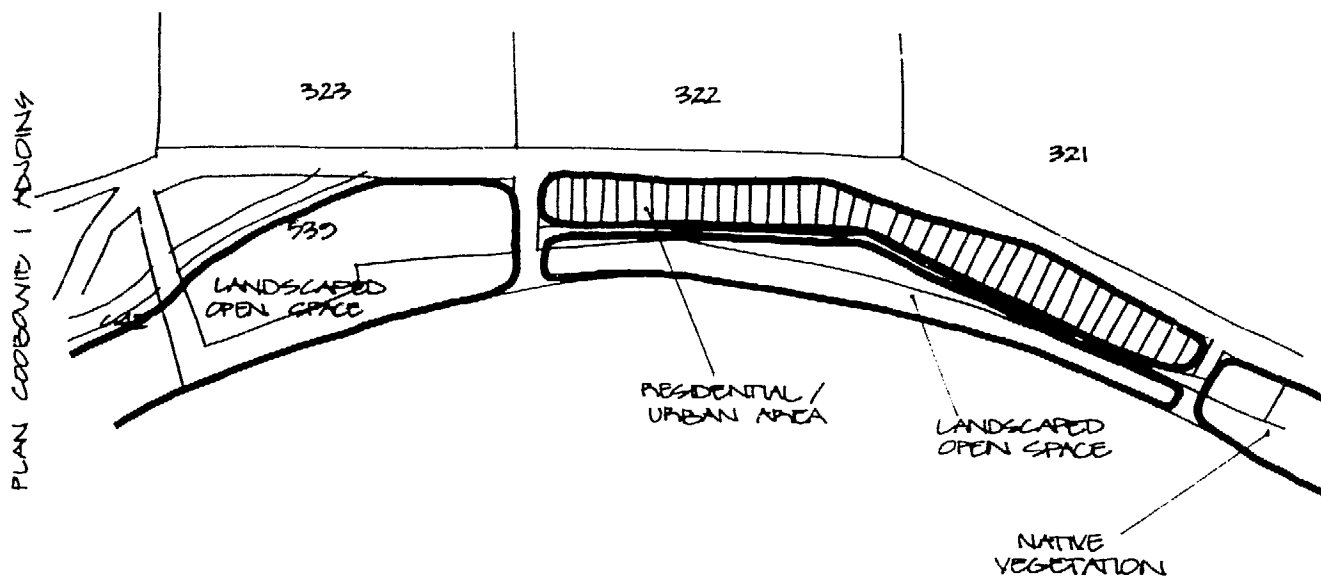


COOBOWIE 1

COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

D.C. YORKETOWN



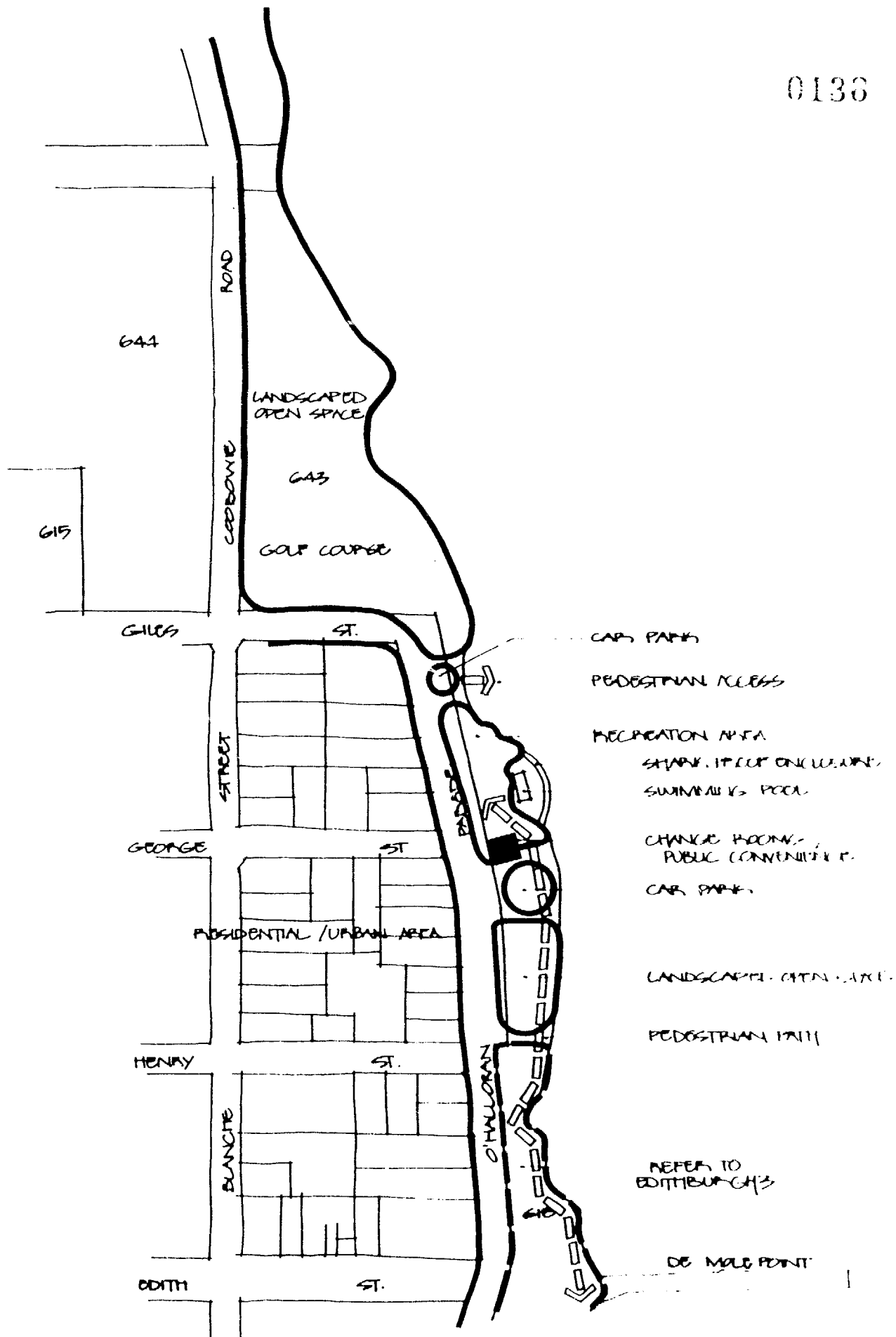
0 200 400 m



COOBOWIE 2
COASTAL SCHEME PLAN
YORKE COAST PROTECTION DISTRICT
D.C. YORKETOWN

COASTAL MANAGEMENT STRATEGY

- . provide discrete car parks along the Edithburgh foreshore
- . provide discrete car and trailer parking areas adjacent the boat ramp facility.
- . provide and maintain a vehicular free area around the swimming pool and near the jetty for passive recreation purposes.
- . maintain the various community buildings and facilities including swimming pool, shark proof enclosure, change rooms, monument, public conveniences, commercial buildings, boat ramps, jetties, rock protection, breakwater and caravan park and camping ground.
- . limit vehicular access through lower level town jetty car park to those persons involved in the operation and maintenance of the jetty.
- . landscape open space area utilizing suitable plants that preserve the open space character and amenity of the land, including views across the land.
- . provide picnic facilities including seats, tables and rubbish bins in suitable locations within recreation area and within landscaped open space areas as considered appropriate.
- . provide off-street parking along the landward boundary of the landscaped open space area.
- . maintain an informal overspill car and trailer parking area south of Thomas Street in landscaped open space area.
- . provide and maintain a landscape buffer across the entrance of the lower level town jetty car park.
- . maintain disabled persons access to town jetty.
- . restrict vehicular and pedestrian access too close to the edge of cliff along the entire Edithburgh foreshore
- . provide and maintain a pedestrian path network (with lighting and underground wiring as considered appropriate) along the Edithburgh foreshore.
- . signpost community buildings and facilities where appropriate.
- . provide information and directional signs at appropriate locations.



EDITHBURGH 1

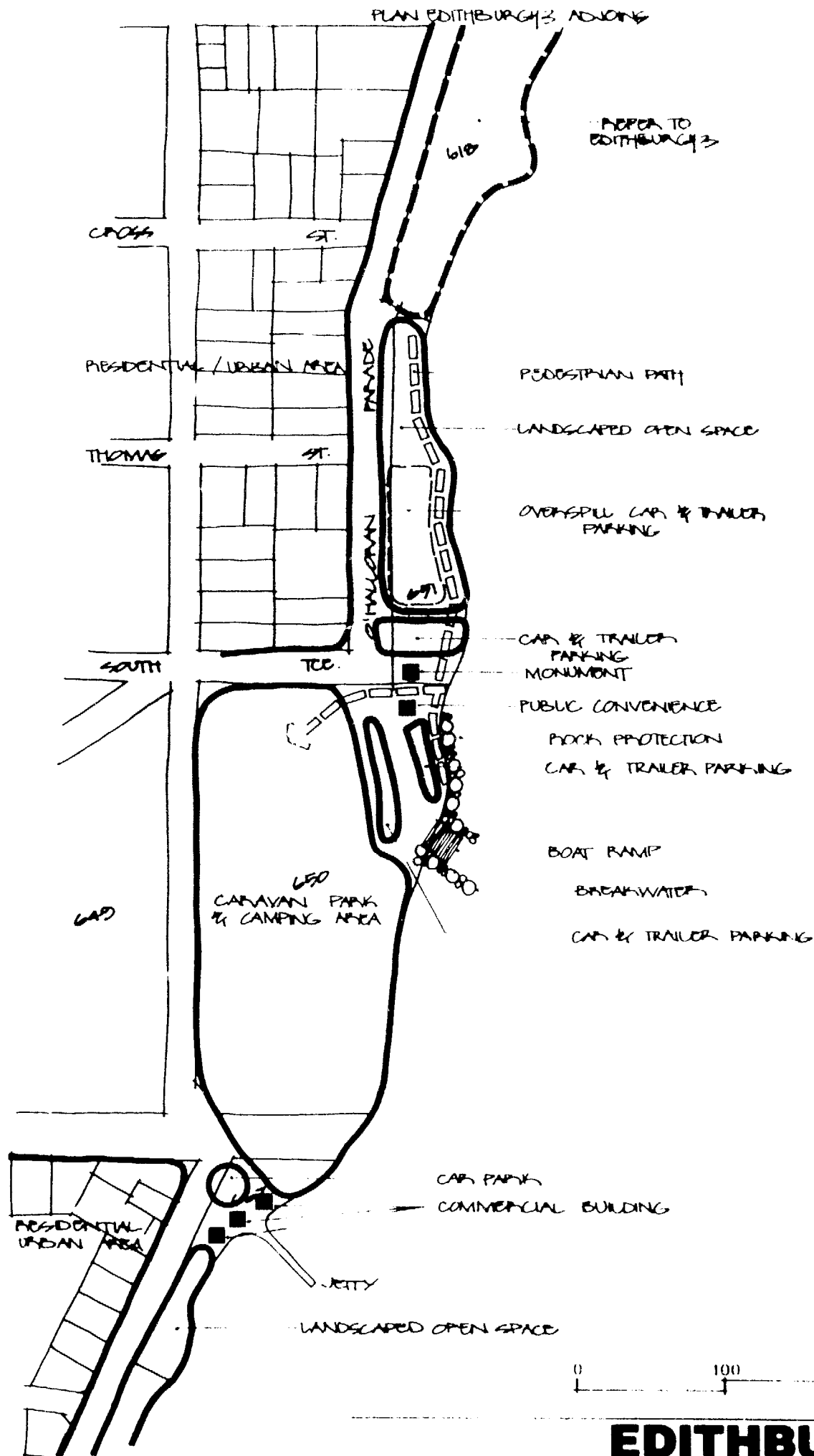
COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

D.C. YORKETOWN



0 100 200 m

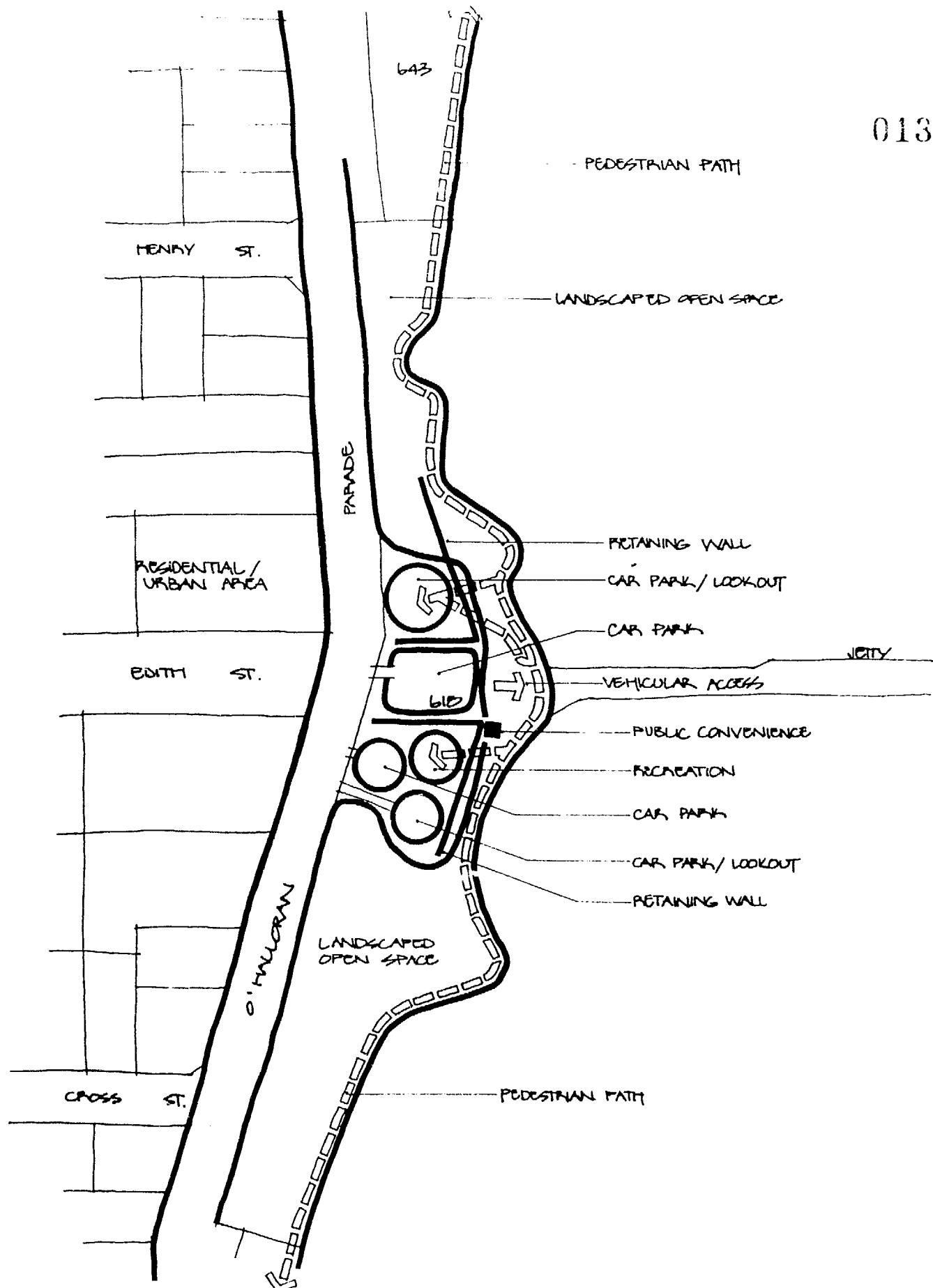


EDITHBURGH 2

COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

D.C. YORKETOWN



0 50 100 m



EDITHBURGH 3

COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

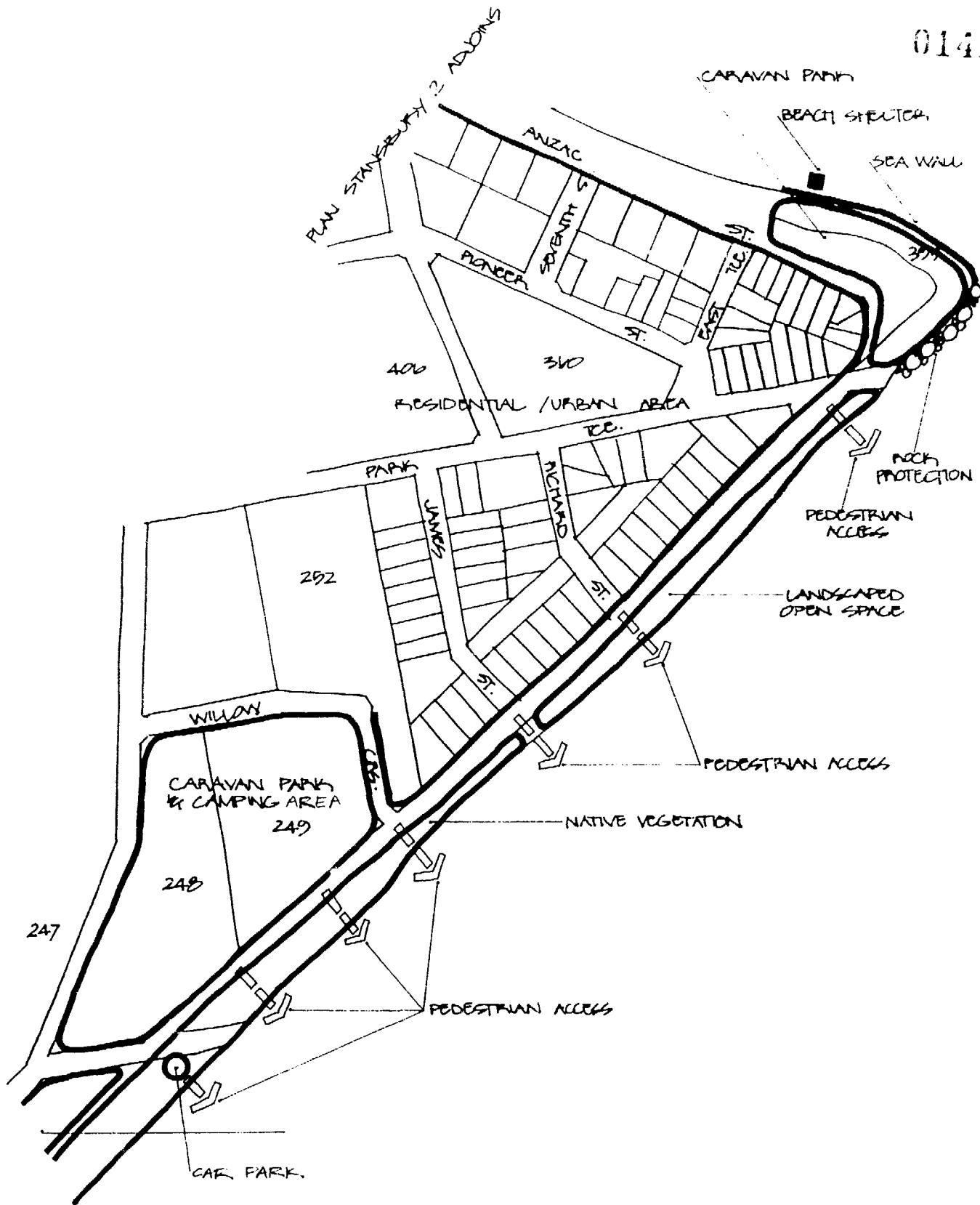
D.C. YORKETOWN

STANSBURY COASTAL SCHEME PLANCOASTAL MANAGEMENT STRATEGY

- . provide and maintain vehicular free areas along the Stansbury foreshore between caravan park and parklands and adjacent the jetty car park for passive recreation purposes.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas.
- . limit vehicular and pedestrian movements to defined access roads and pedestrian paths respectively.
- . maintain various community facilities and buildings including groyne field, rock walling, breakwaters, beach shelters, barbecue/picnic shelters, change rooms, public conveniences, boat ramp, jetty, parking and recreation areas.
- . provide car parking areas along the landward edge of recreation areas.
- . landscape open space area utilizing suitable plants that preserve the open space character and amenity of the land, including views across the land.
- . prevent encroachment of vehicles onto, the seaward portion of the landscaped open space area.
- . prevent indiscriminate pedestrian access across the seaward portion of landscaped open space and recreation areas.
- . maintain native vegetation cover over the seaward portion of the landscaped open space and recreation areas to minimize sand drift.
- . maintain beach access for emergency and foreshore maintenance purposes.
- . provide picnic facilities within recreation areas such as rubbish bins, seats, barbecues, as considered appropriate.
- . provide a discrete car park and car and trailer park adjacent the jetty.
- . provide a pedestrian path north of the jetty recreation area along the coast.
- . maintain beach levels by undertaking beach replenishment as required.

- . signpost community facilities and buildings as appropriate.
- . provide information and directional signs at appropriate locations.
- . provide a walkway (with lighting and underground wiring as considered appropriate) along Stansbury foreshore from boat ramp to caravan park.

*** *** *** *** *** ***



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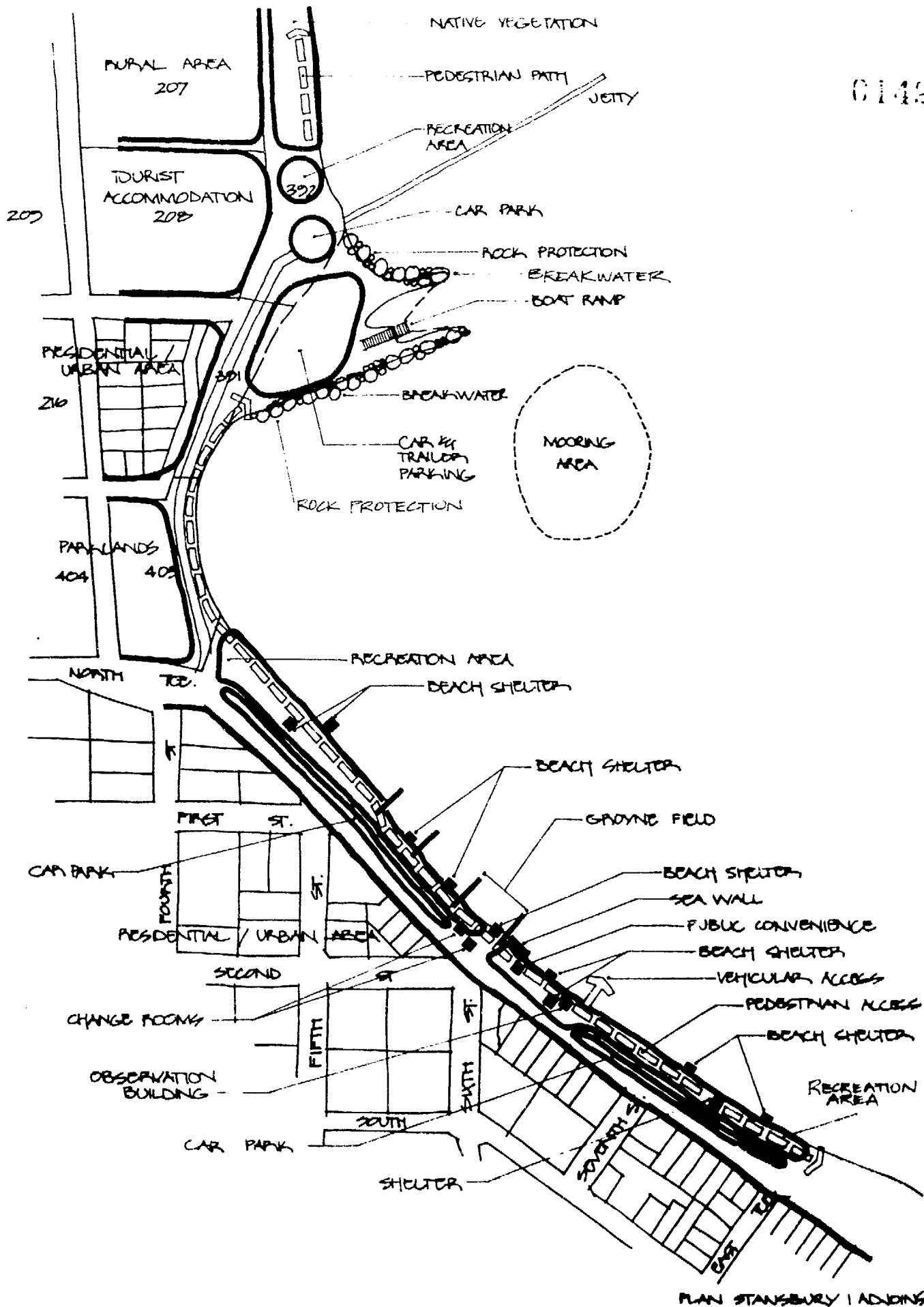


STANSBURY 1

COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

D.C. YORKETOWN



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STANSBURY 2

COASTAL SCHEME PLAN

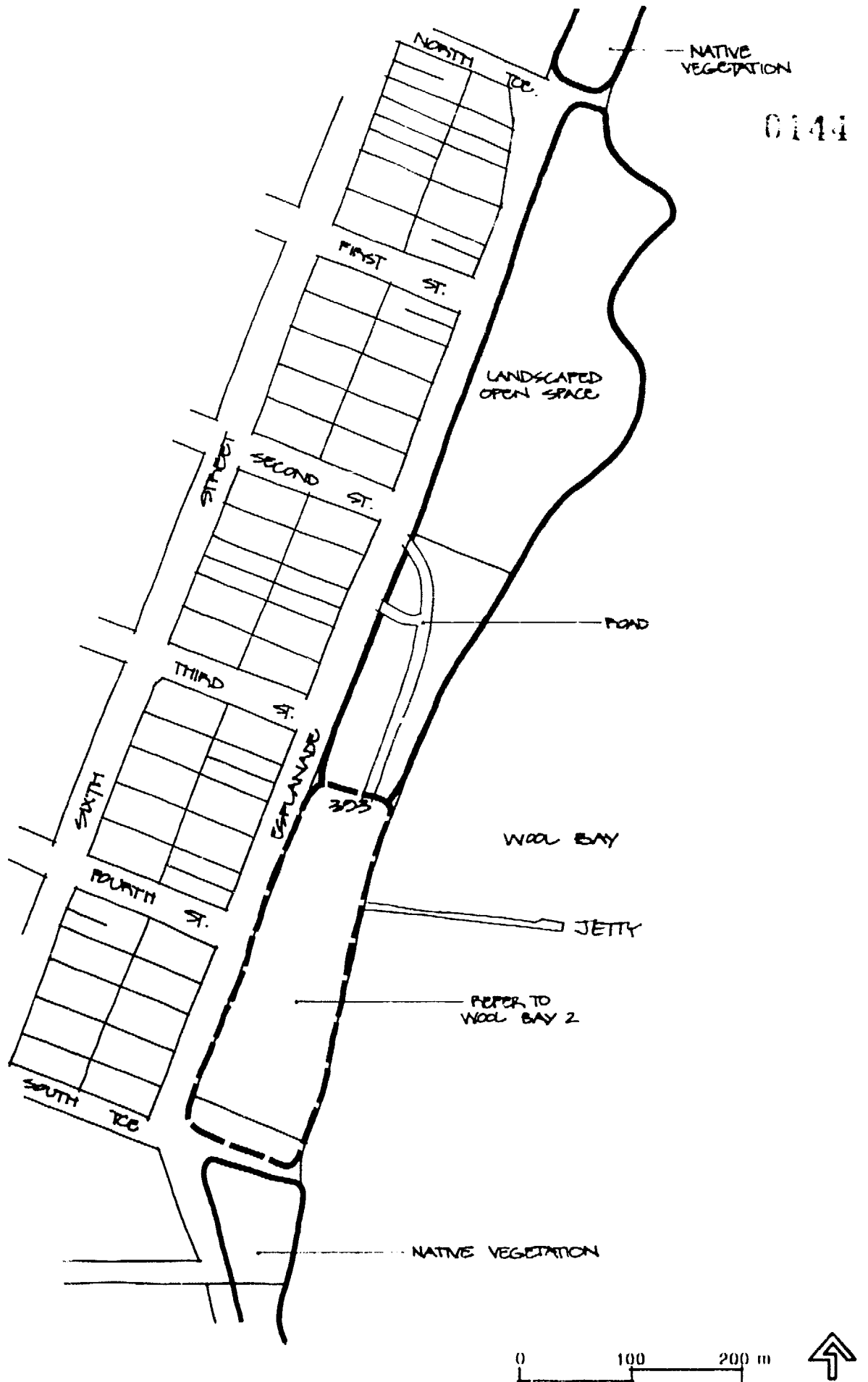
YORKE COAST PROTECTION DISTRICT

D.C. YORKETOWN

WOOL BAY COASTAL SCHEME PLANCOASTAL MANAGEMENT STRATEGY

- . develop a carpark/lookout overlooking jetty and foreshore environs.
- . preserve existing native vegetation and encourage regeneration of native vegetation in denuded areas.
- . prevent encroachment of vehicles and pedestrians onto native vegetation areas.
- . provide discrete parking areas for car parking and cars and trailer parking.
- . provide and maintain a vehicular free area adjacent the kiln for passive recreation purposes.
- . develop recreation area in sympathy with the heritage associated with kiln.
- . maintain the various community facilities and buildings, including boat ramp, timber protection walling, jetty, public conveniences, beach shelters, change shelters and kiln.
- . provide information and directional signs at appropriate locations.
- . signpost community buildings and facilities at appropriate locations.
- . landscape open space area utilizing suitable plants that preserve the open space character and amenity of the land, including views across the land.
- . provide off-street parking along the landward boundary of the landscaped open space area.
- . restrict vehicular and pedestrian access too close to the edge of cliff along the entire Wool Bay foreshore.
- . provide pedestrian path linking carpark/lookout with recreation area.
- . where necessary, landscape the cliff escarpment utilizing suitable plants to prevent soil erosion.

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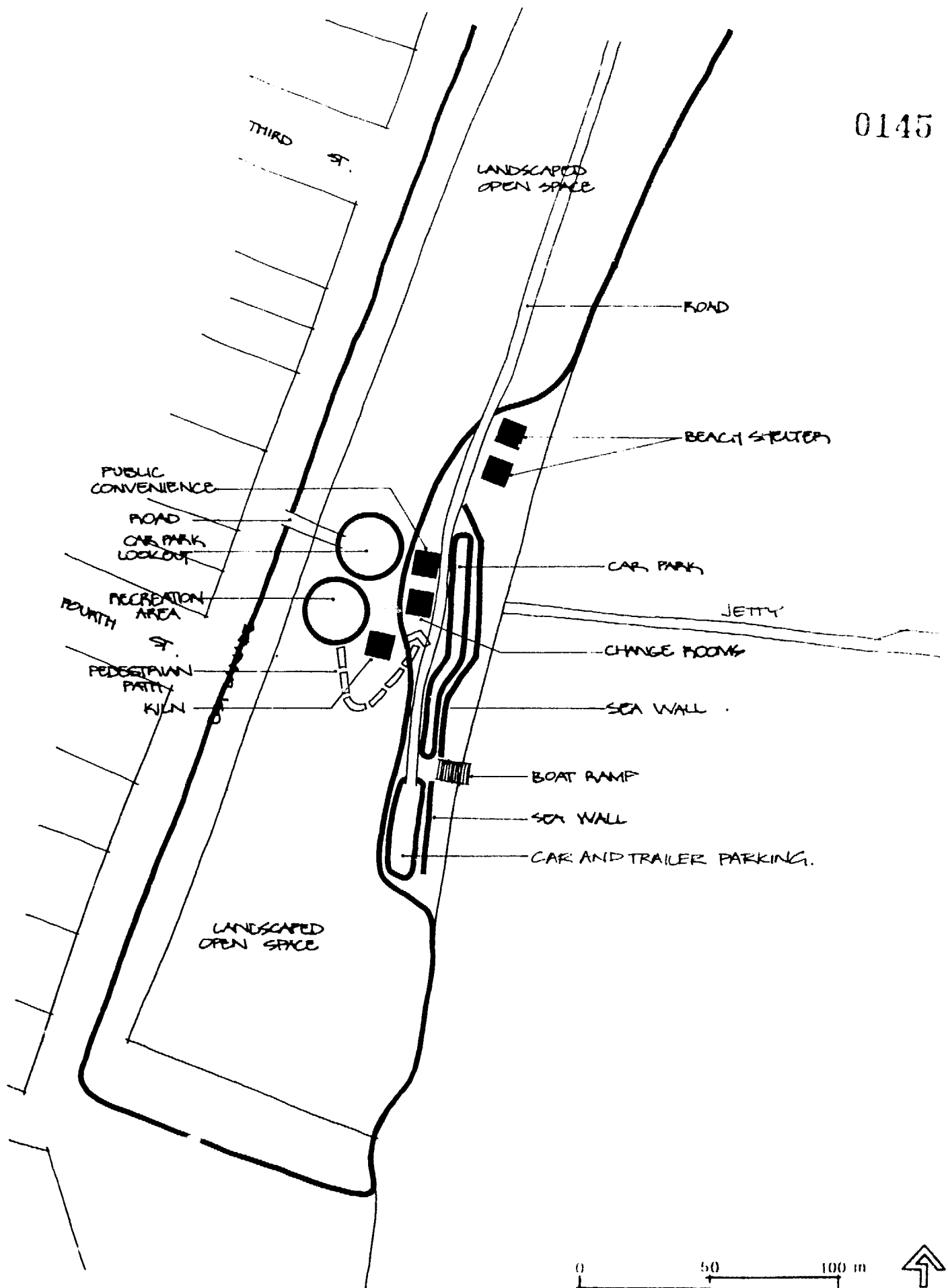
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COASTAL SCHEME PLAN

YORKE COAST PROTECTION DISTRICT

D.C. YORKETOWN

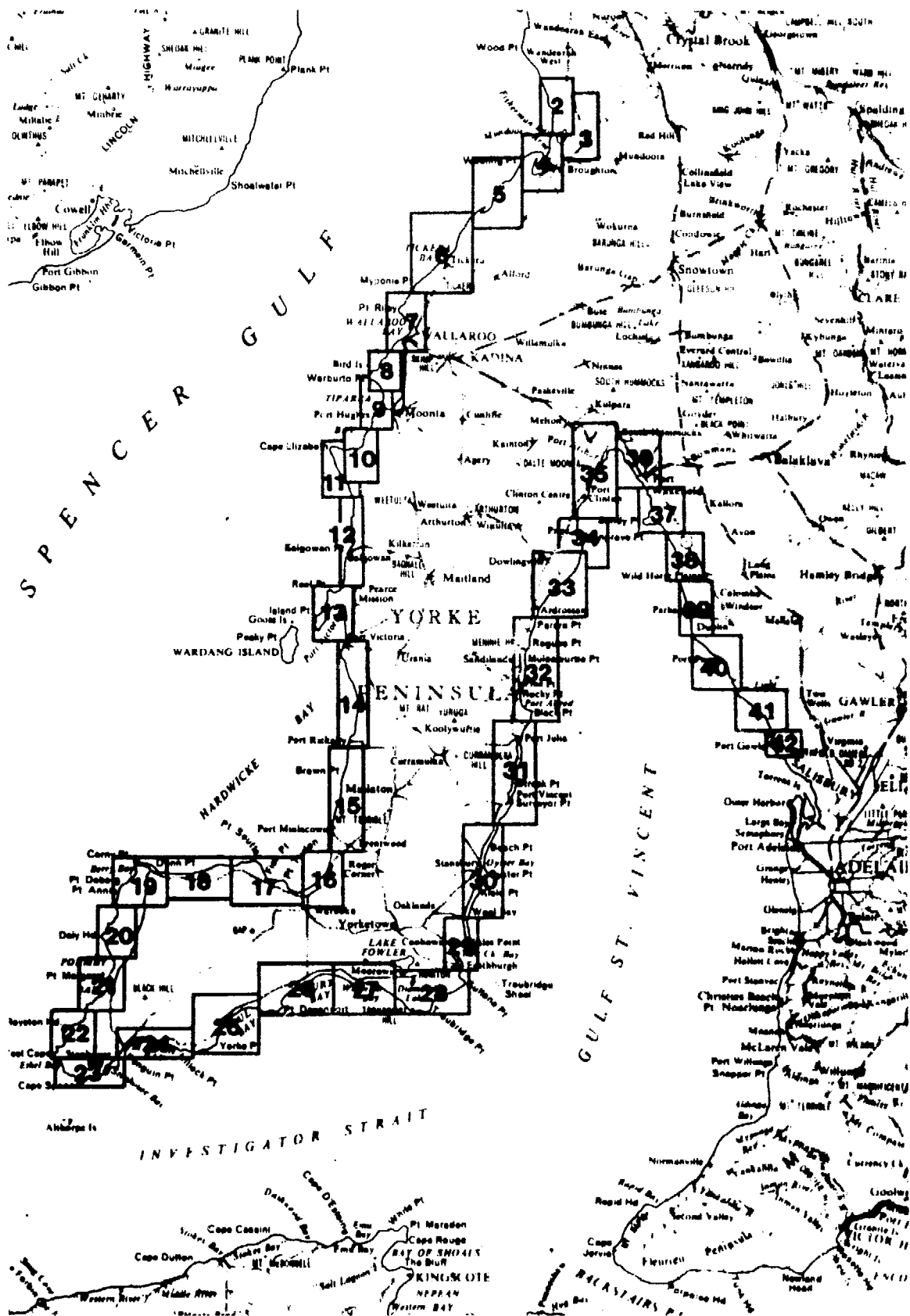
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WOOL BAY 2
COASTAL SCHEME PLAN
YORKE COAST PROTECTION DISTRICT
D.C. YORKETOWN

APPENDIX

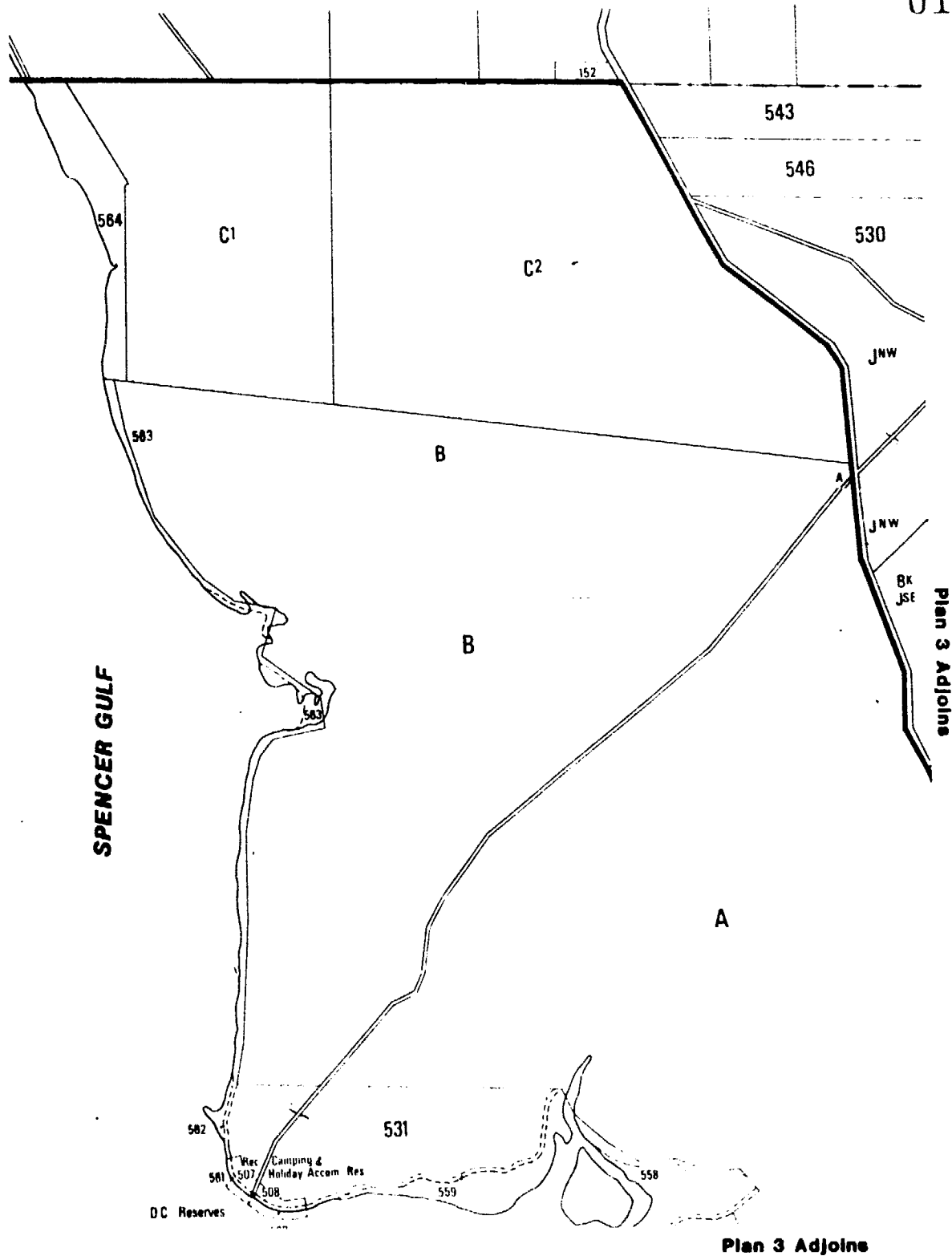
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YORKE COAST PROTECTION DISTRICT INDEX TO PLANS

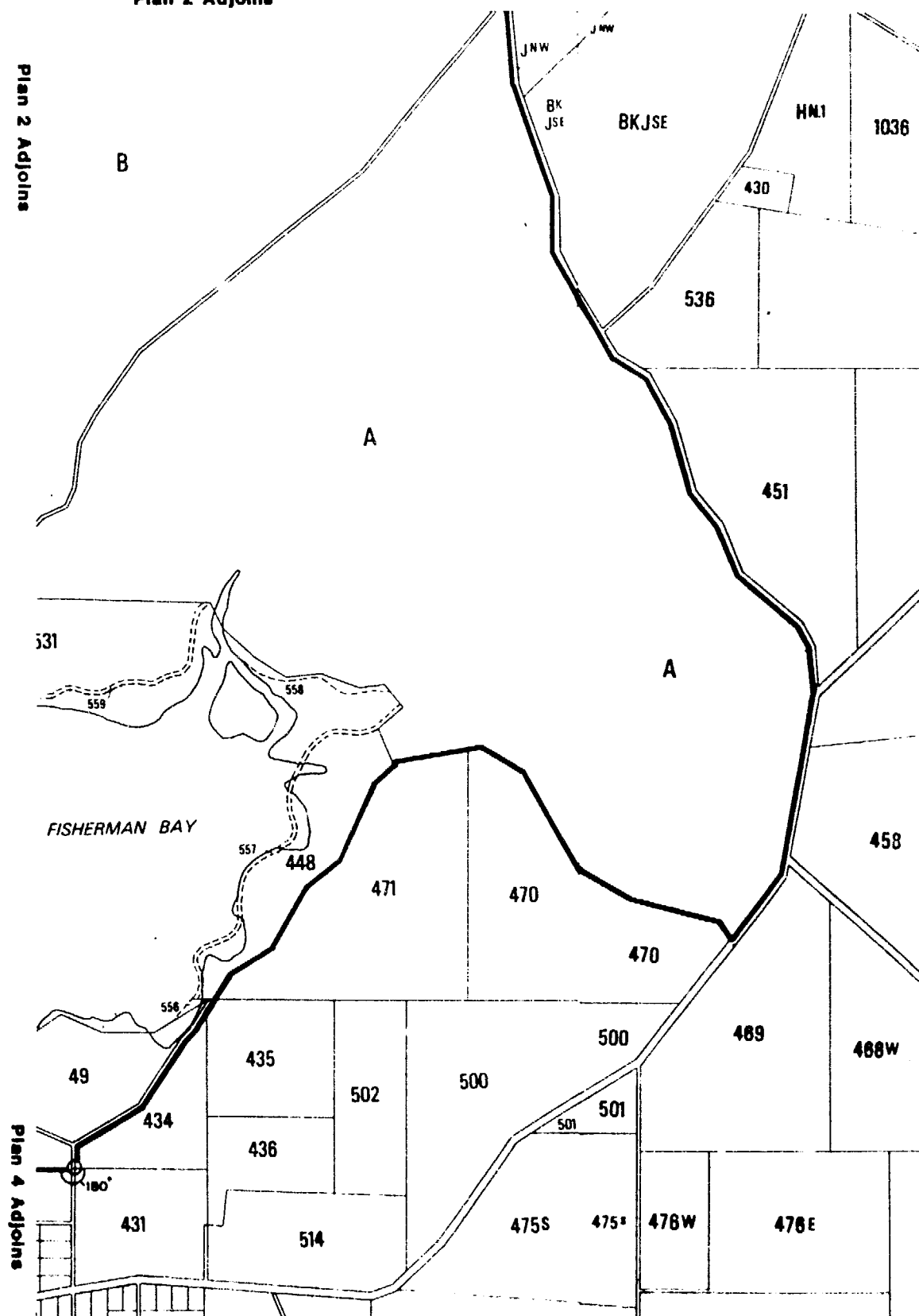


YORKE COAST PROTECTION DISTRICT

(District extends to 3 Nautical miles
seaward of Low Water Mark)

Plan 2 Adjoins

Plan 2 Adjoins

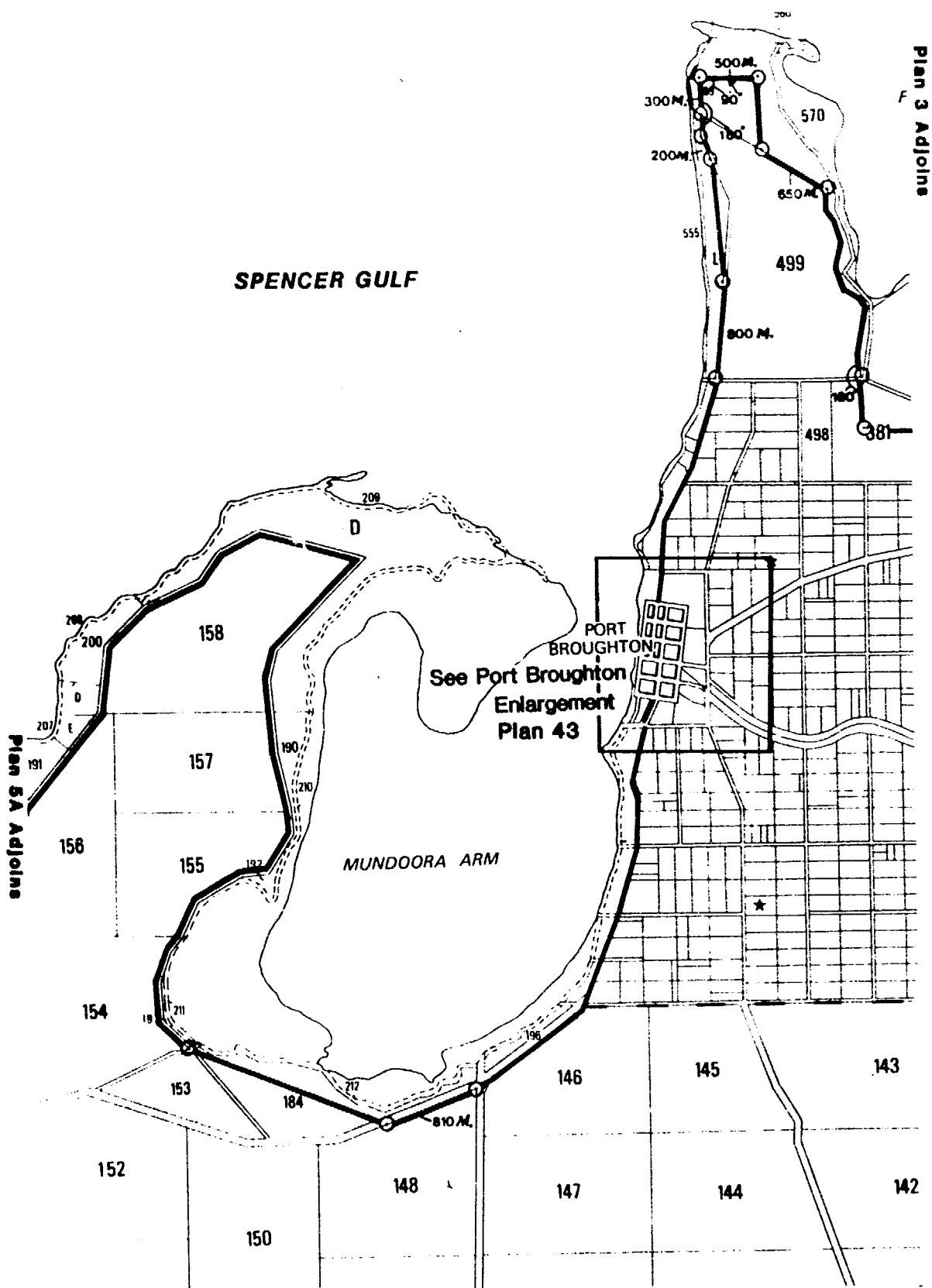


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YORKE COAST PROTECTION DISTRICT

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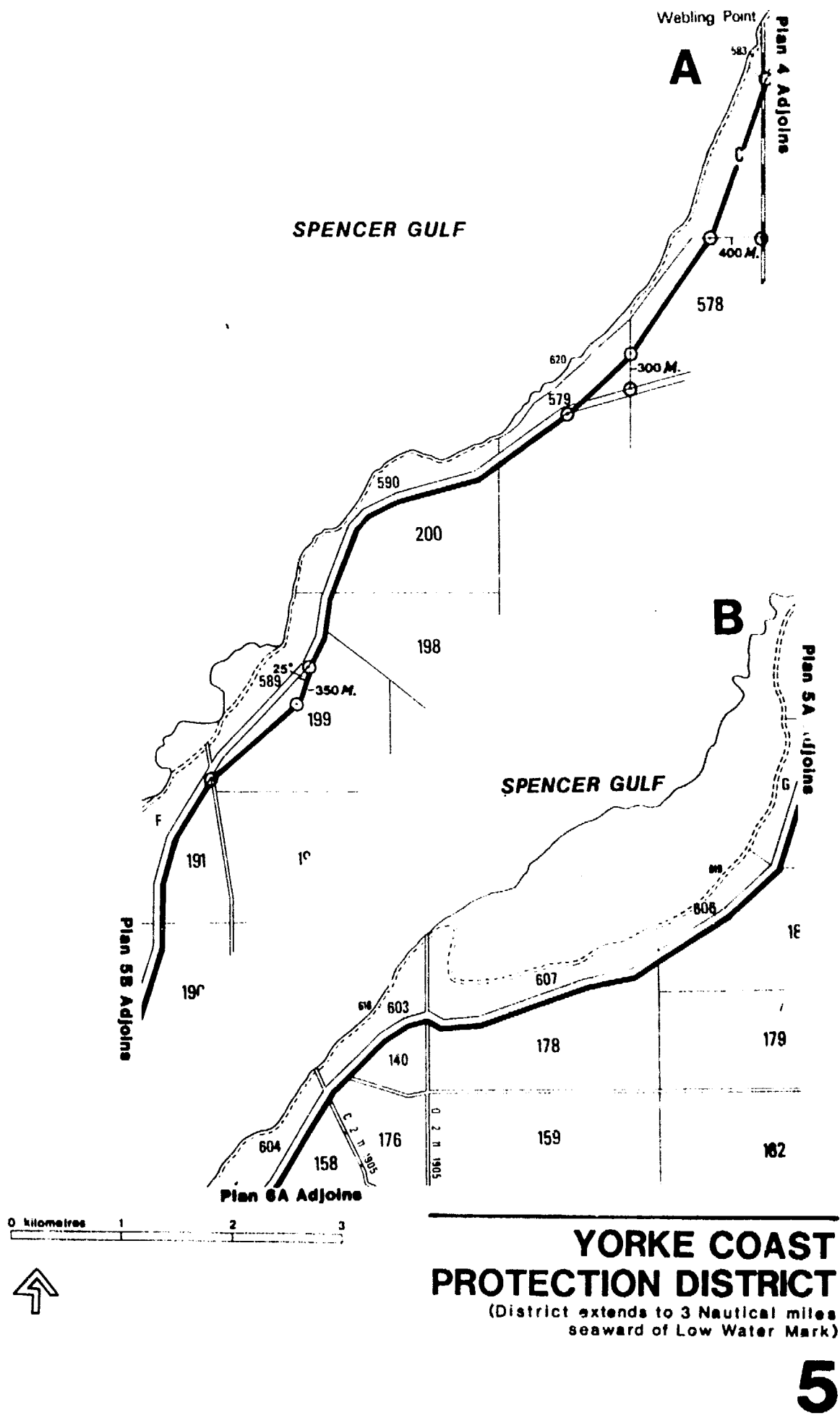


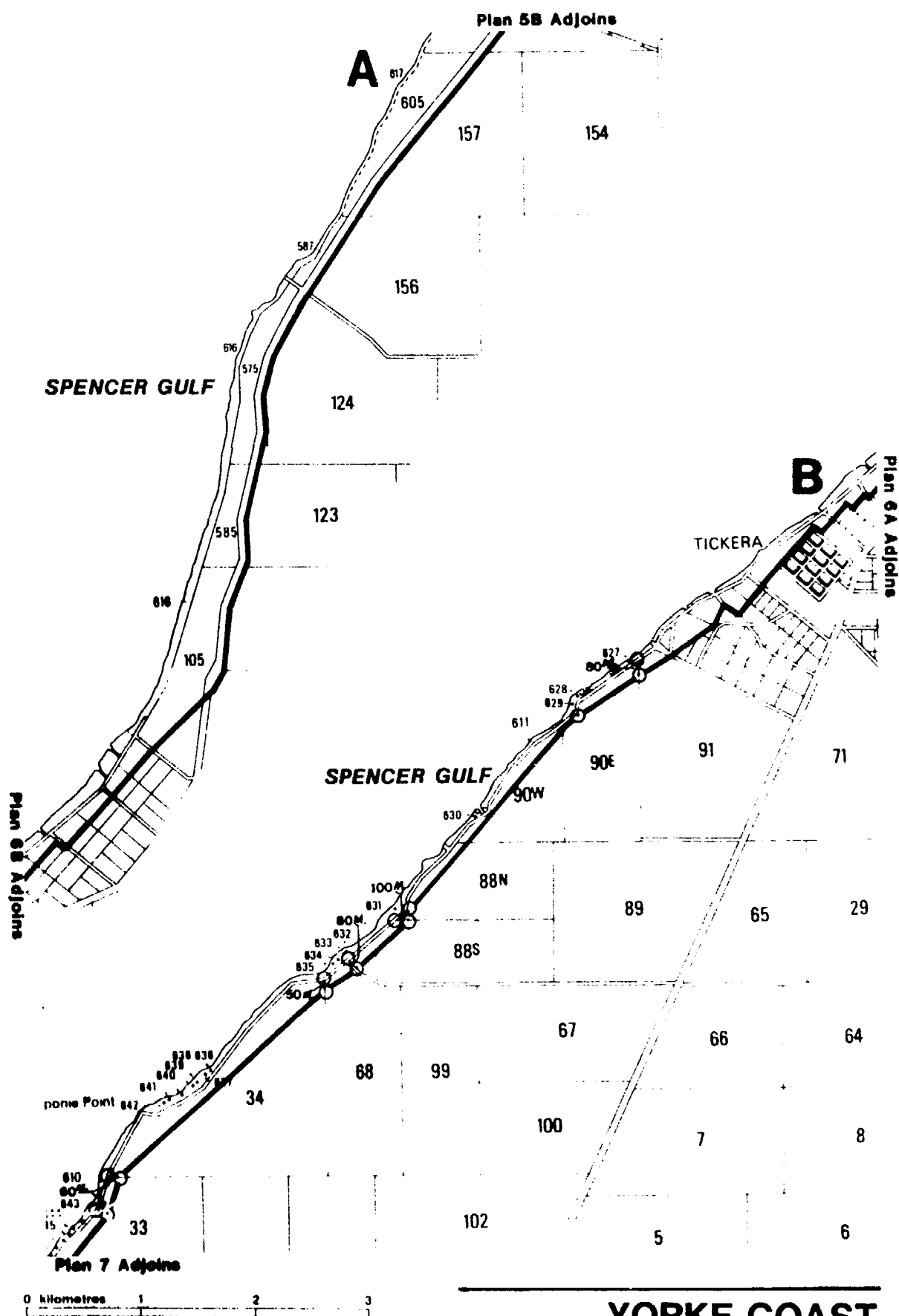
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YORKE COAST PROTECTION DISTRICT

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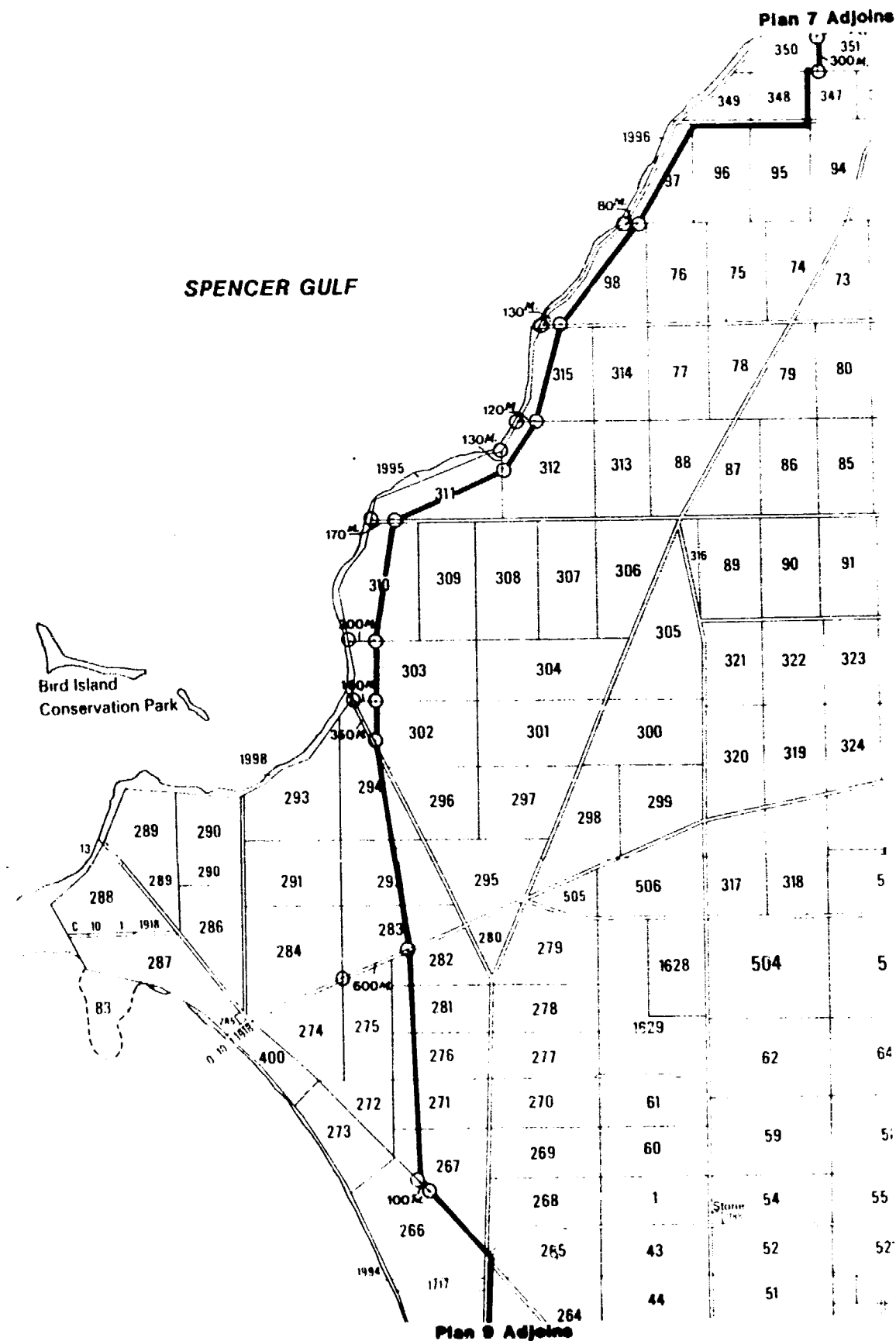


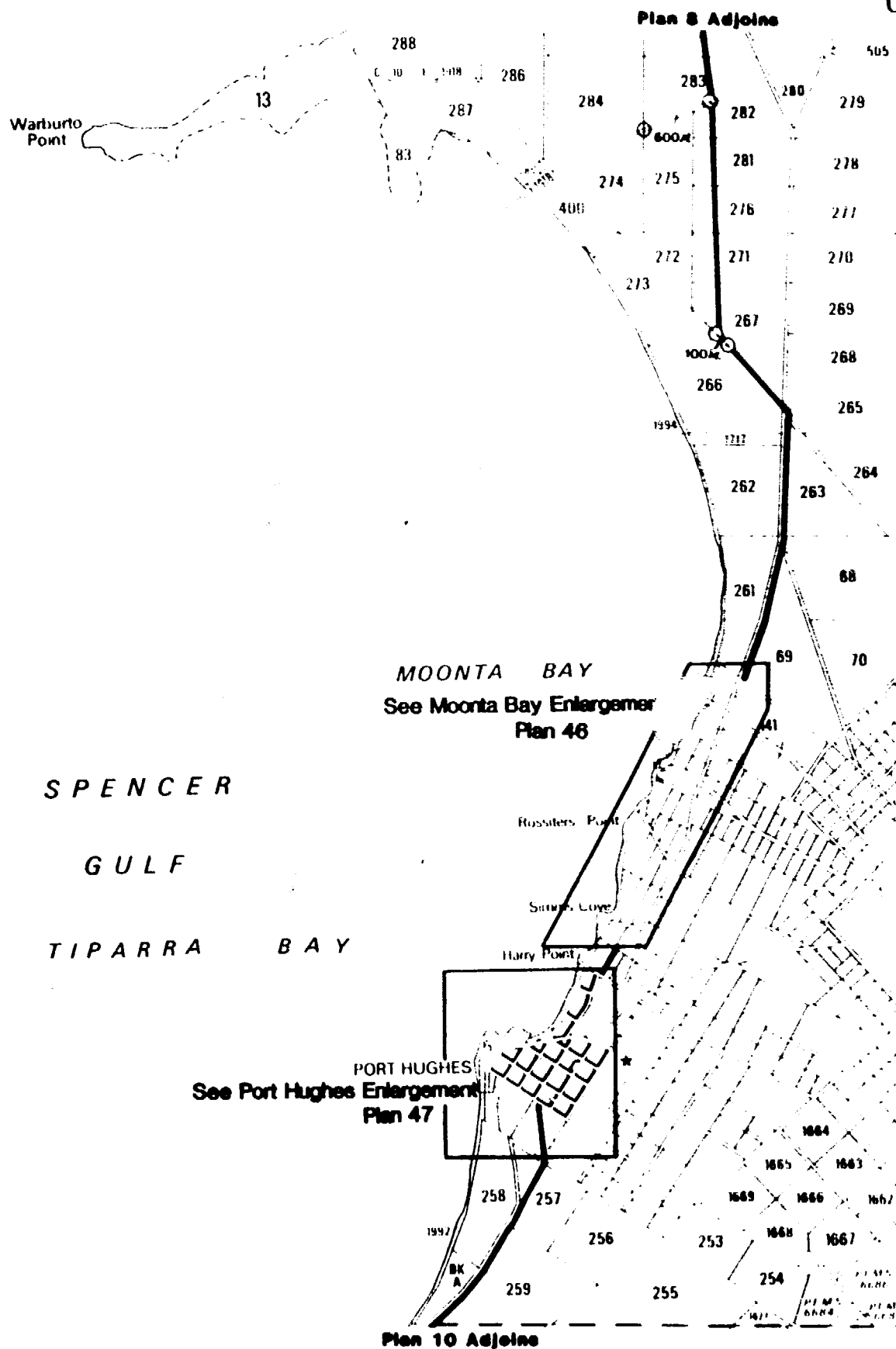
YORKE COAST PROTECTION DISTRICT

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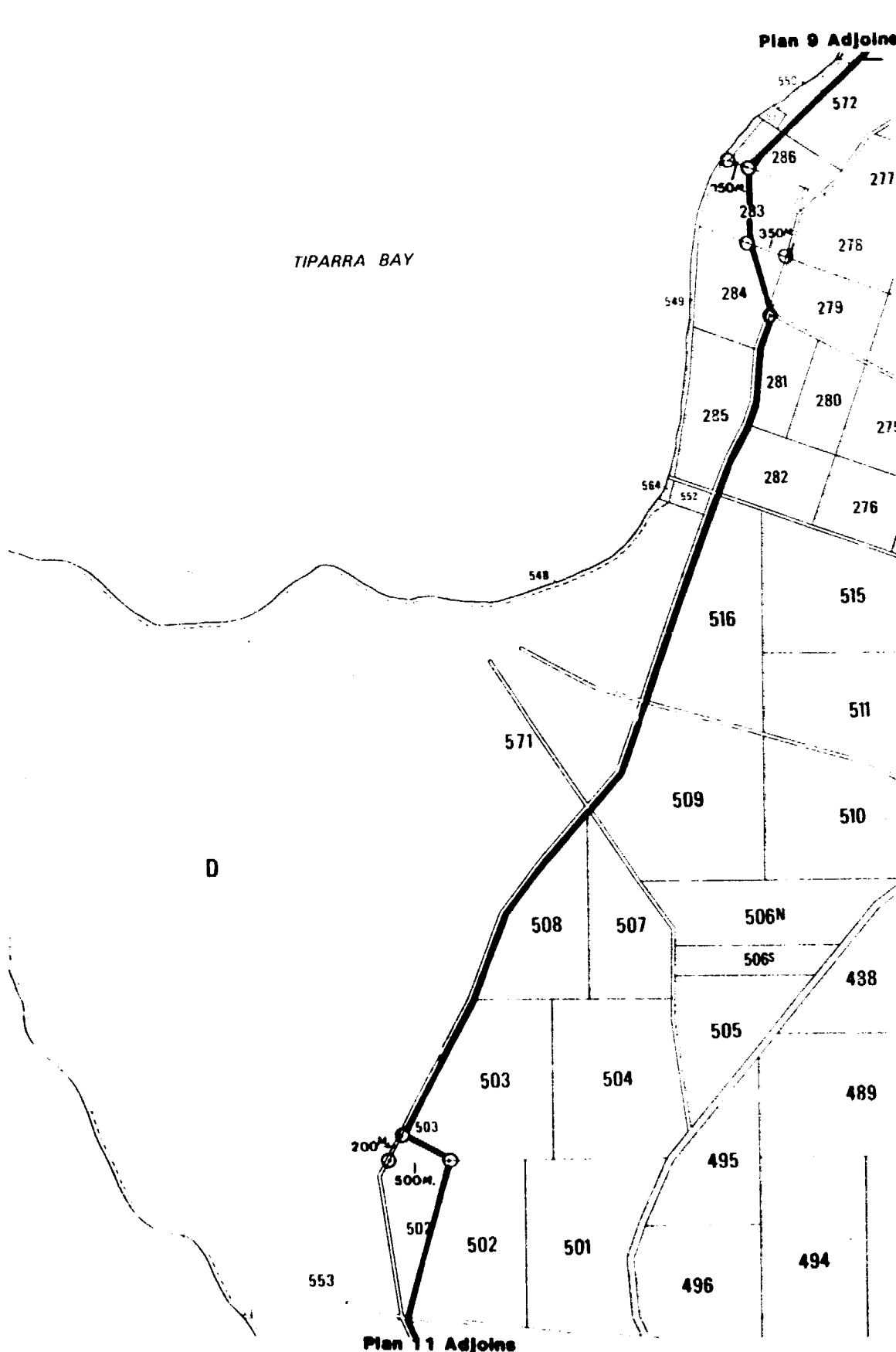


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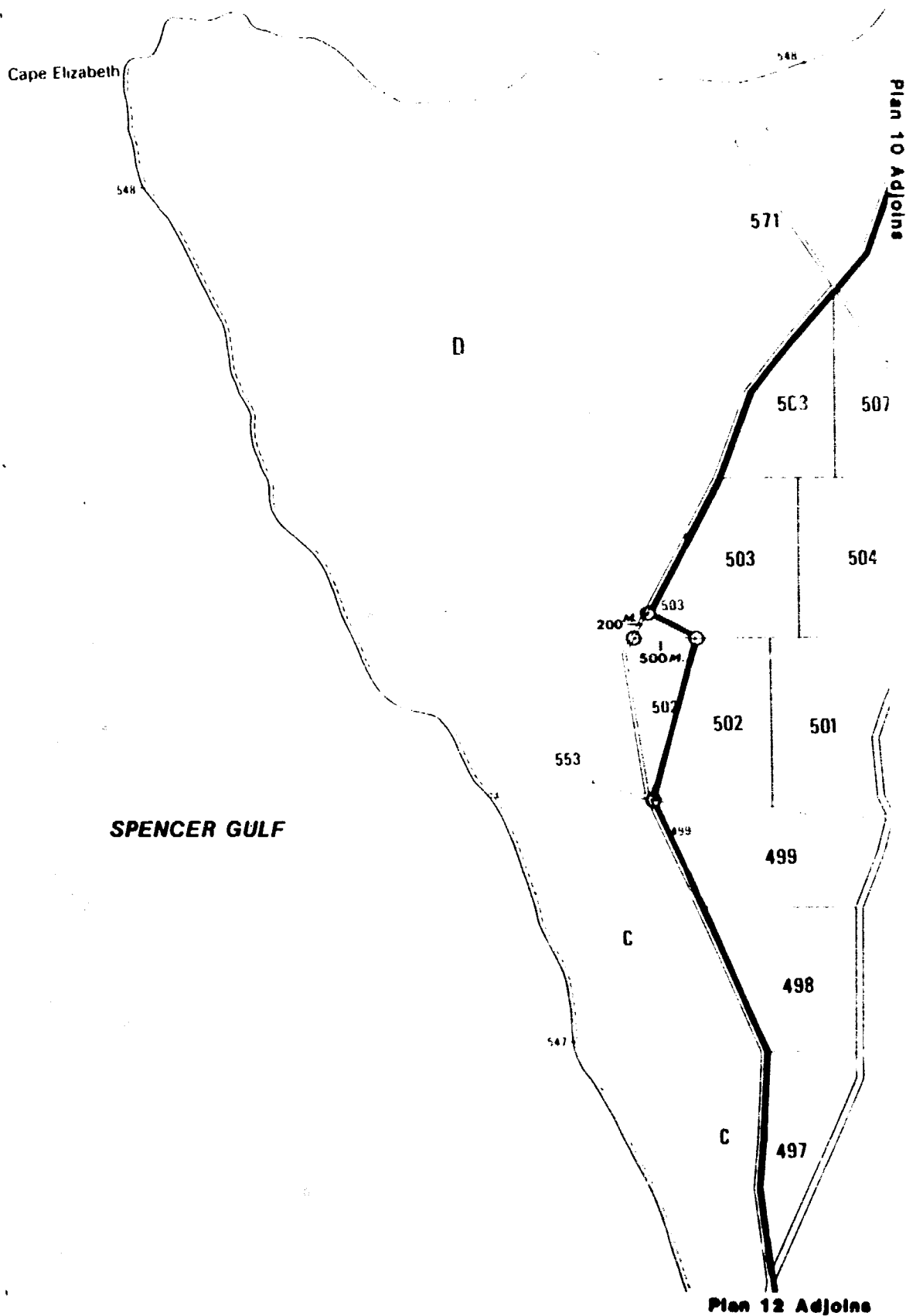
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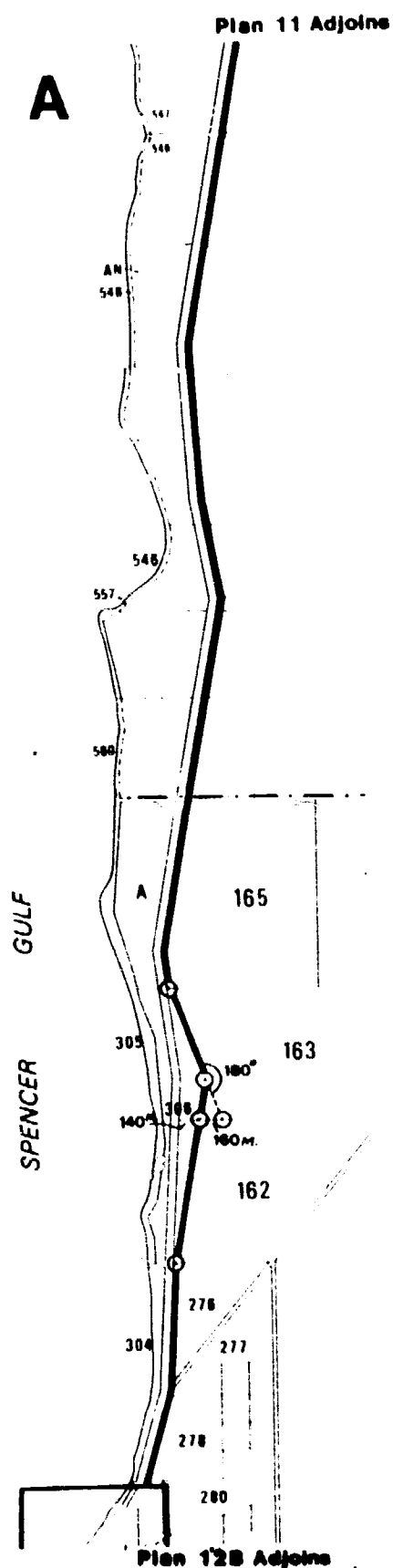
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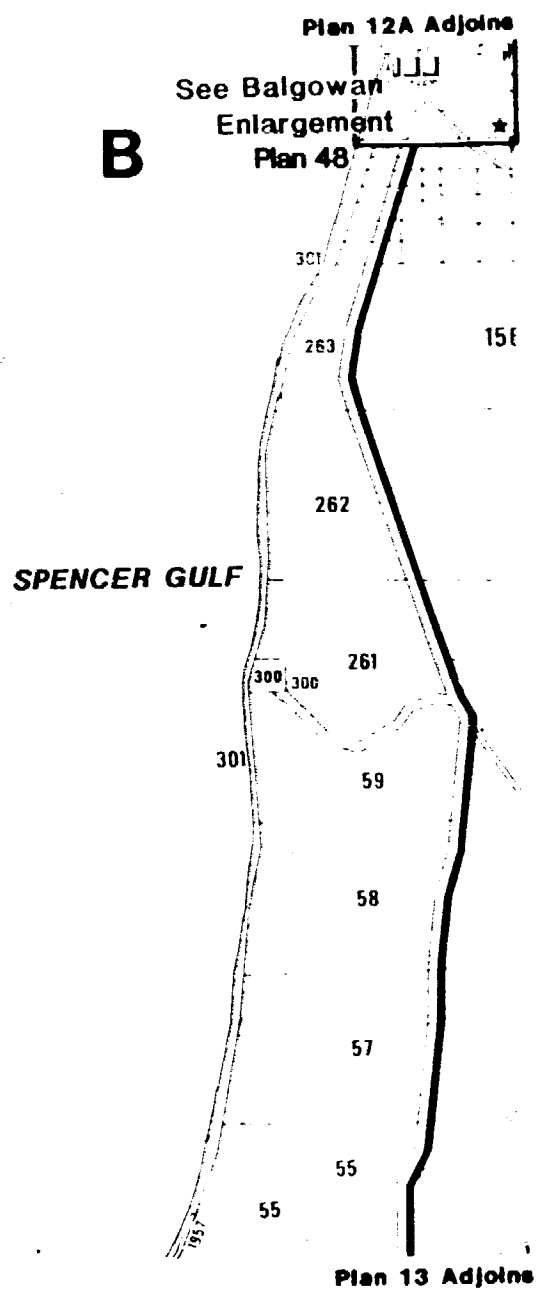


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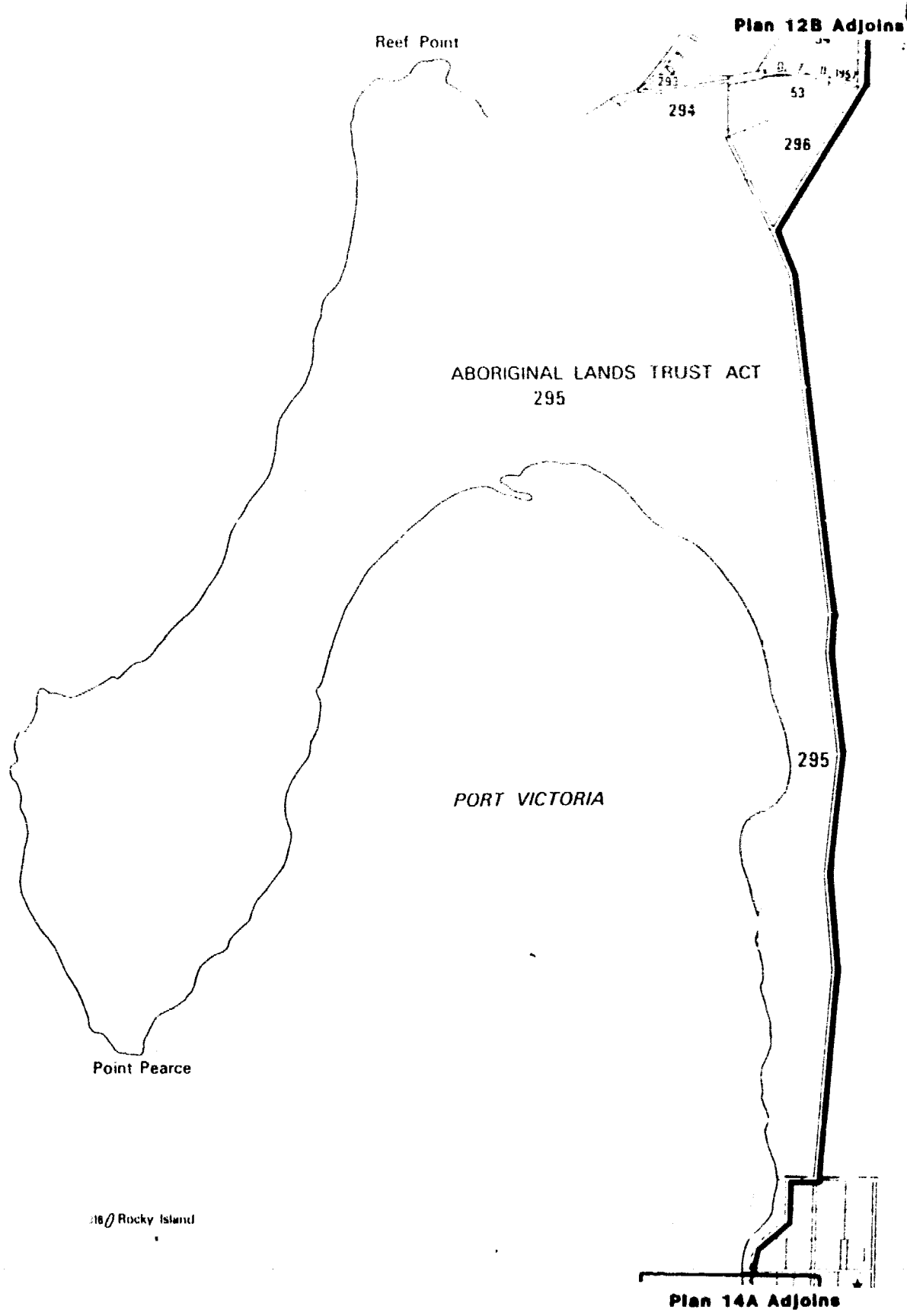
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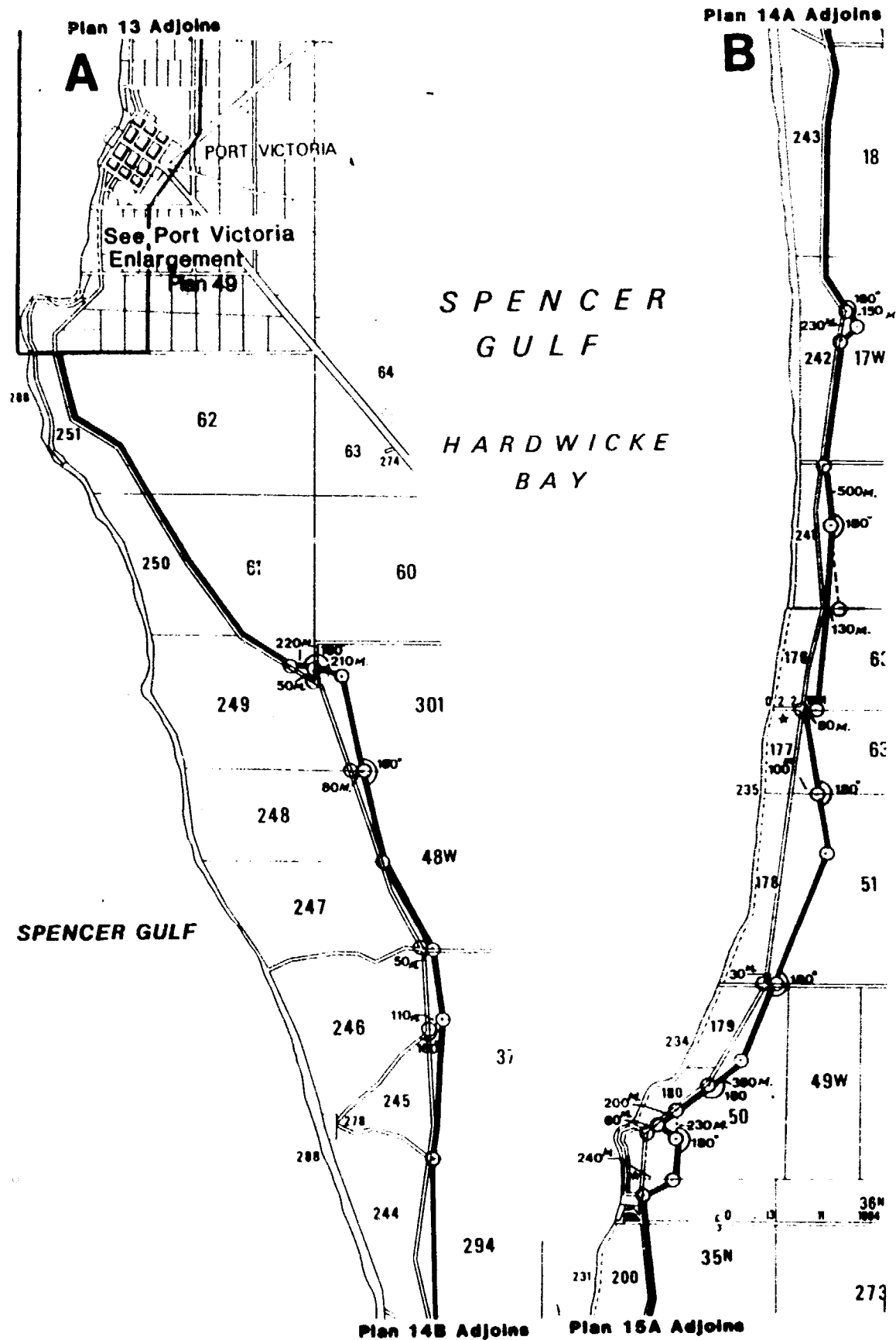


YORKE COAST PROTECTION DISTRICT

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**YORKE COAST
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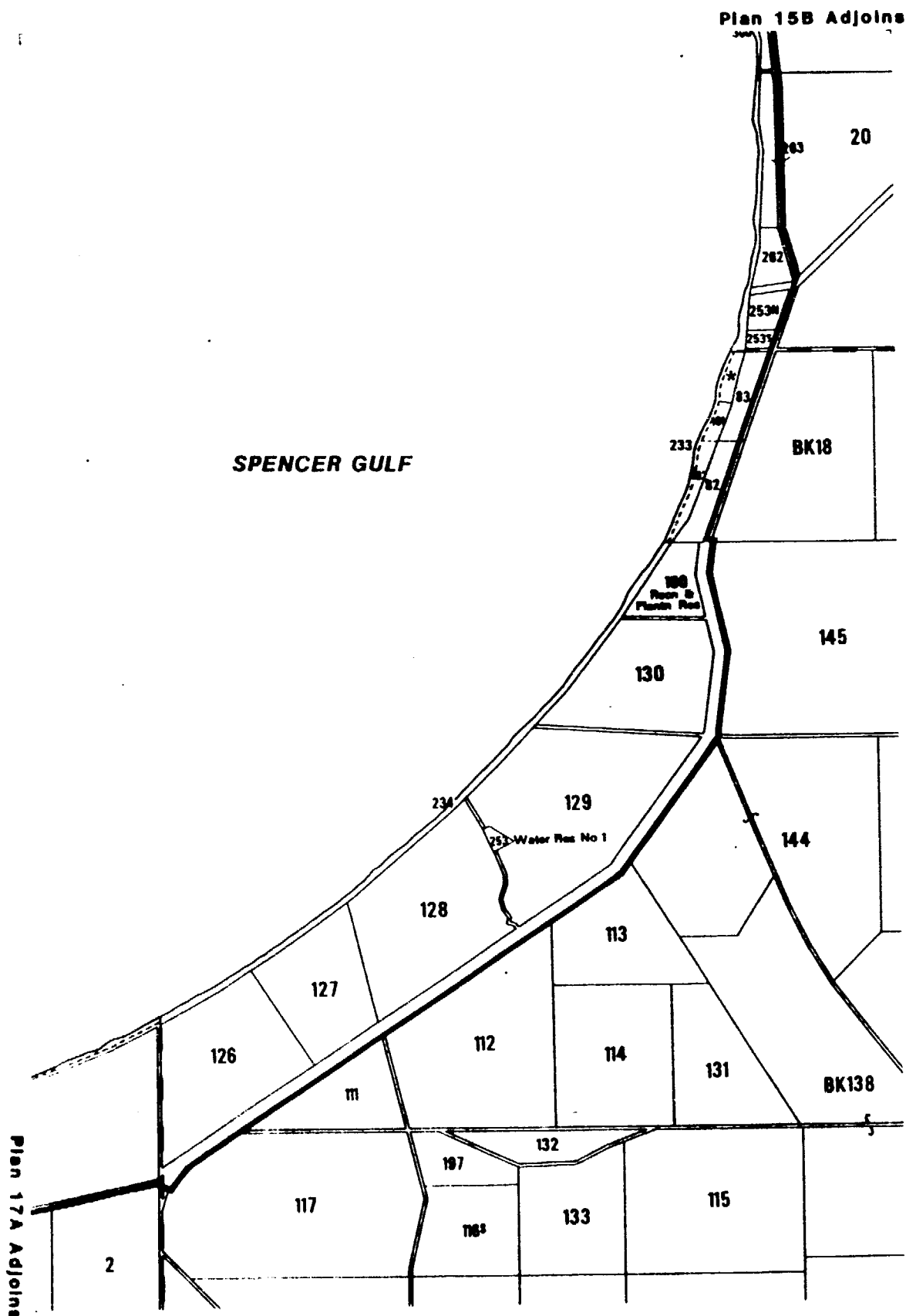
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YORKE COAST PROTECTION DISTRICT

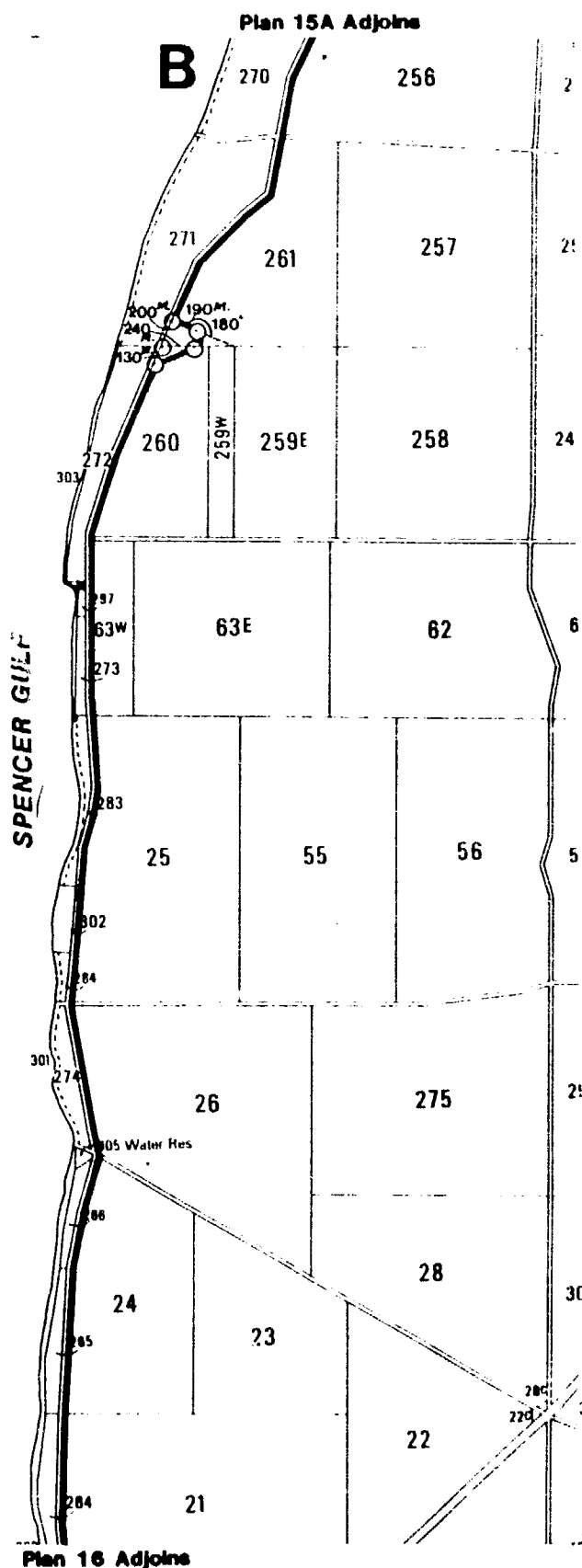
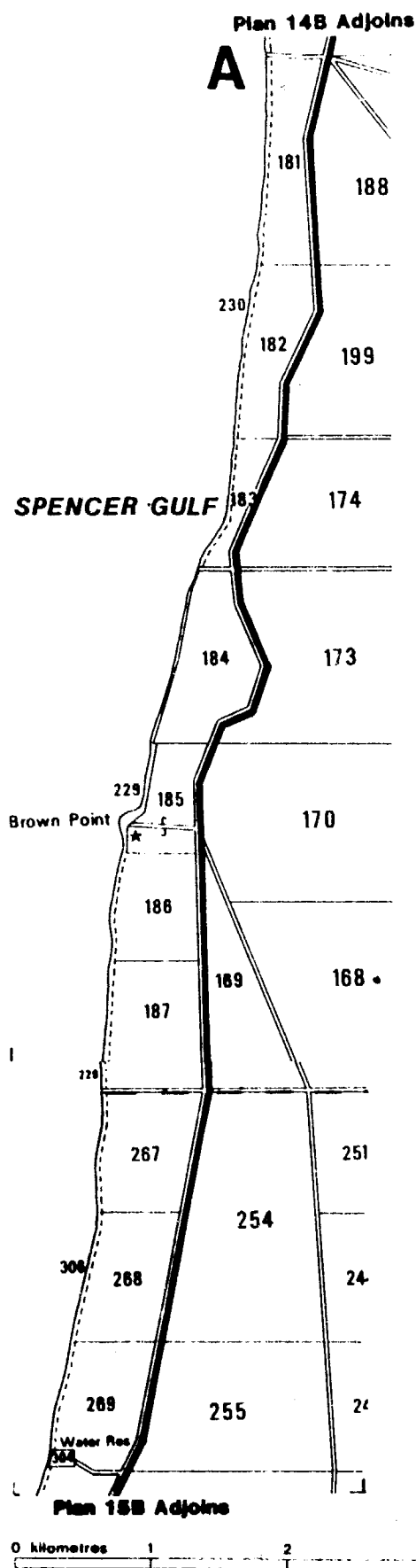
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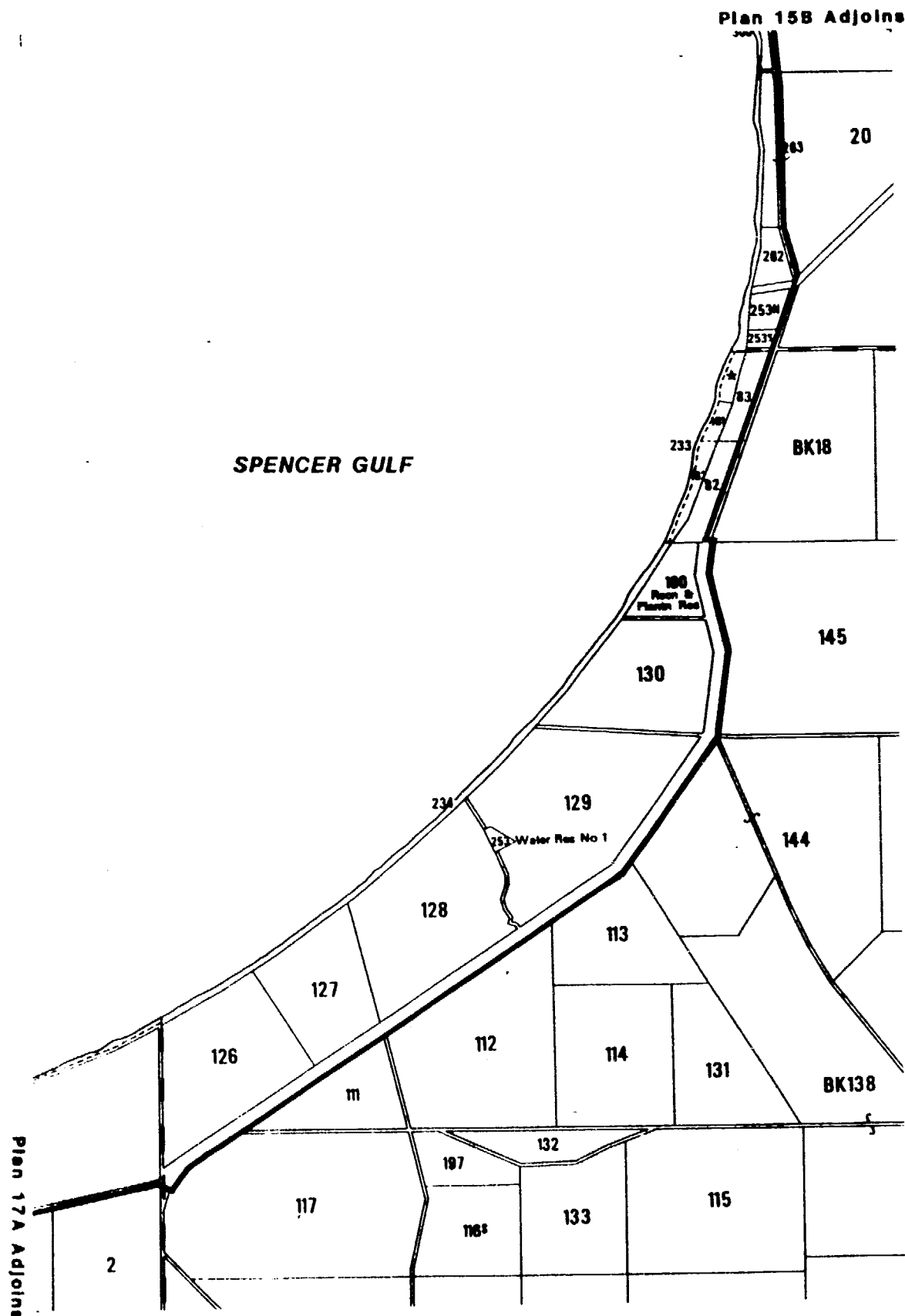
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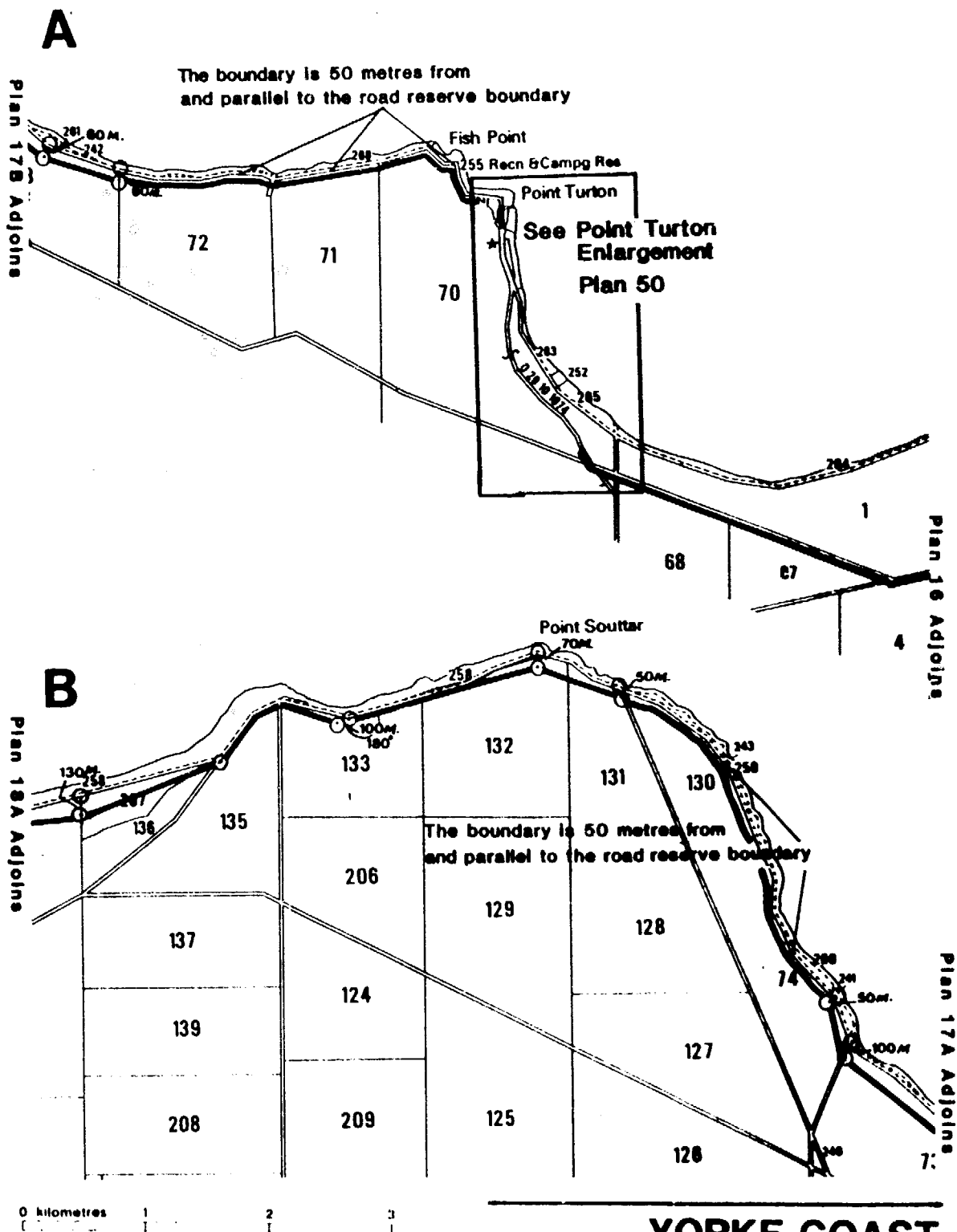


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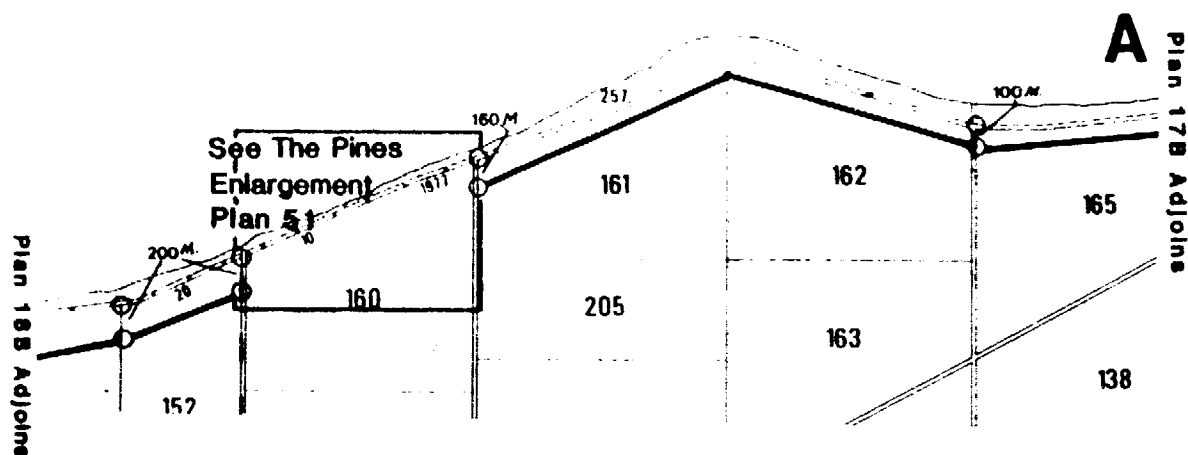
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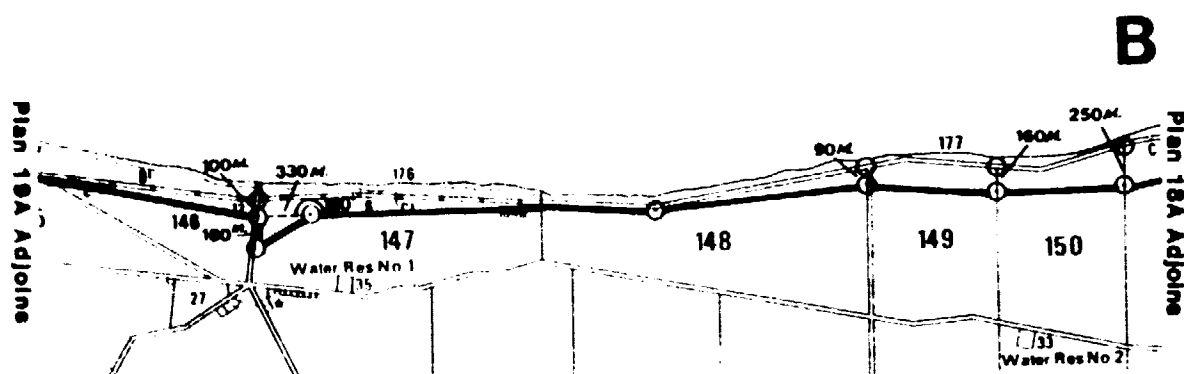
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(District extends to 3 Nautical miles
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SPENCER GULF



SPENCER GULF



0 kilometres

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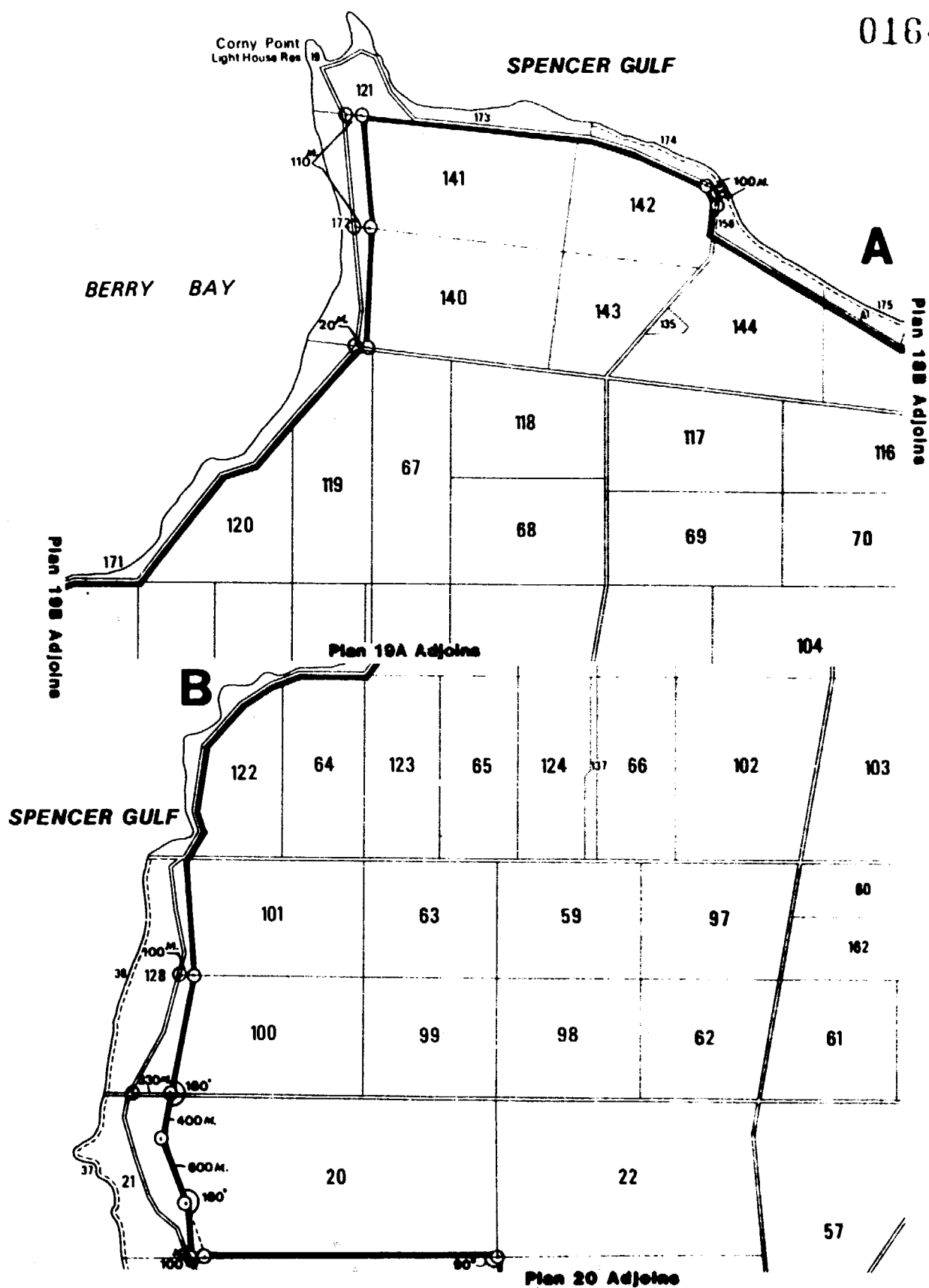
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YORKE COAST PROTECTION DISTRICT

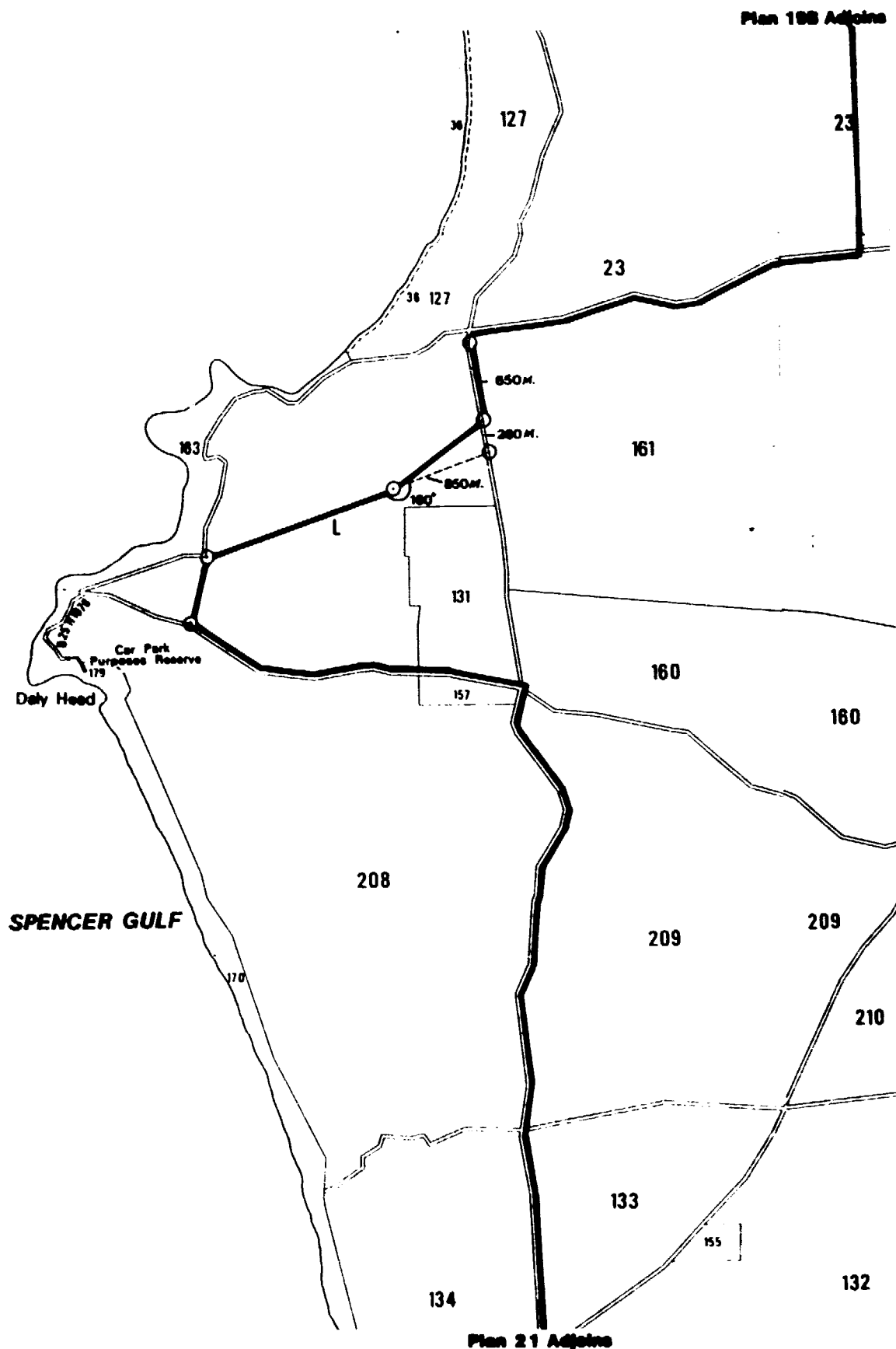
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SPENCER GULF



**YORKE COAST
PROTECTION DISTRICT**

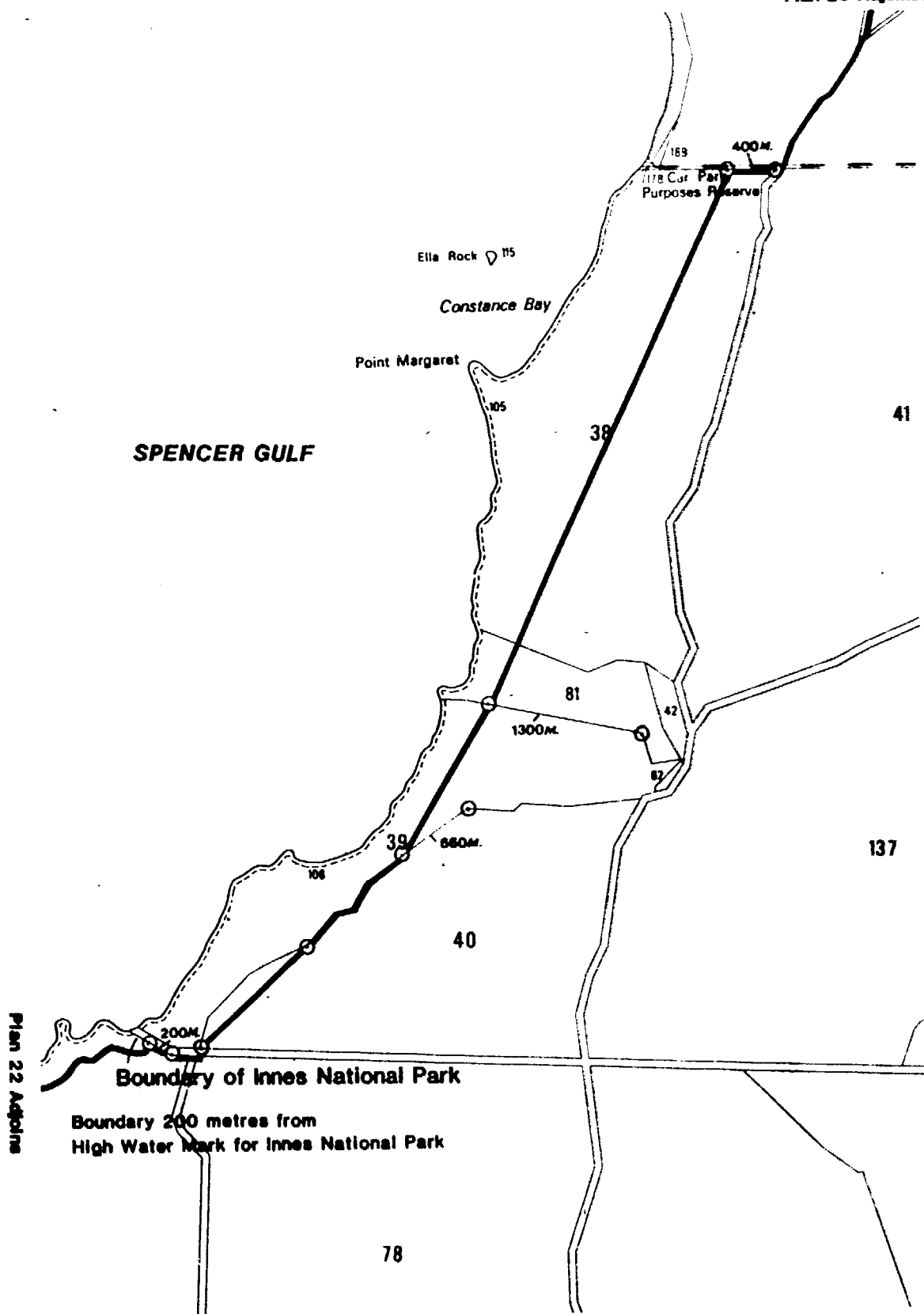
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Plan 21 Adjoining

YORKE COAST PROTECTION DISTRICT

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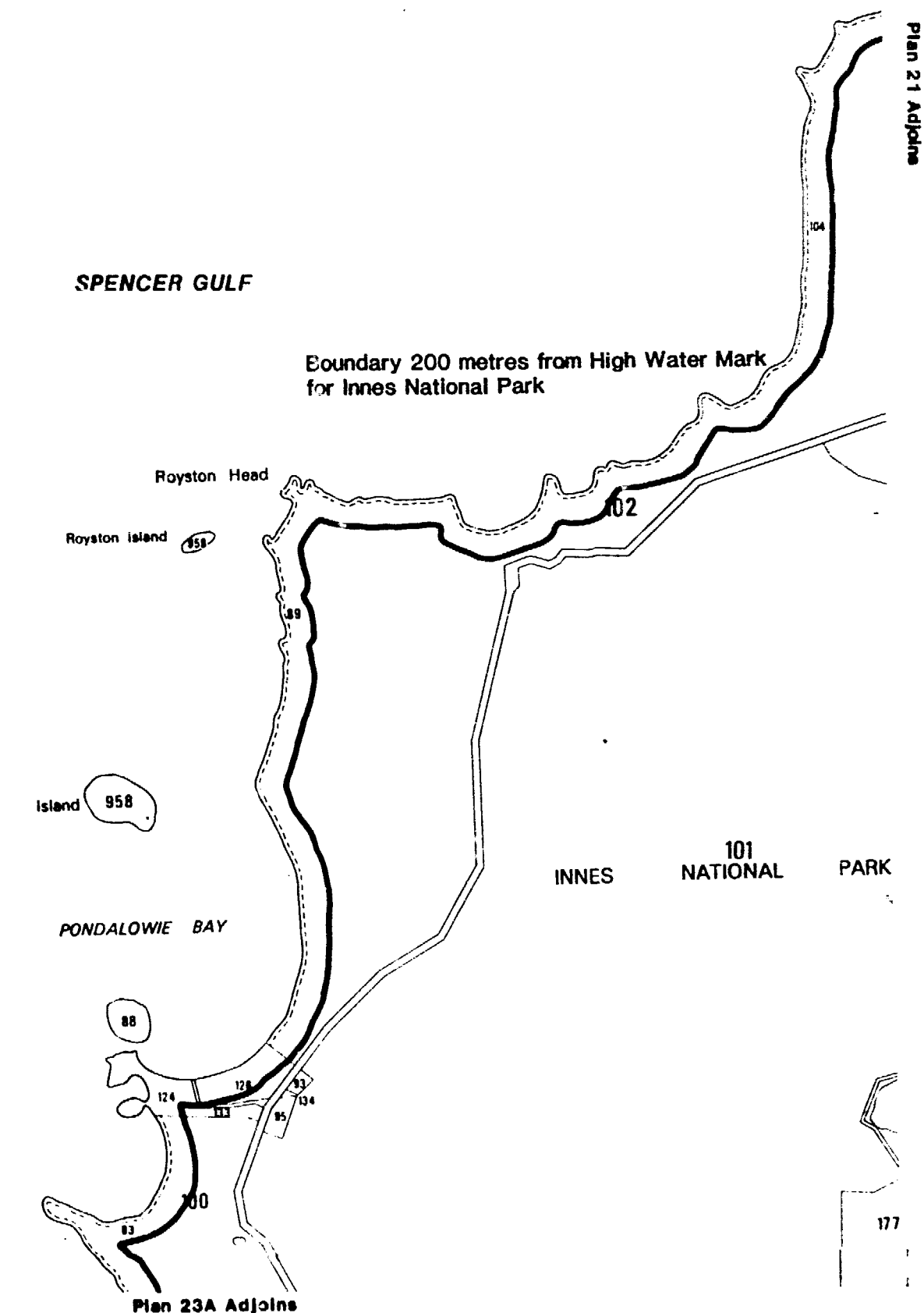


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YORKE COAST PROTECTION DISTRICT

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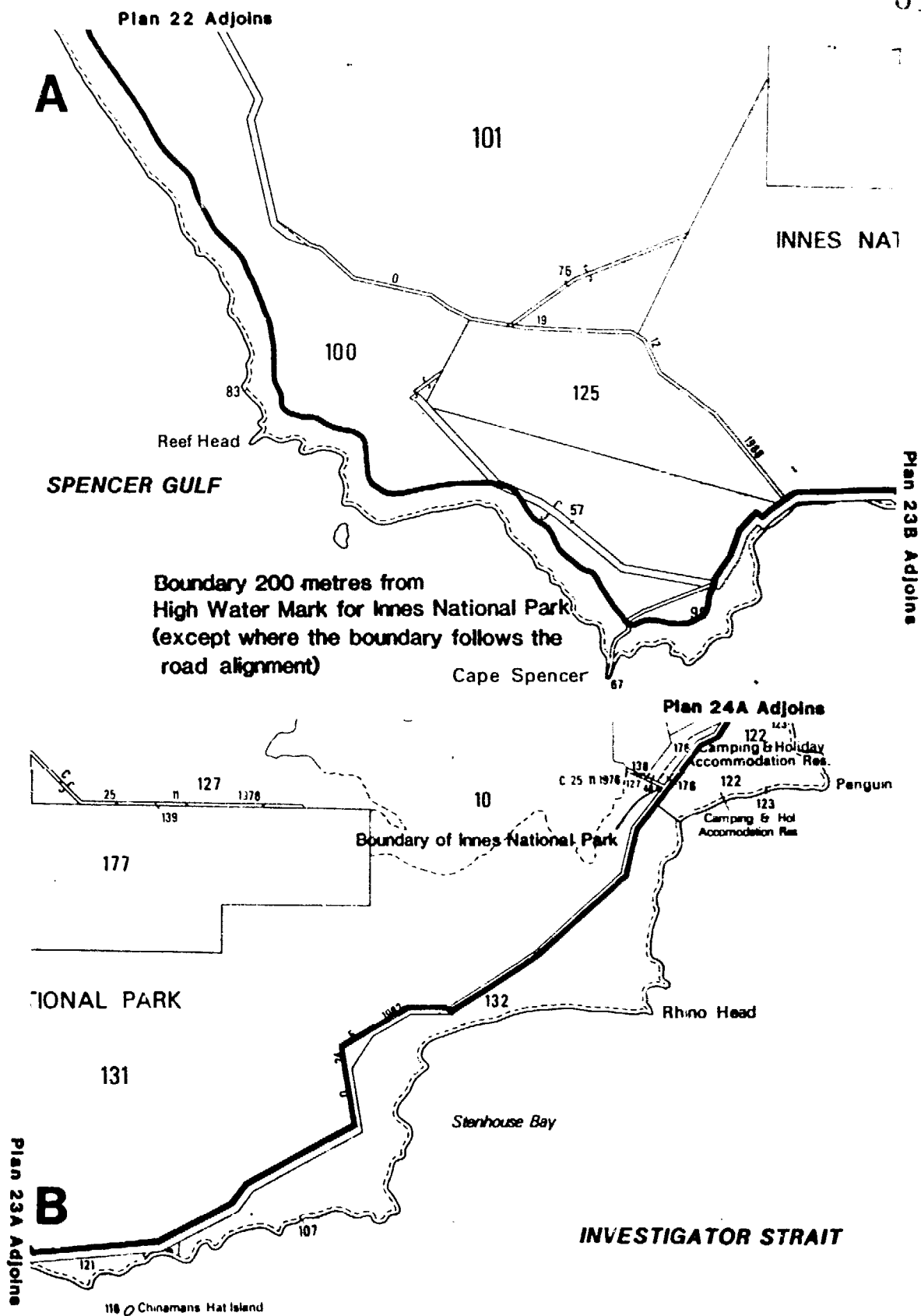


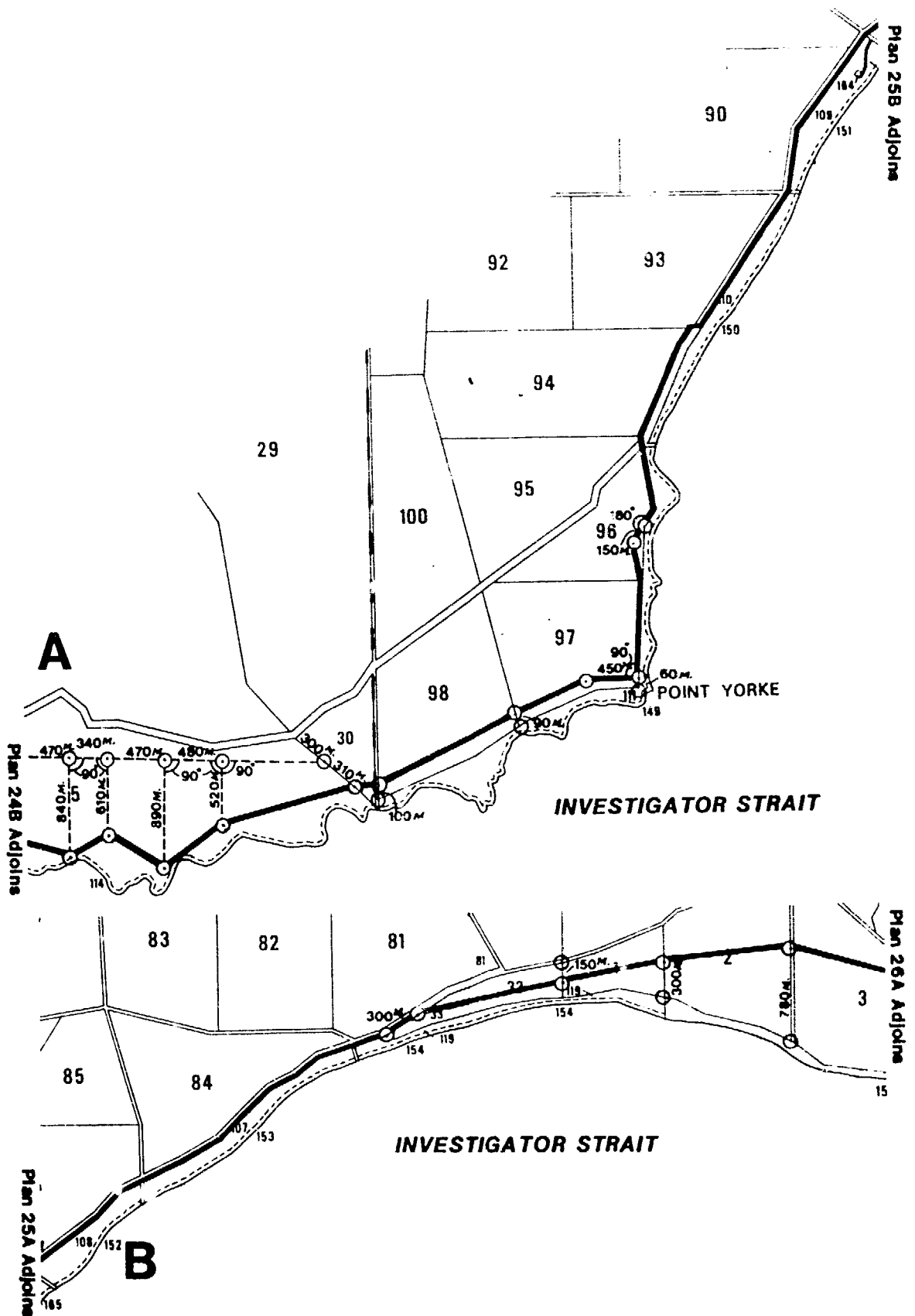
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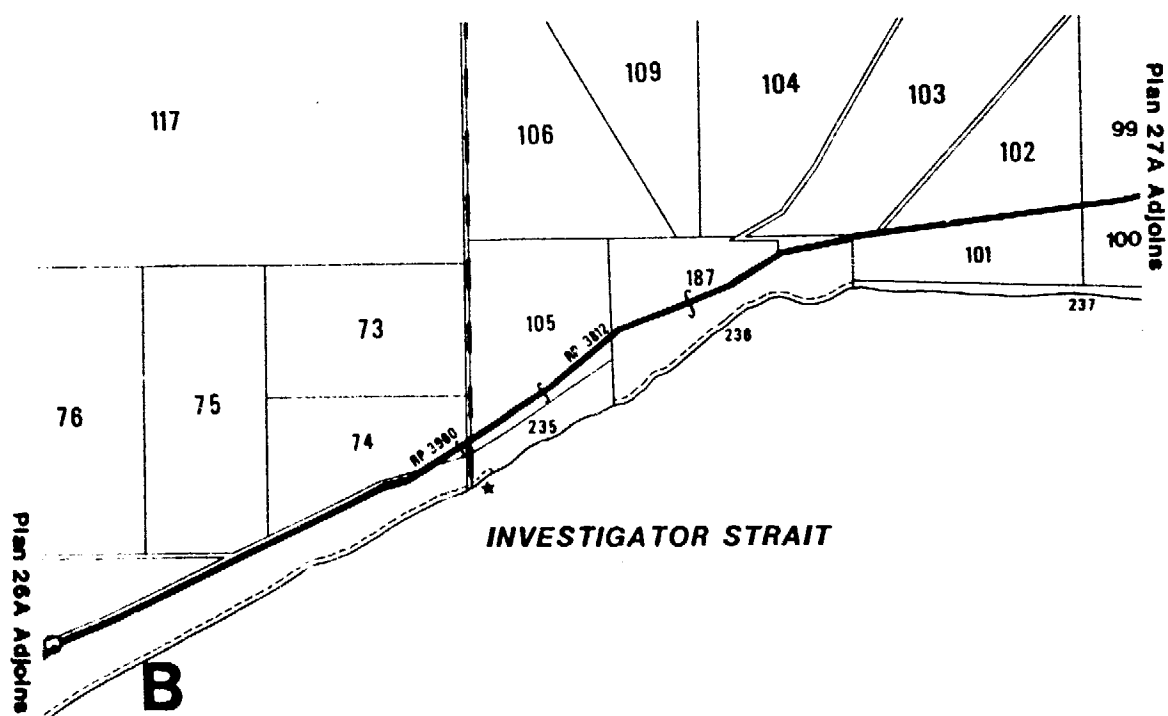
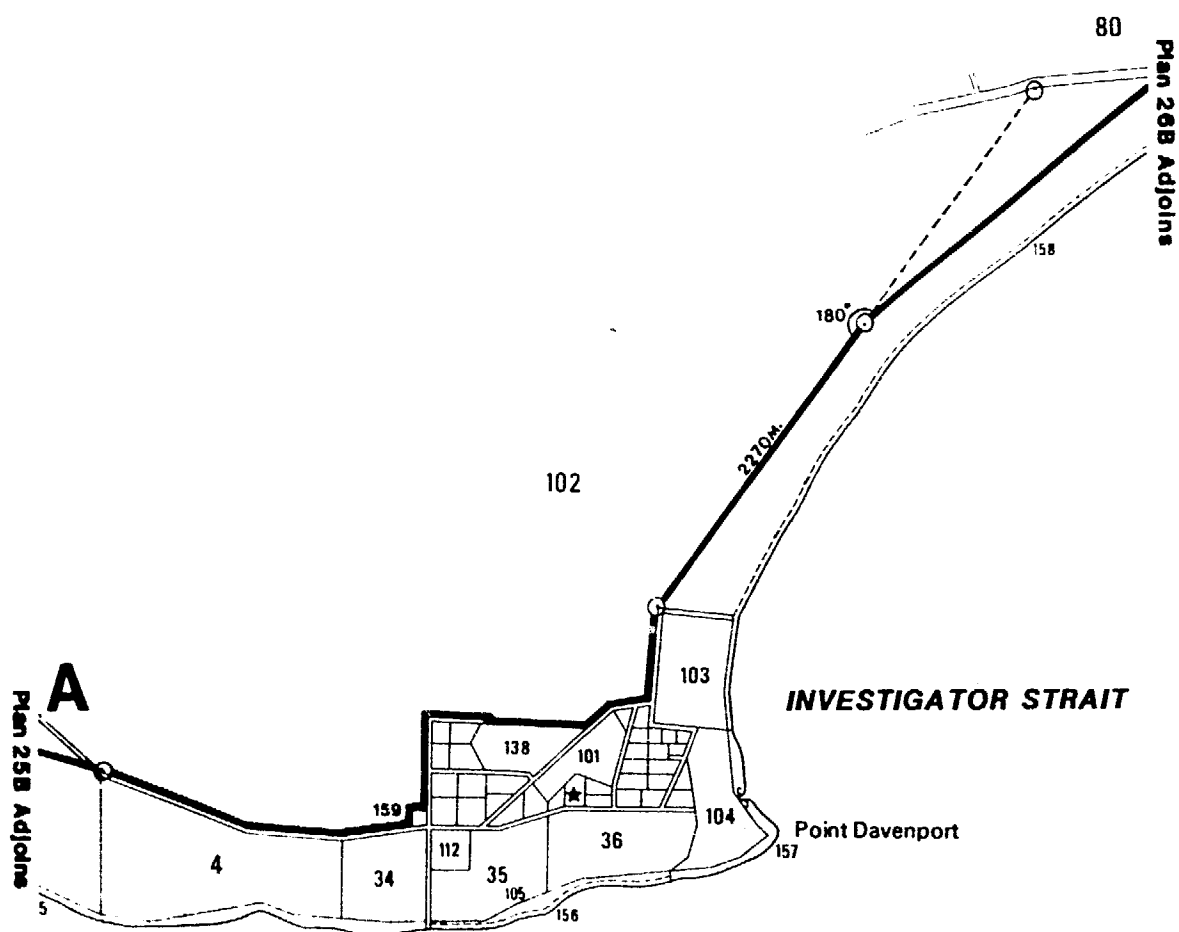
YORKE COAST PROTECTION DISTRICT

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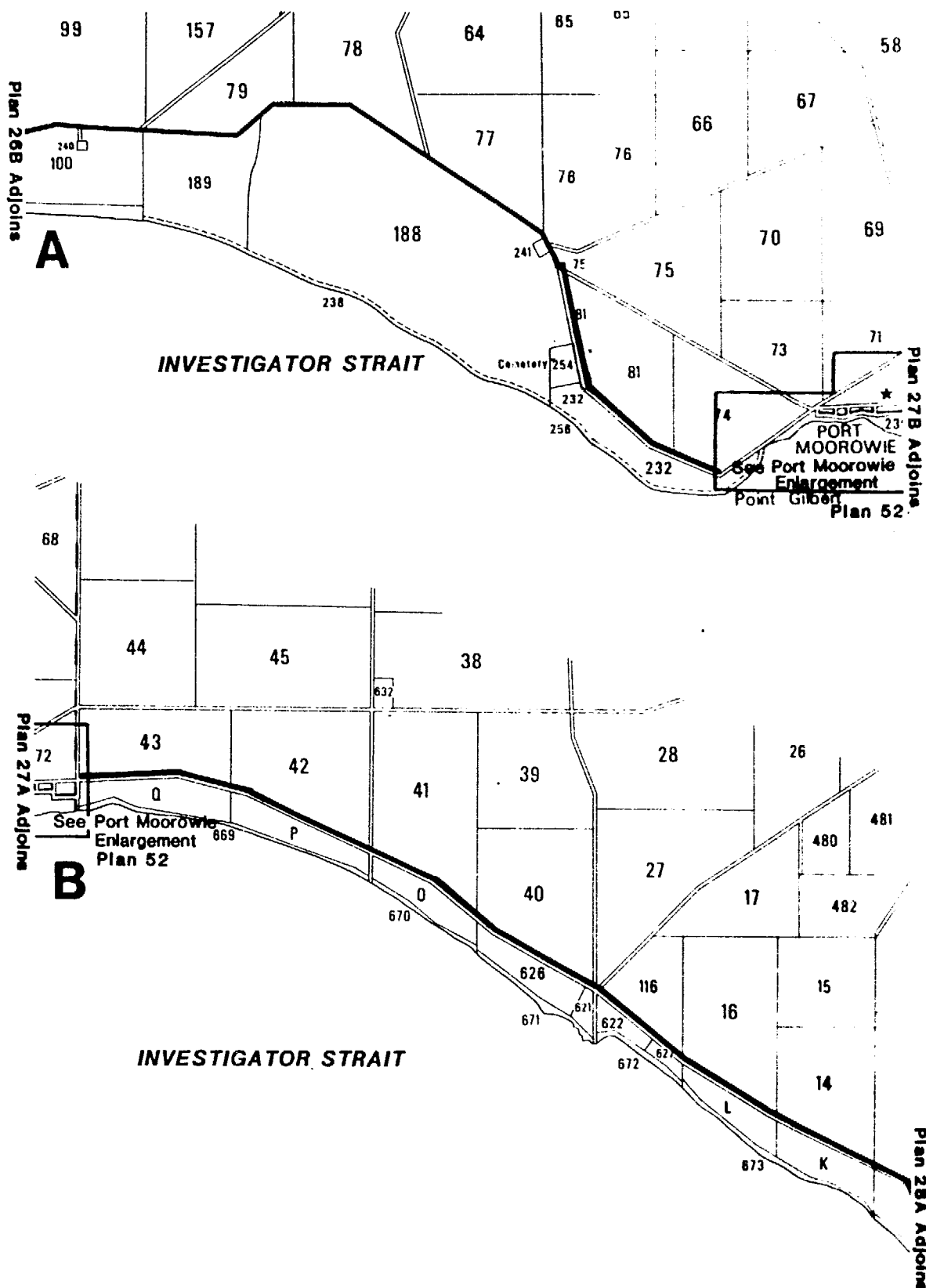


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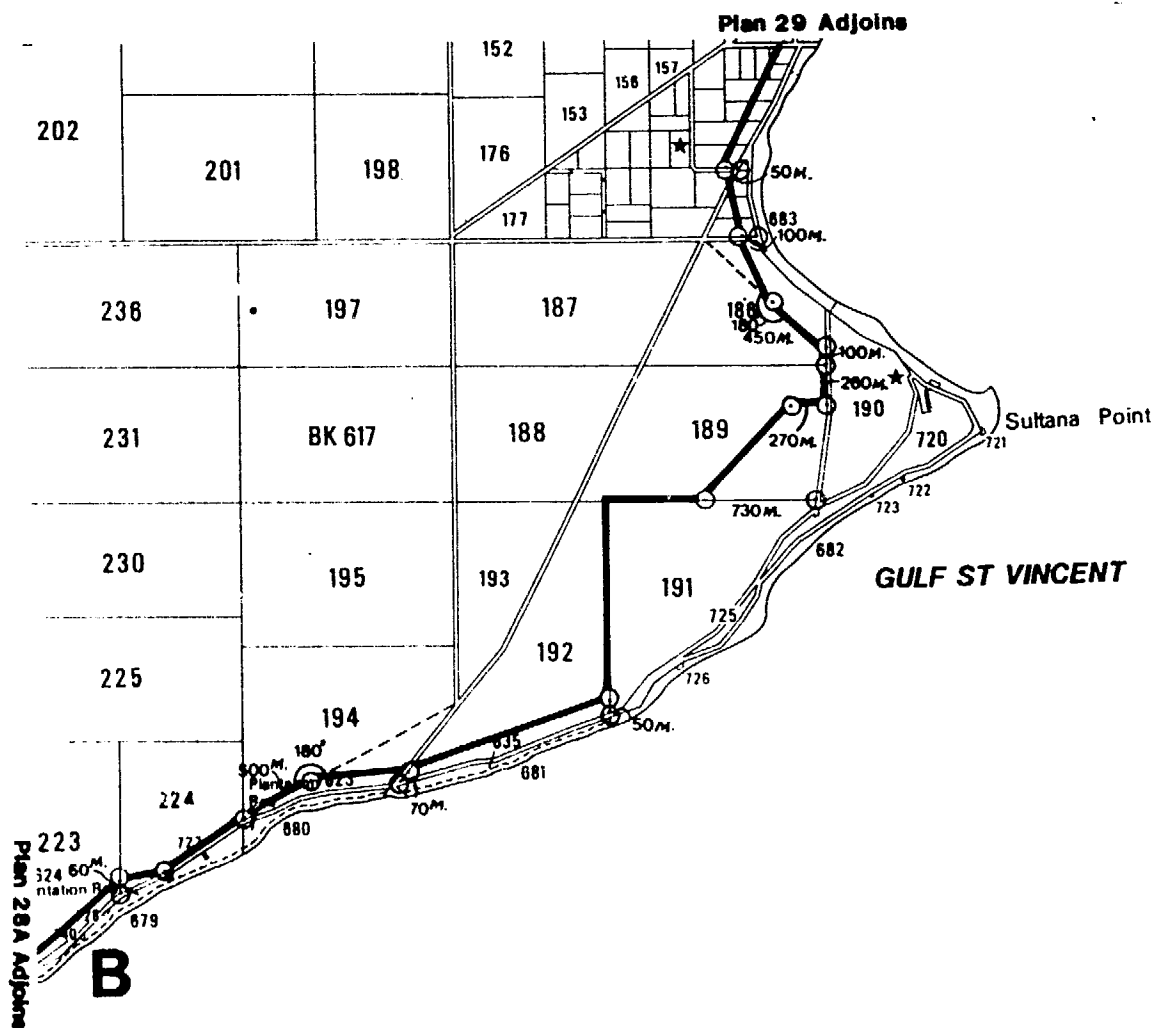
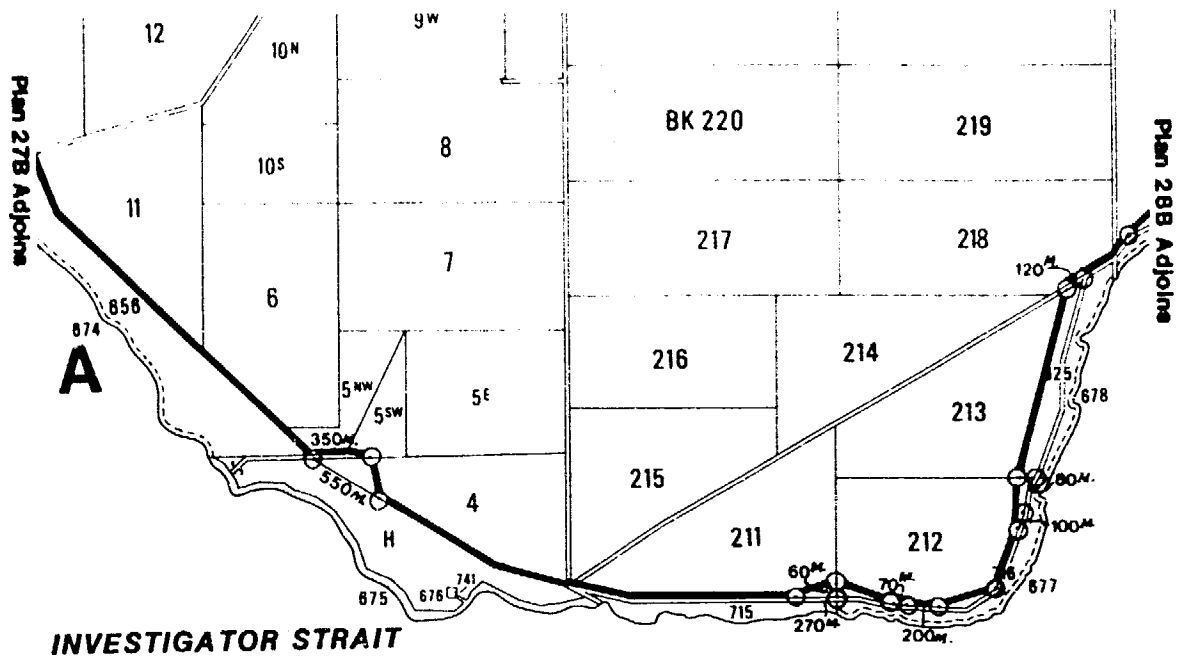
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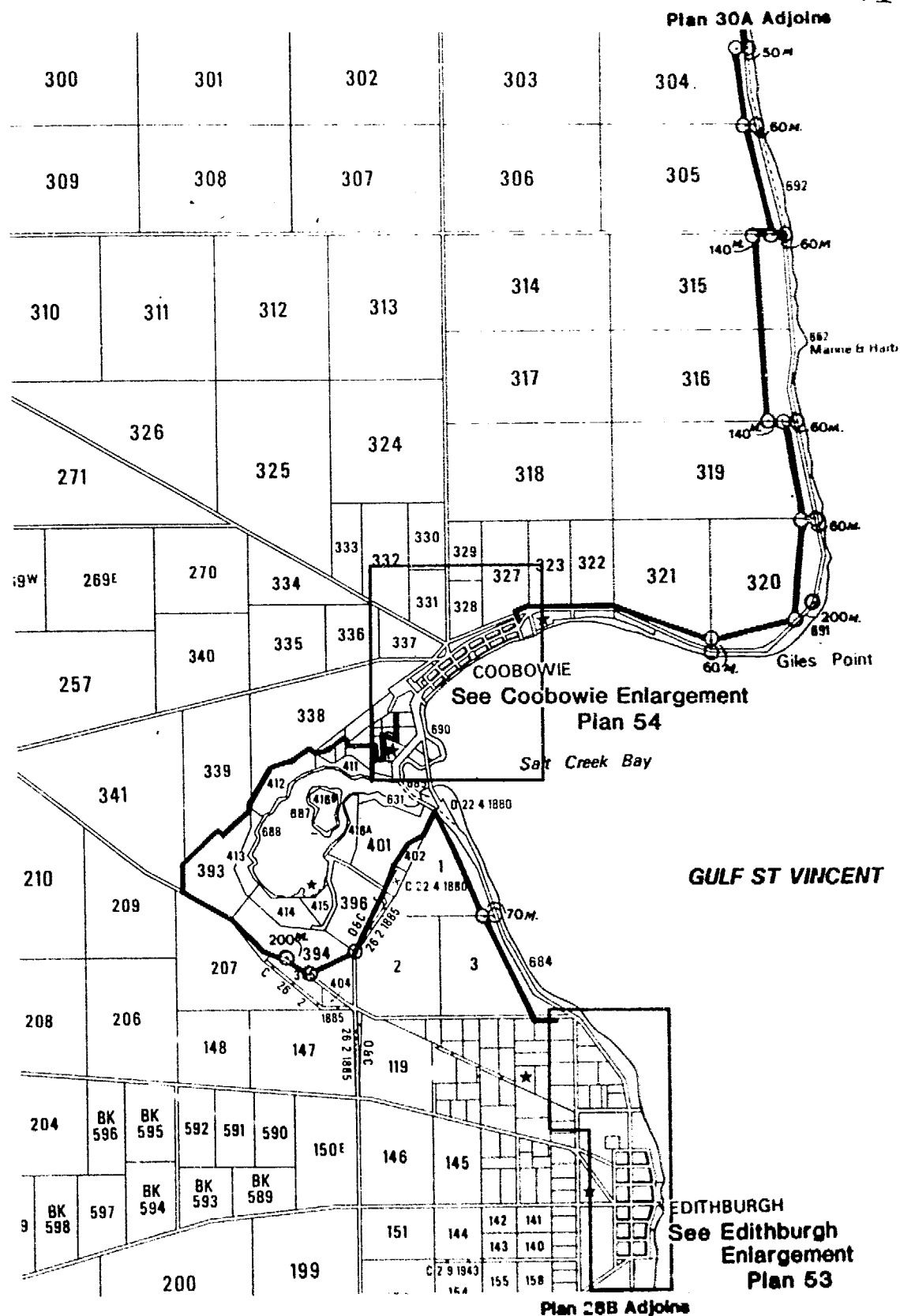


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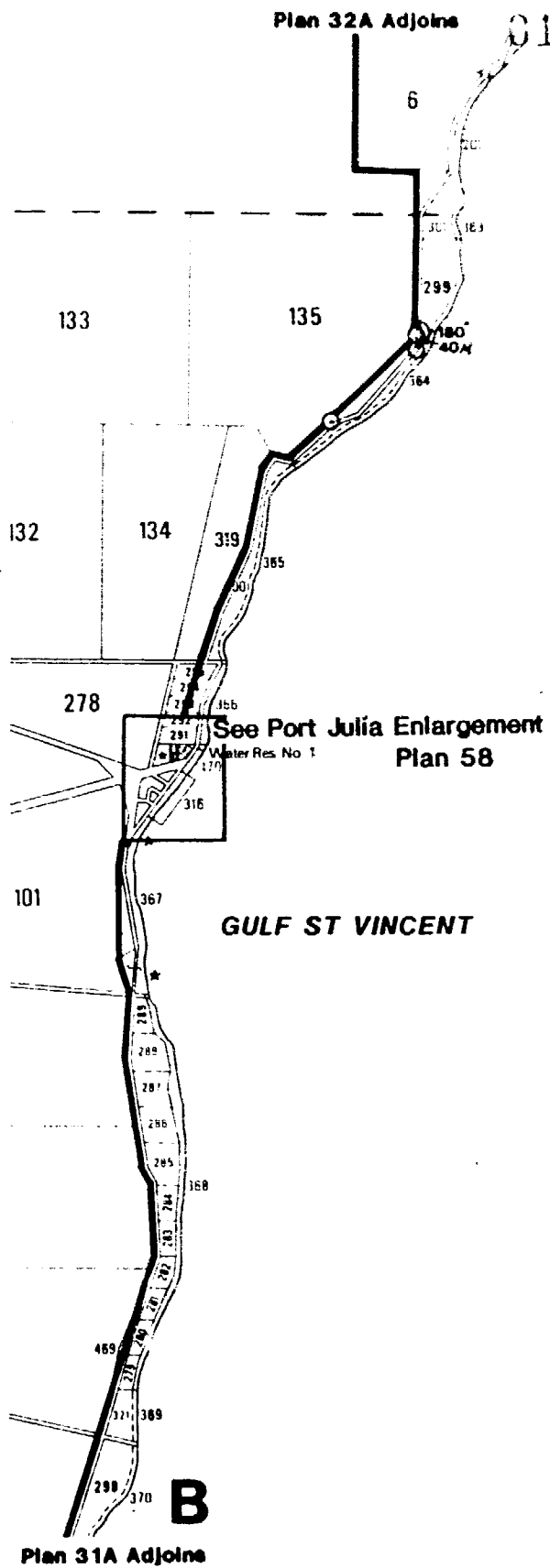
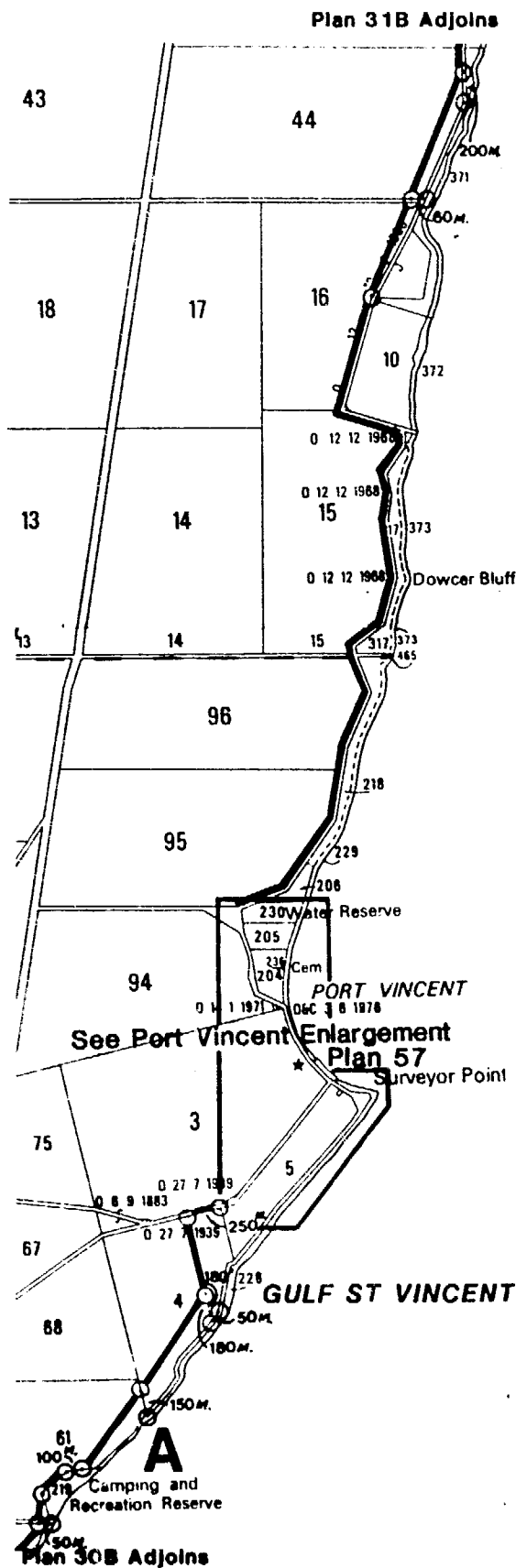
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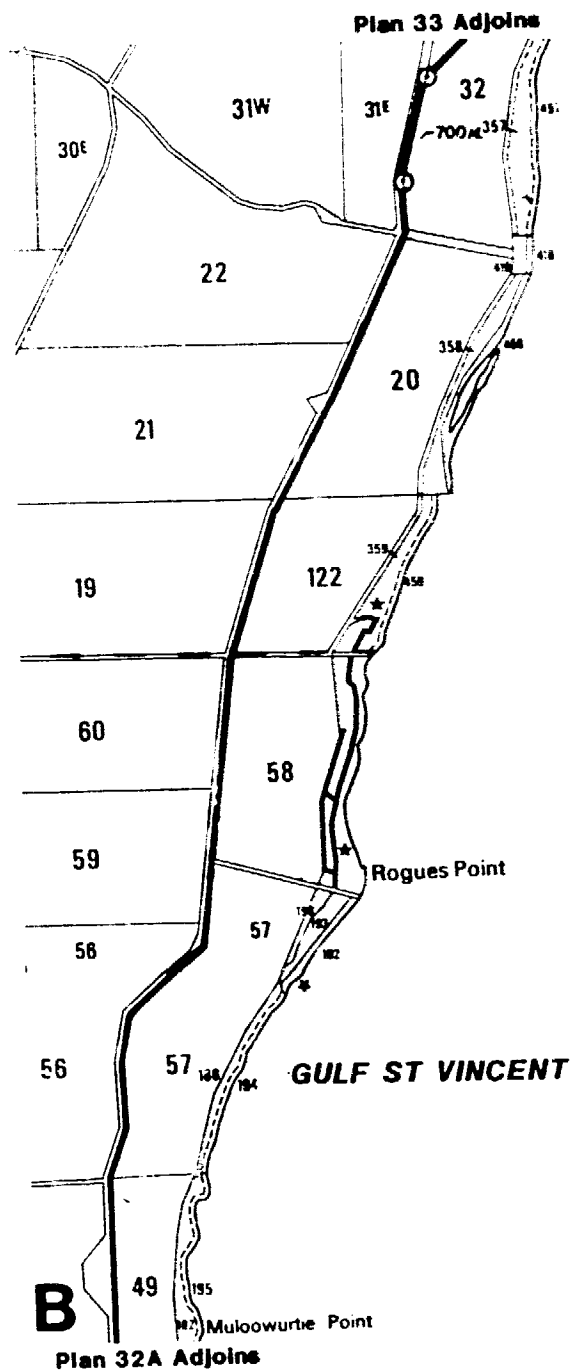
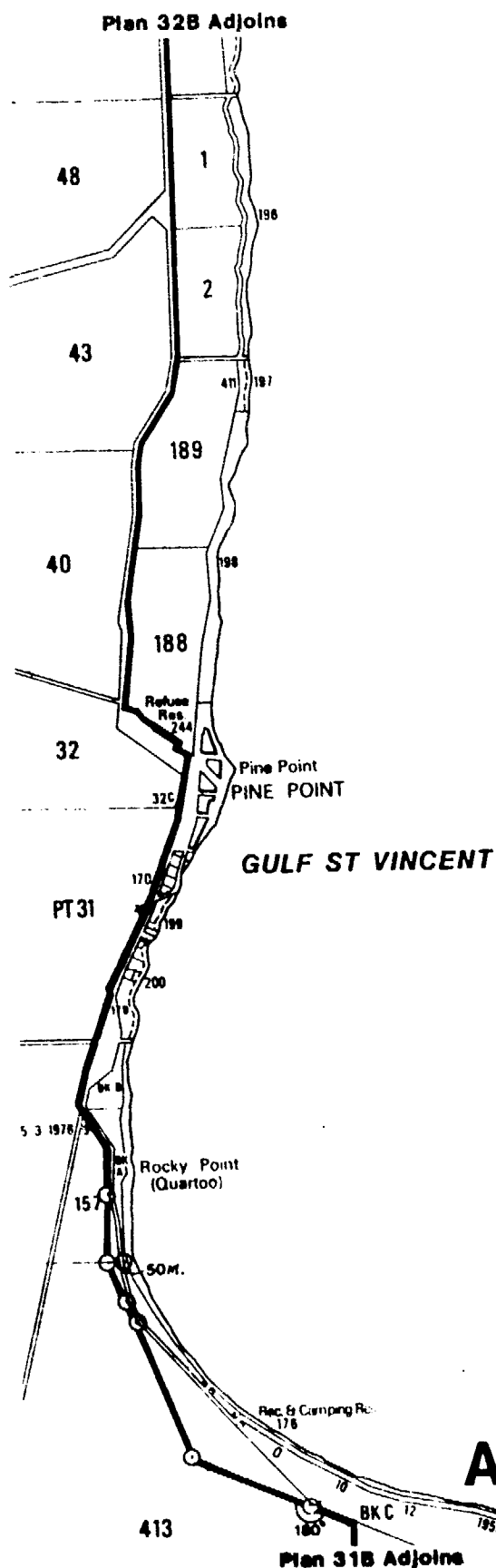
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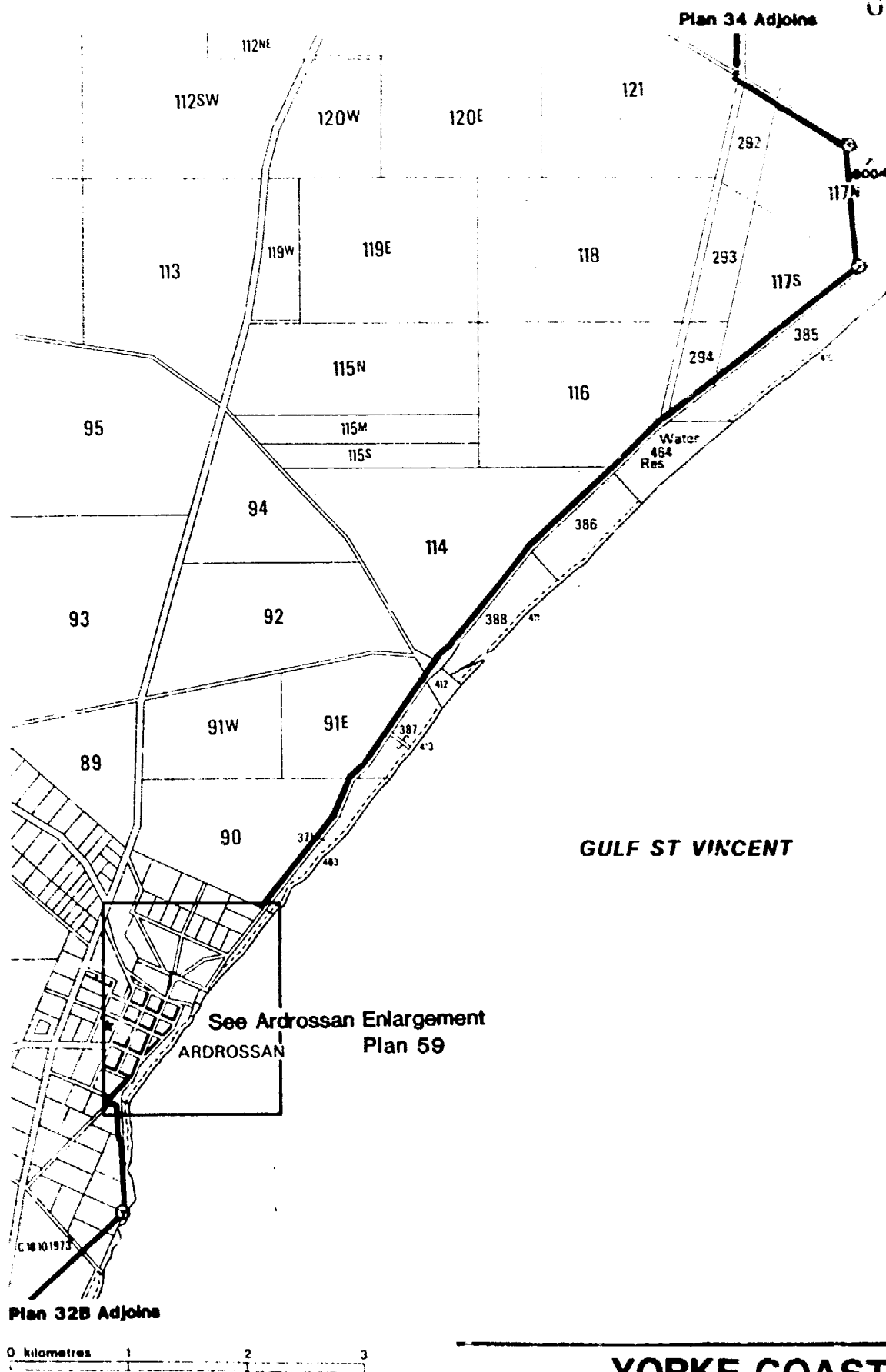
YORKE COAST PROTECTION DISTRICT (District extends to 3 Nautical miles seaward of Low Water Mark)



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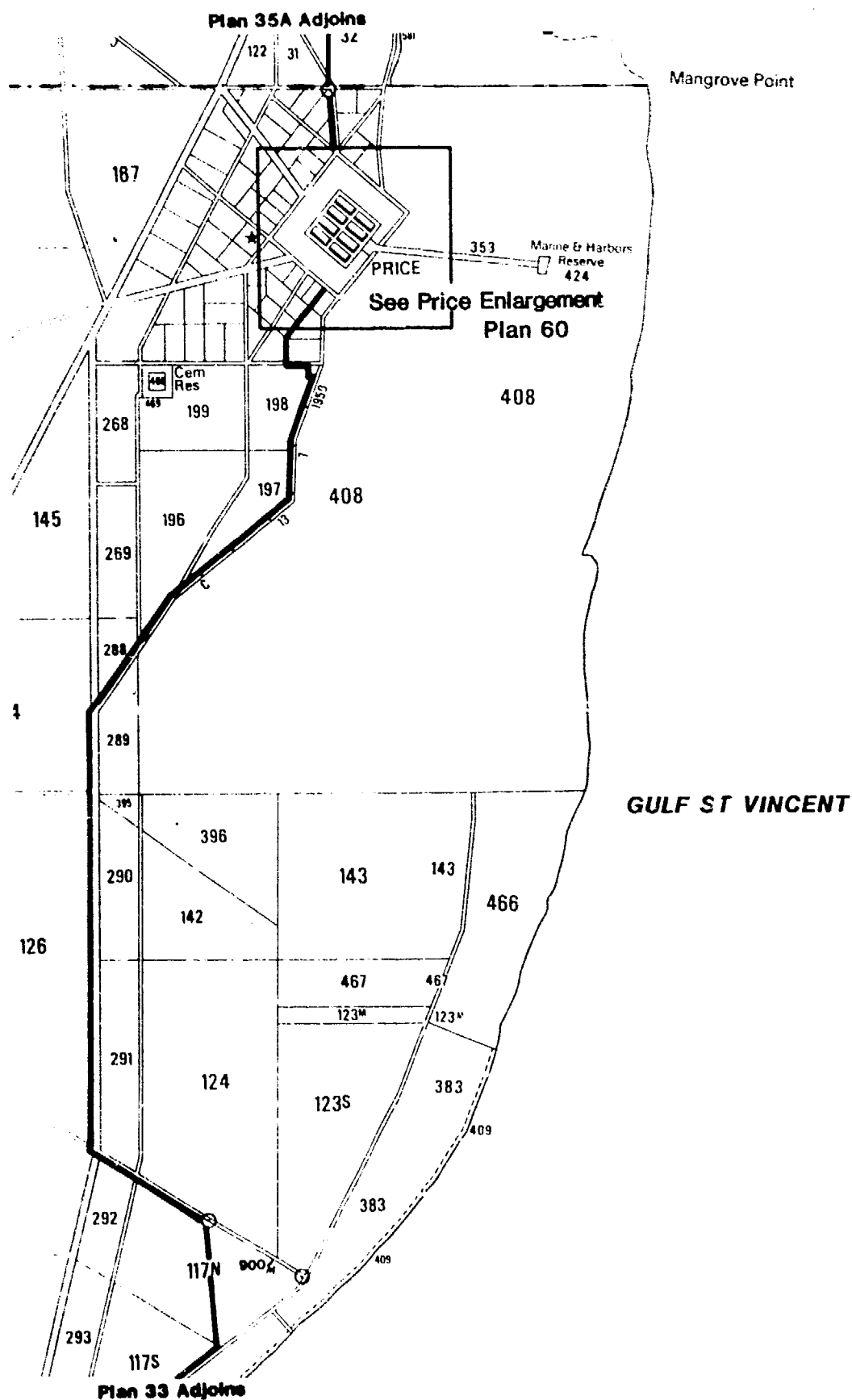


YORKE COAST PROTECTION DISTRICT (District extends to 3 Nautical miles seaward of Low Water Mark)



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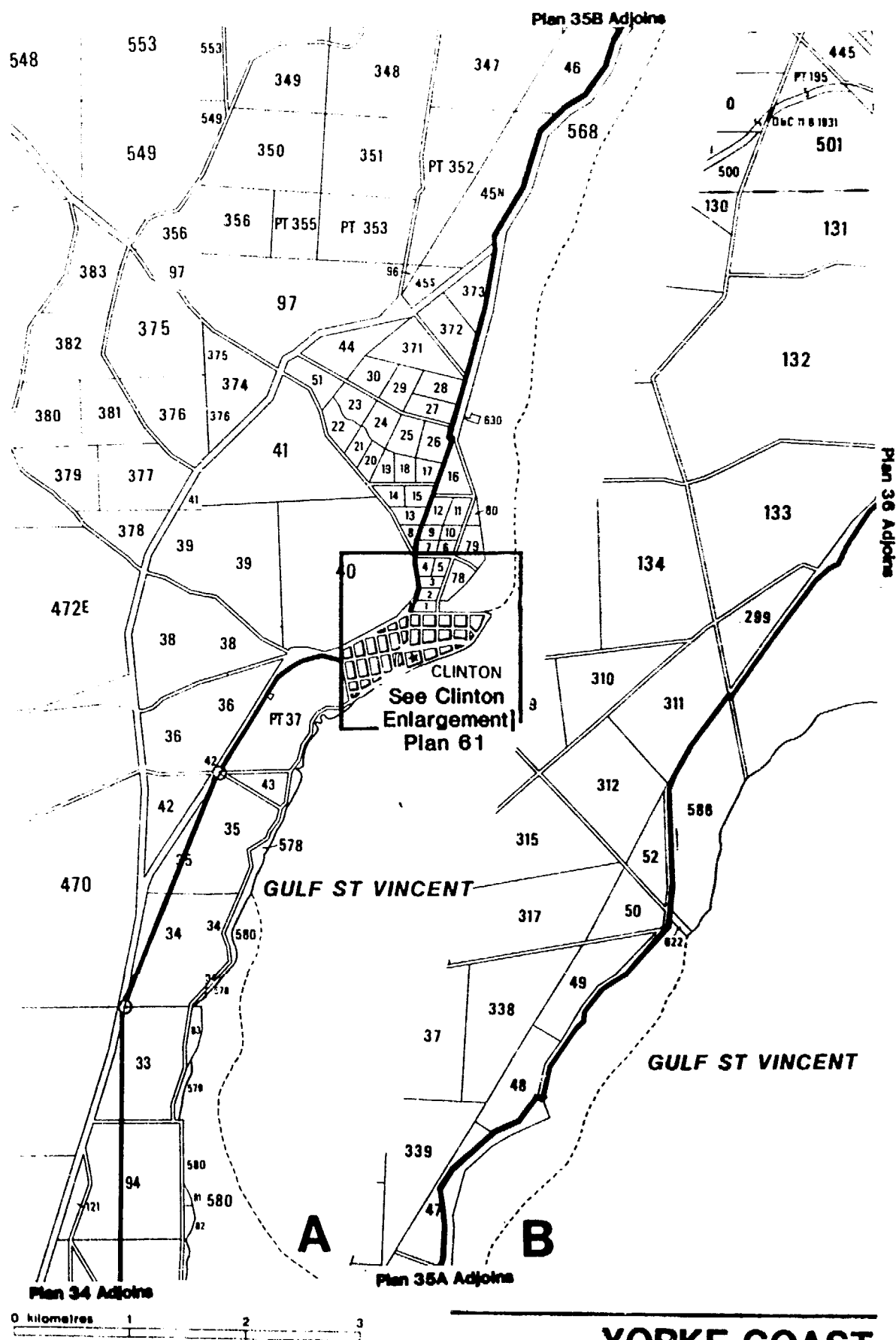


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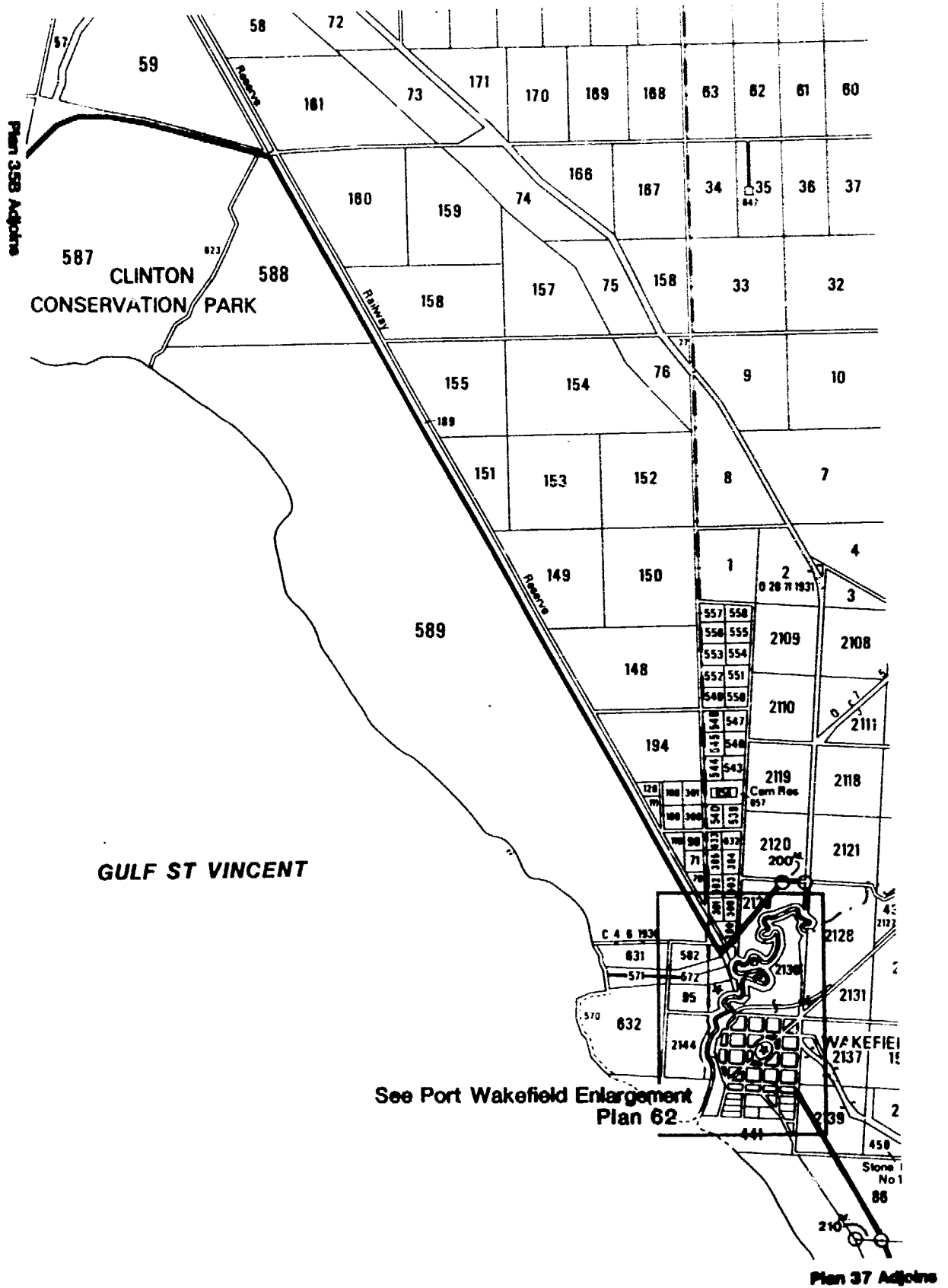


YORKE COAST PROTECTION DISTRICT

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**YORKE COAST
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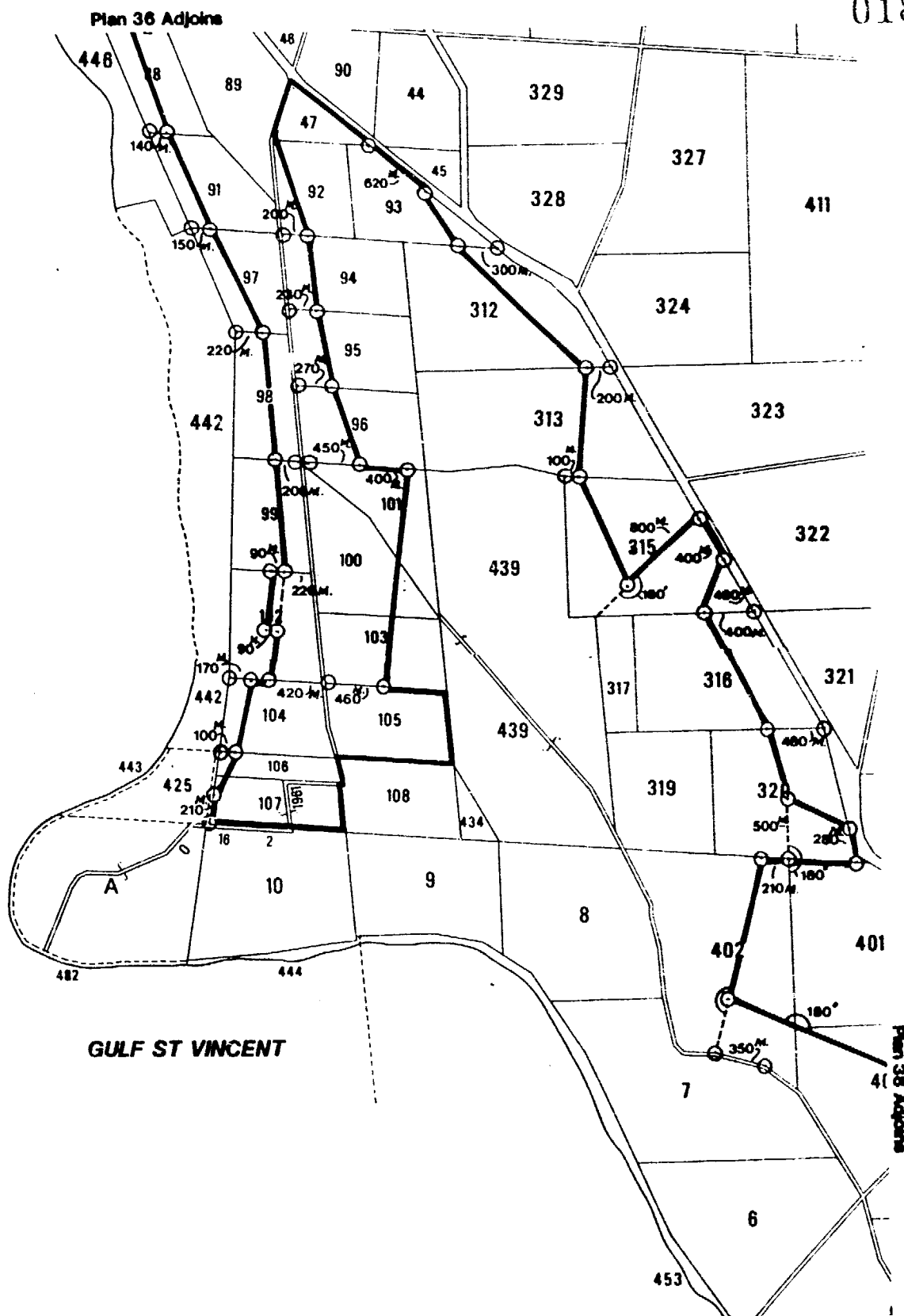


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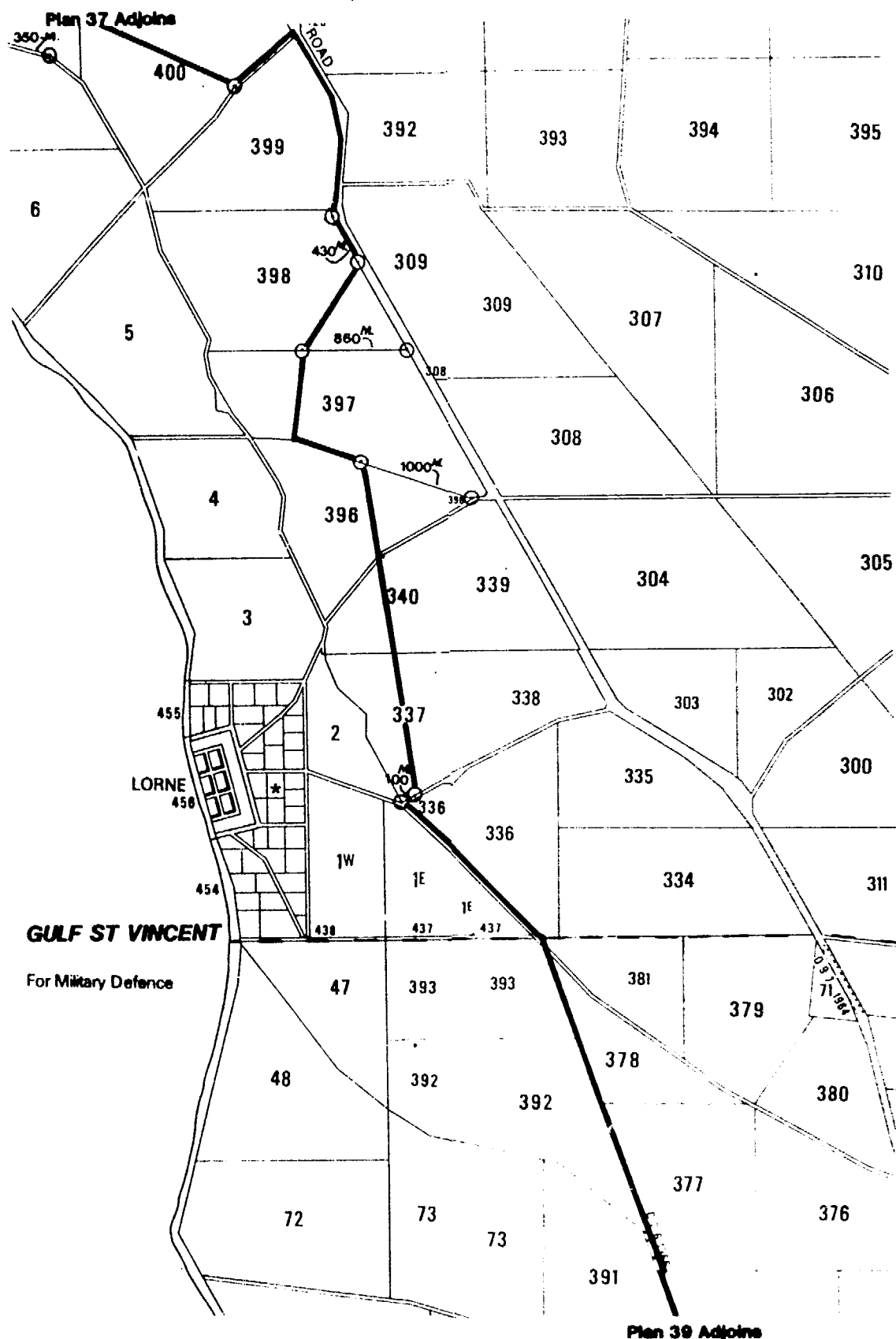
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**YORKE COAST
PROTECTION DISTRICT**
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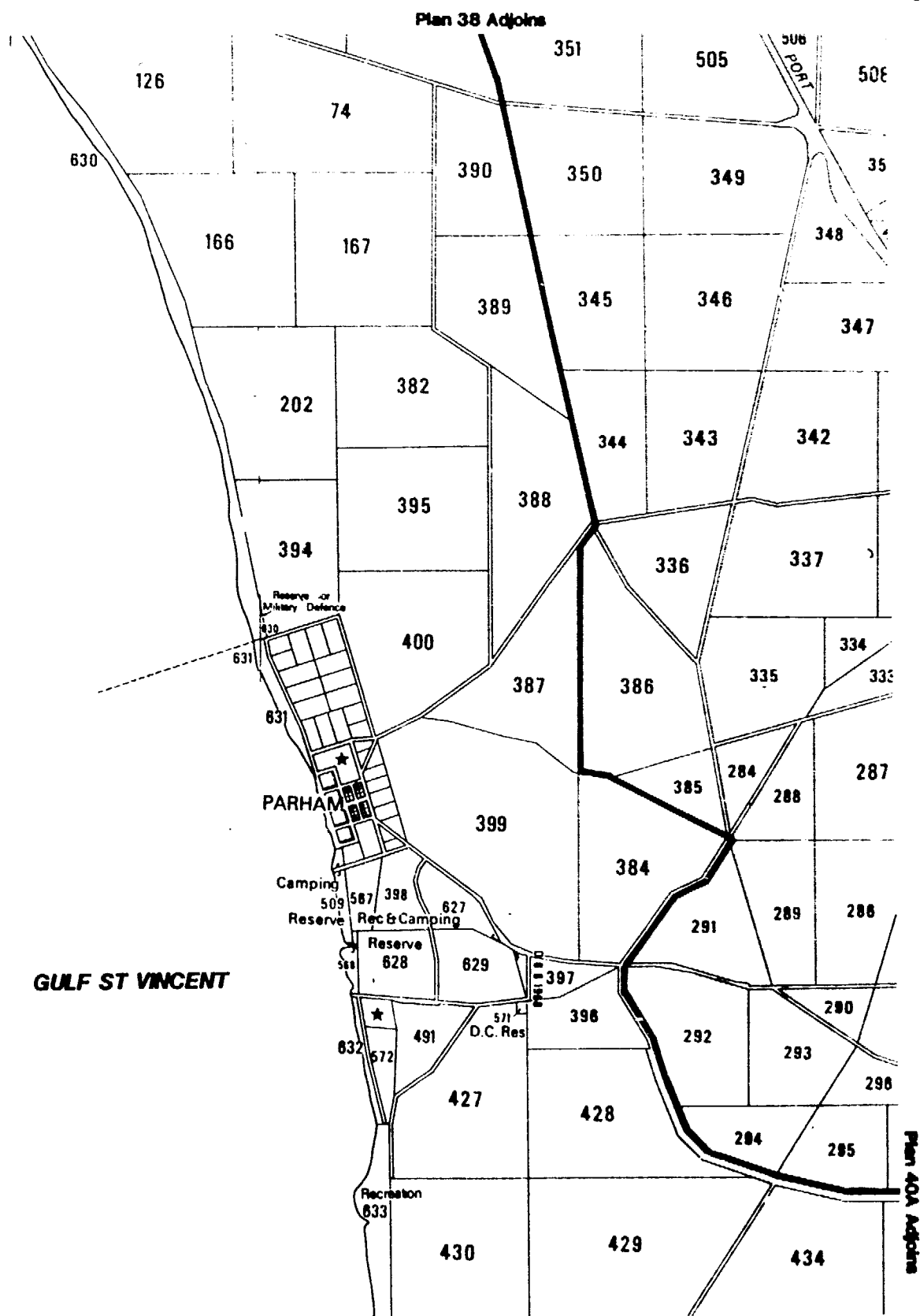
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YORKE COAST PROTECTION DISTRICT

(District extends to 3 Nautical miles
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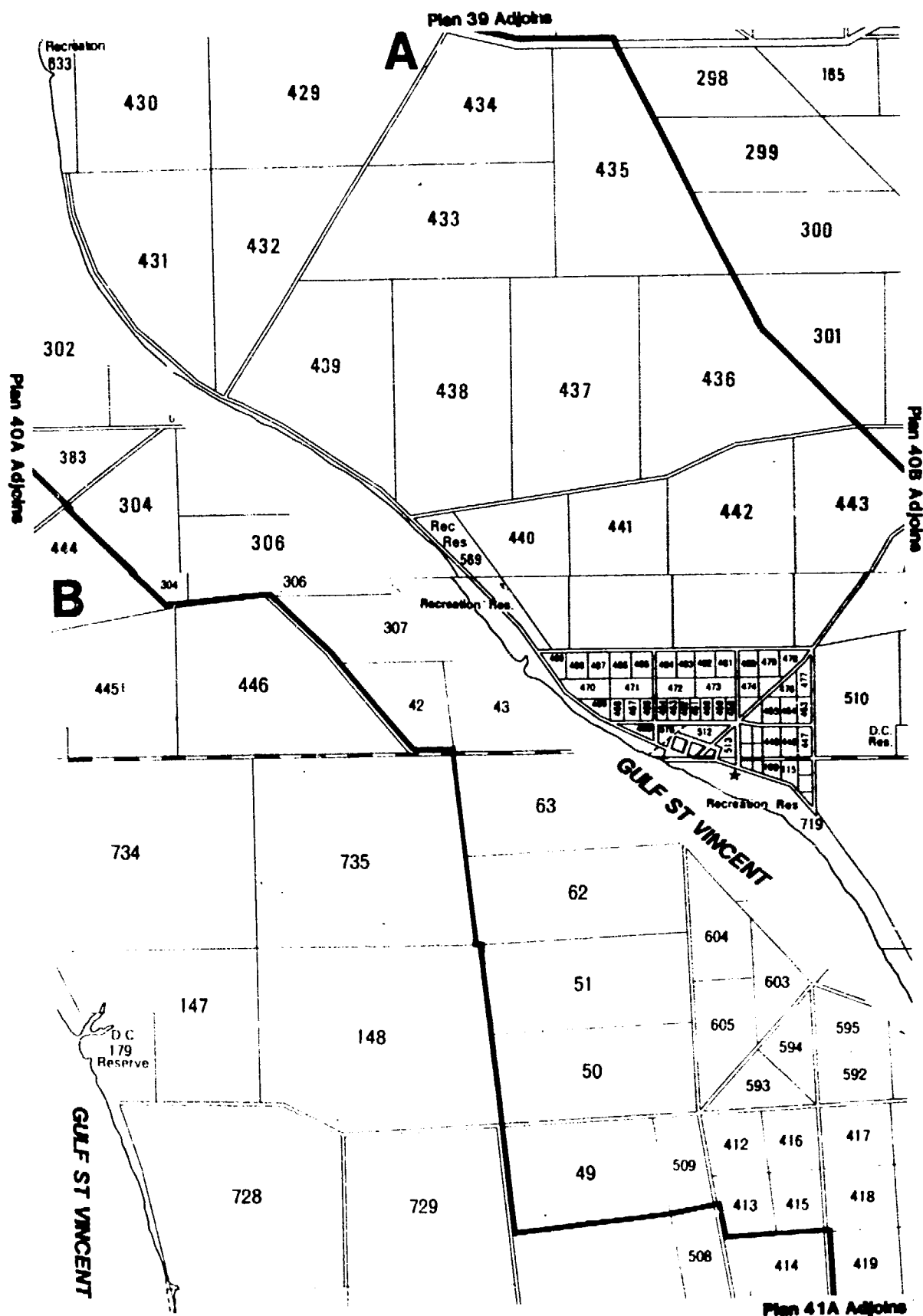
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YORKE COAST PROTECTION DISTRICT

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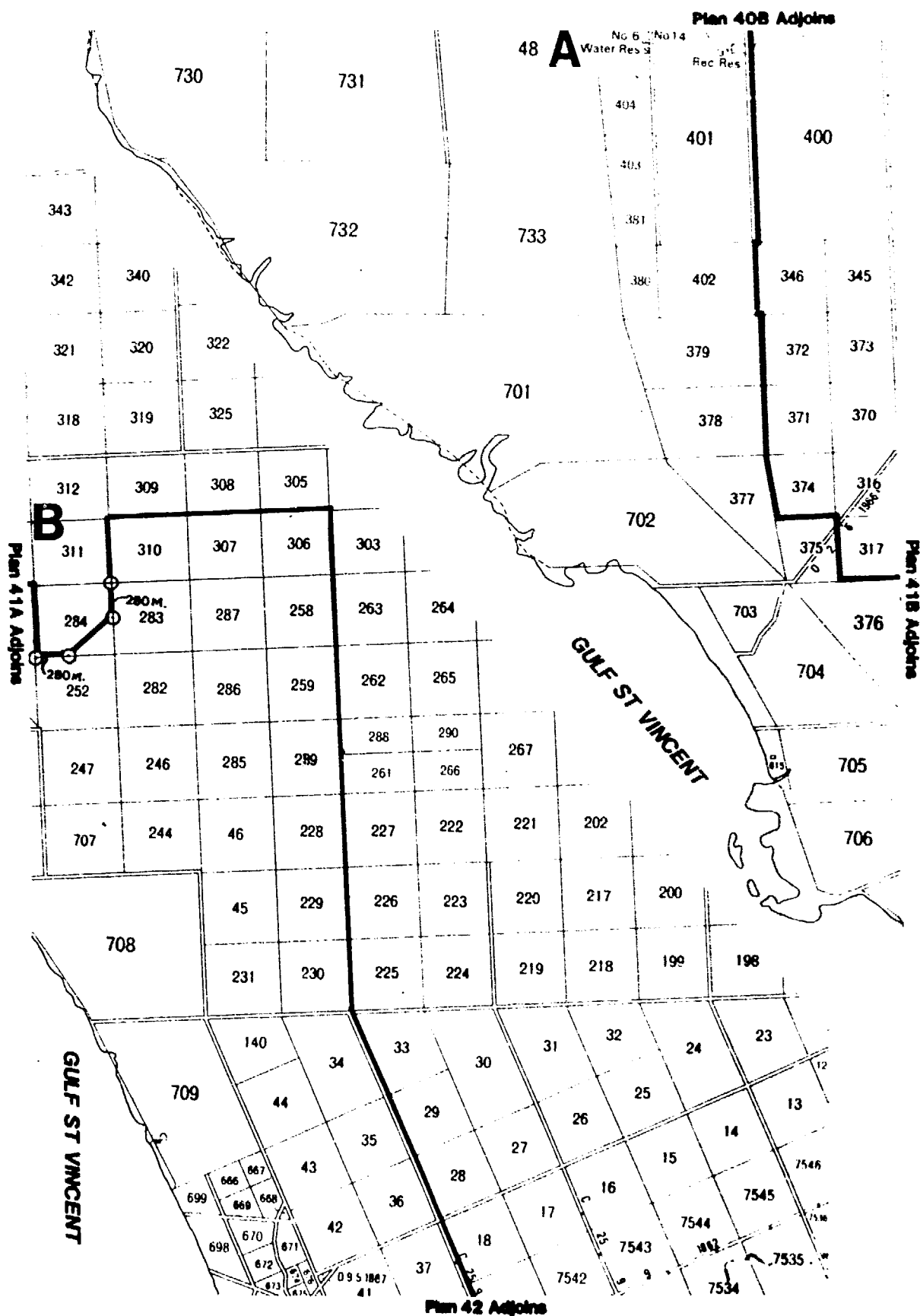


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YORKE COAST PROTECTION DISTRICT

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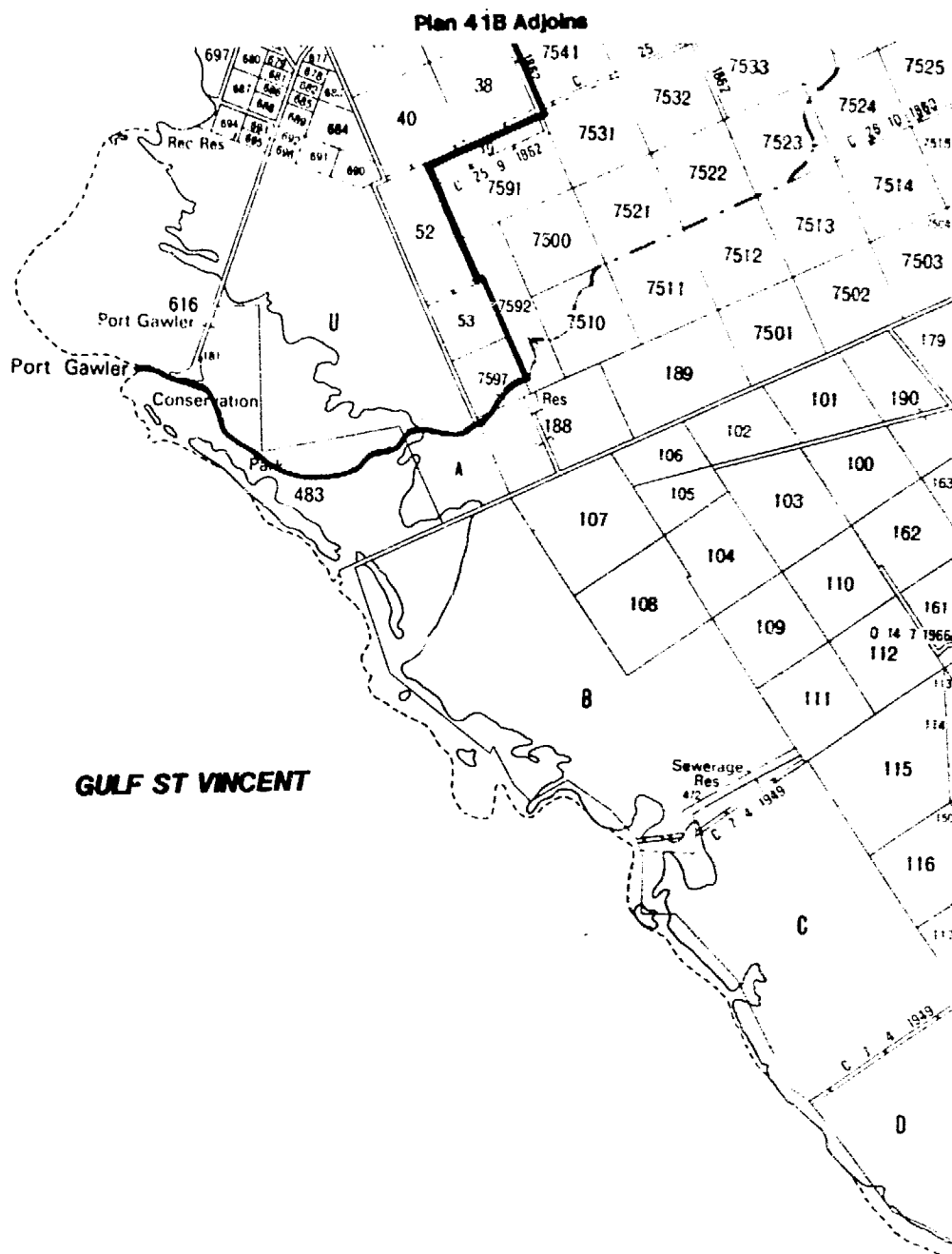


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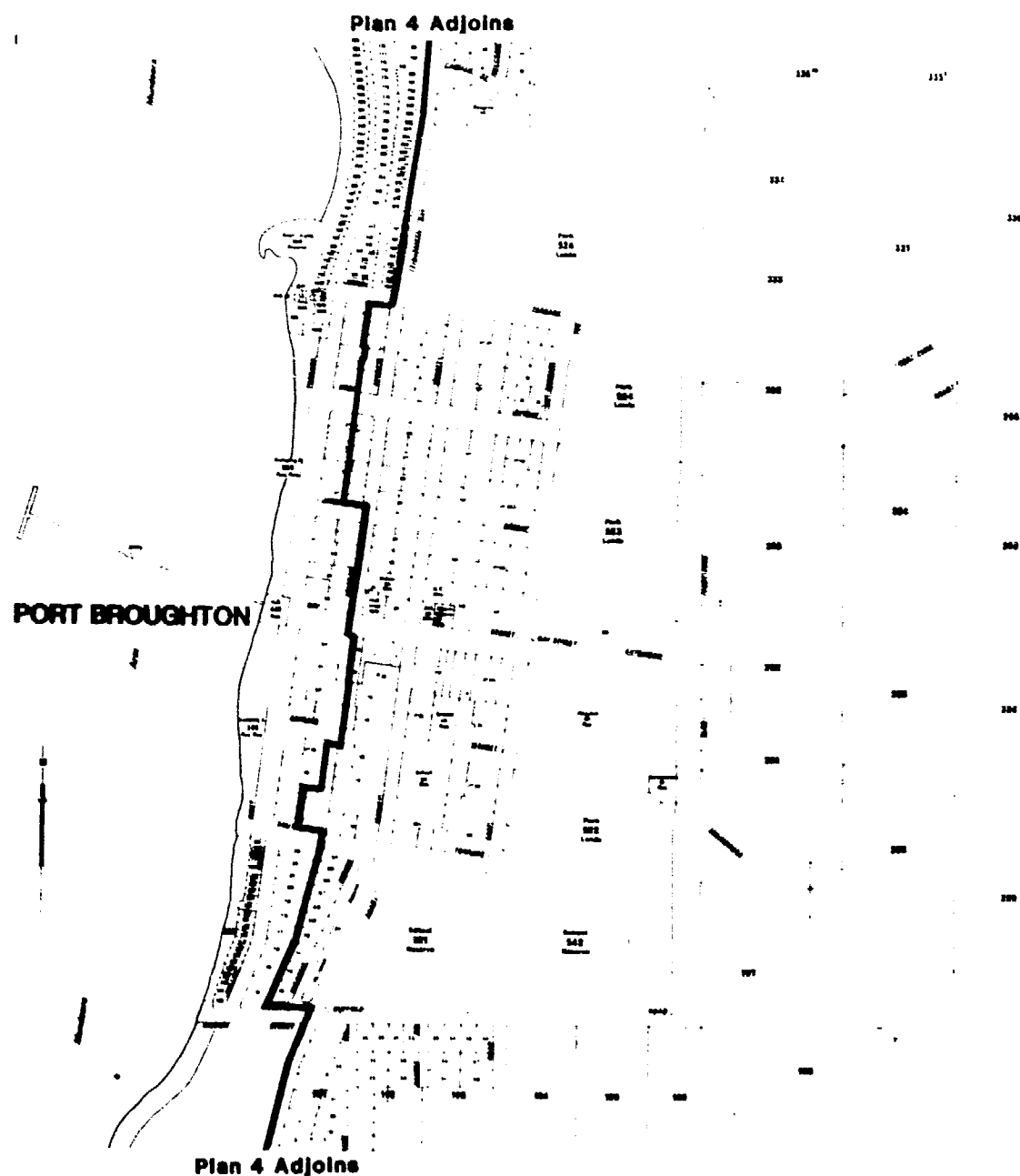


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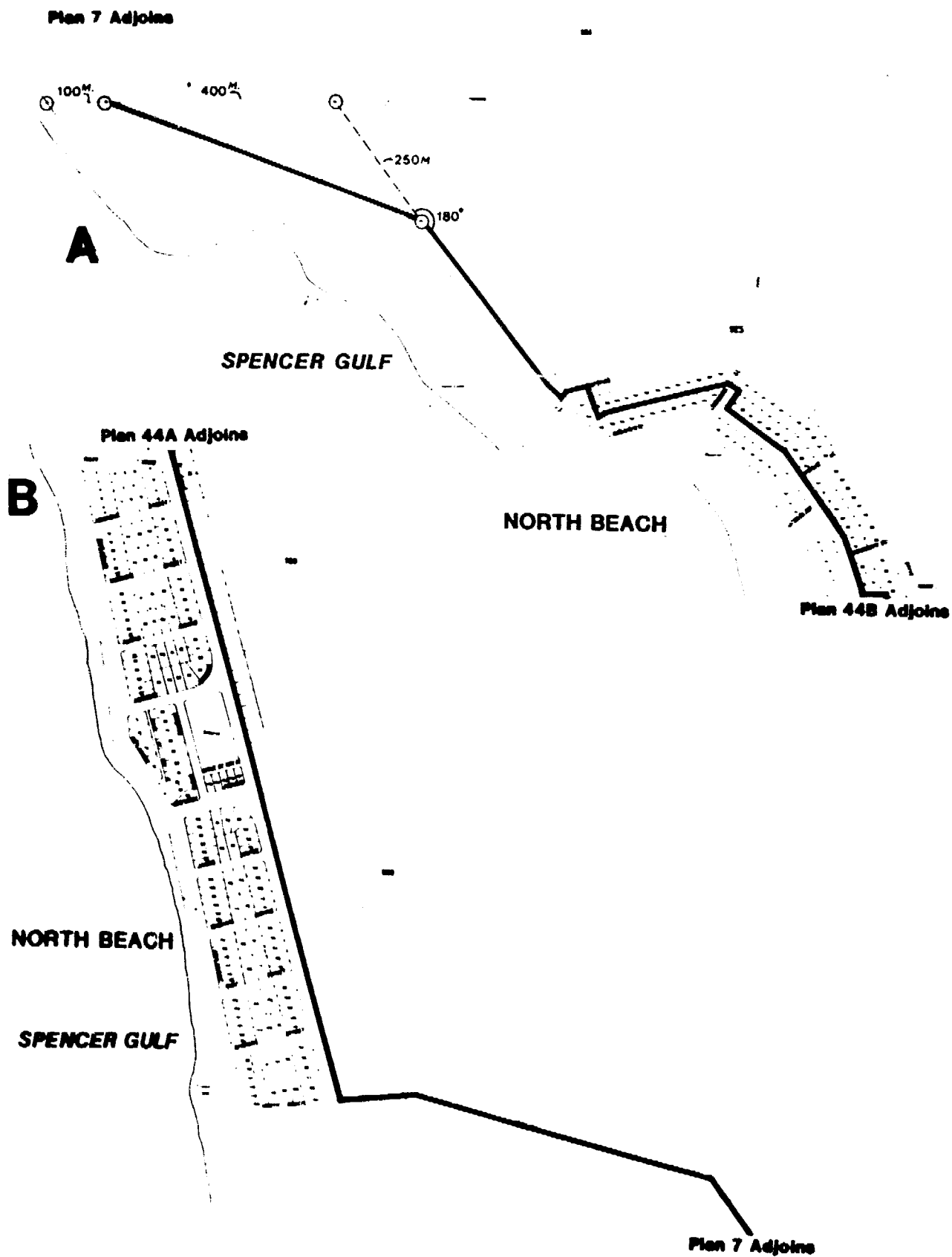
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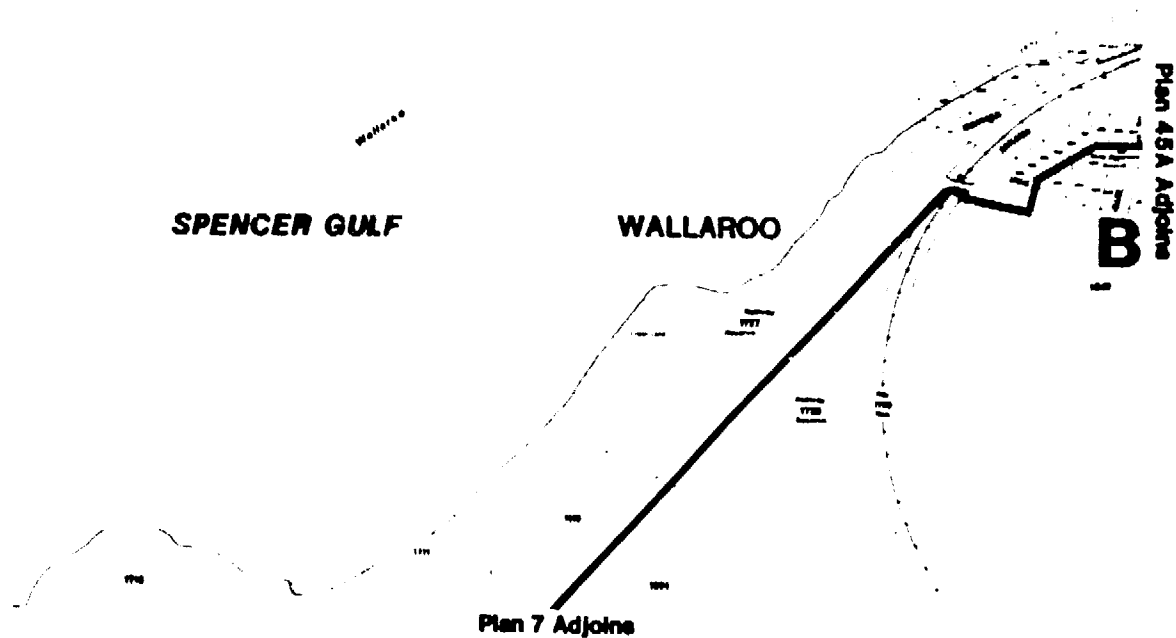
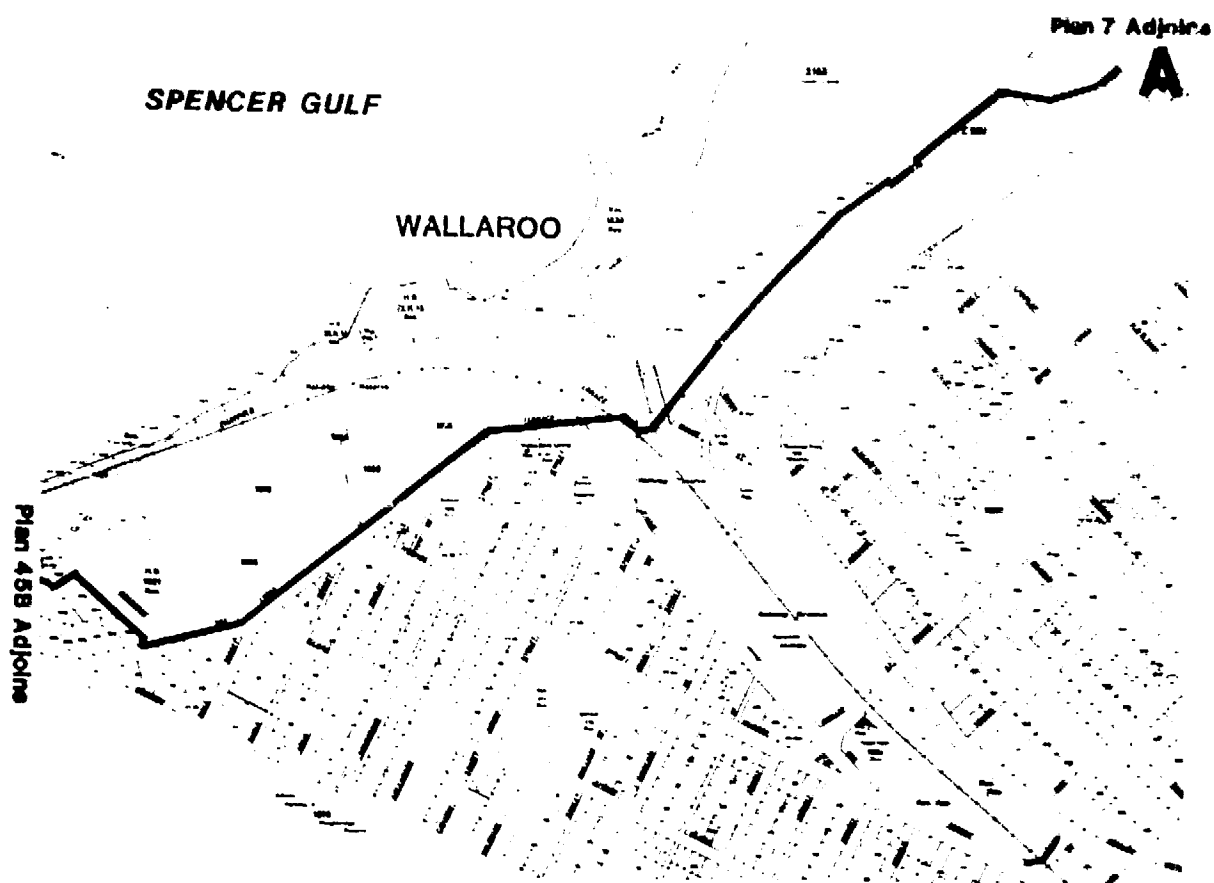
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YORKE COAST PROTECTION DISTRICT

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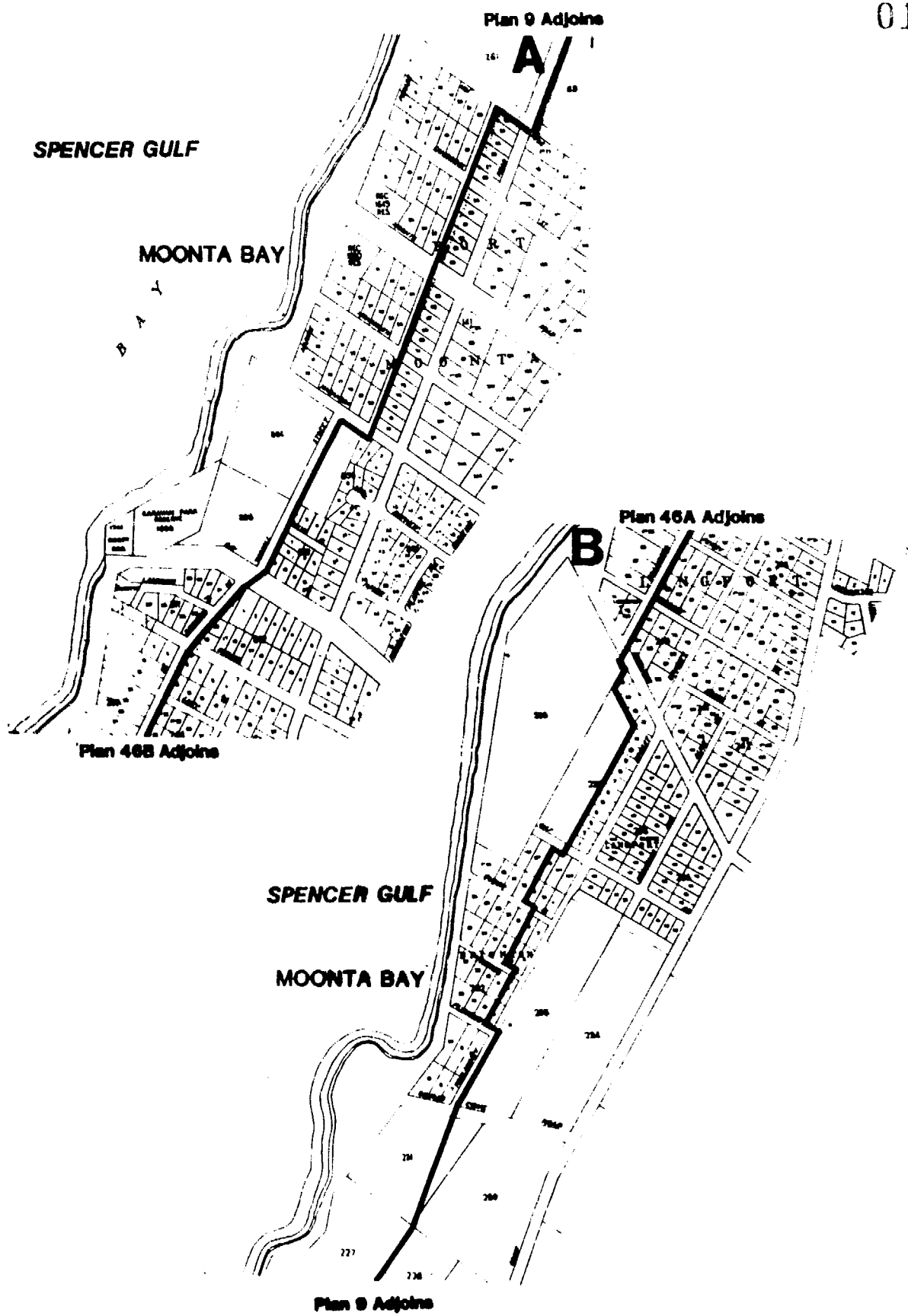


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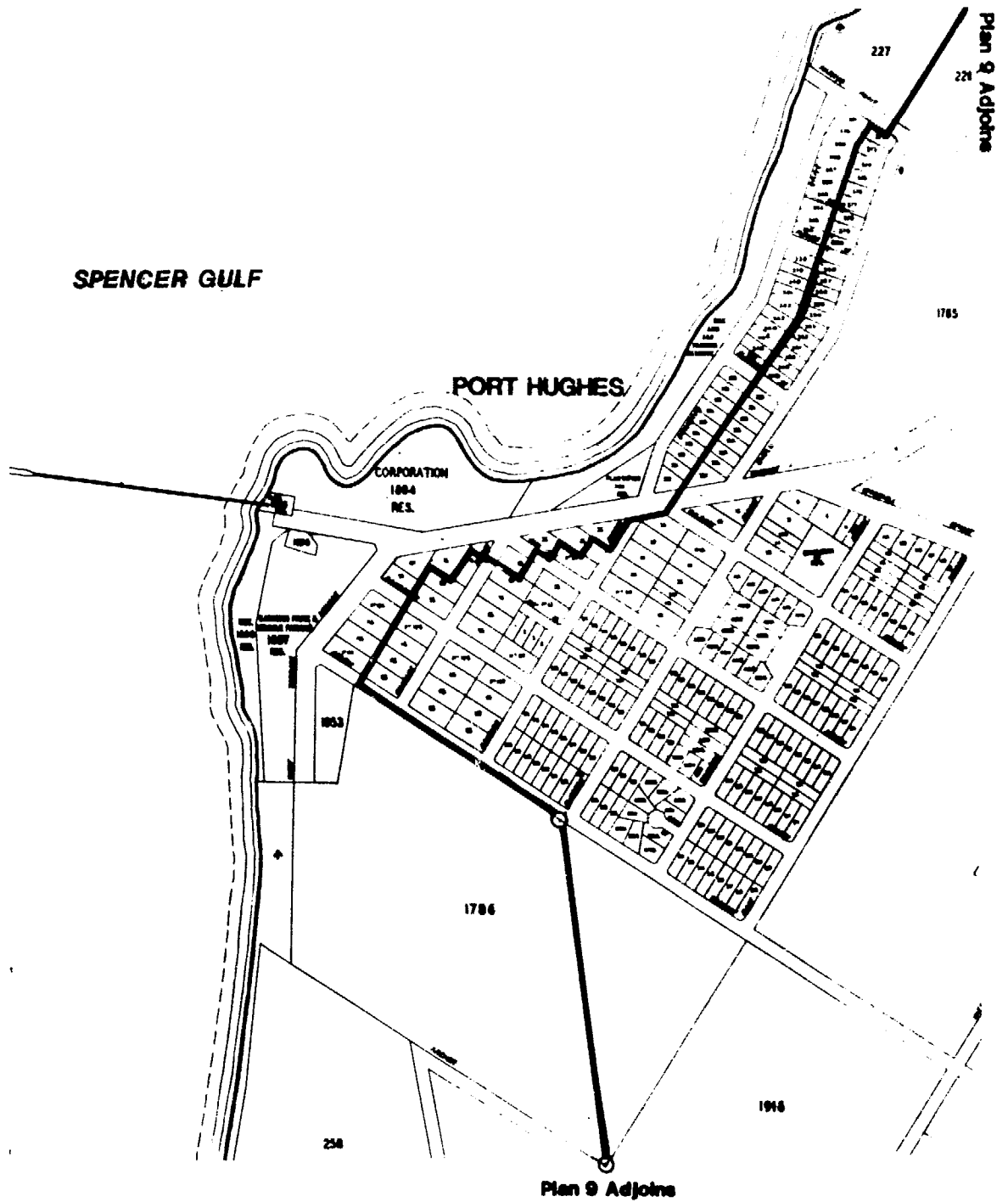


YORKE COAST PROTECTION DISTRICT

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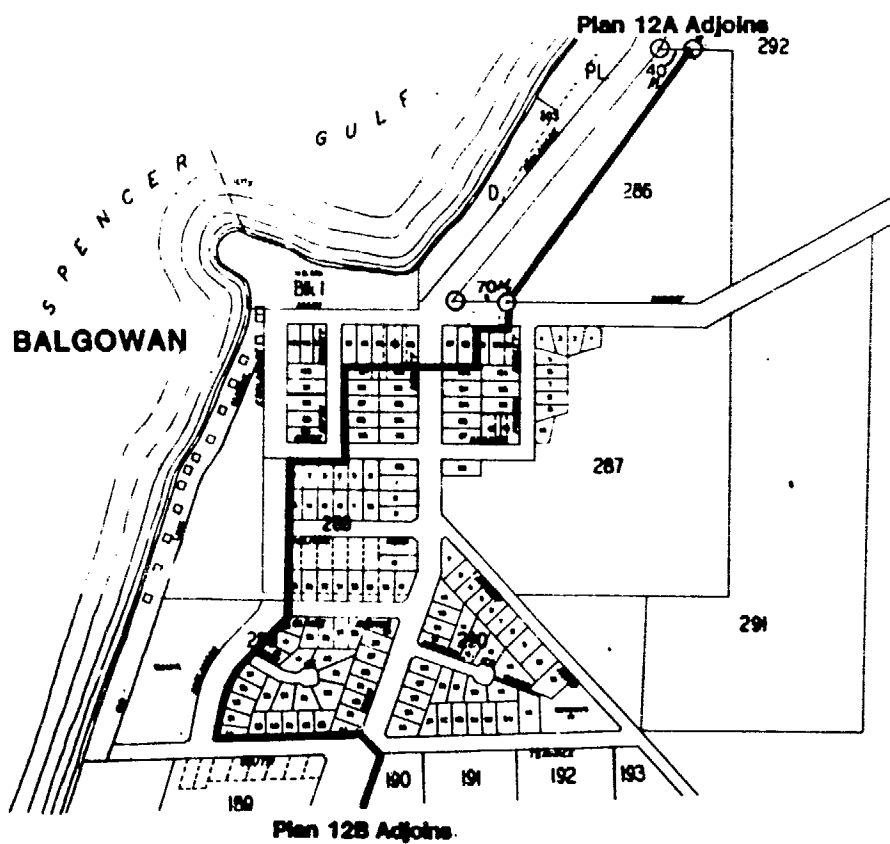


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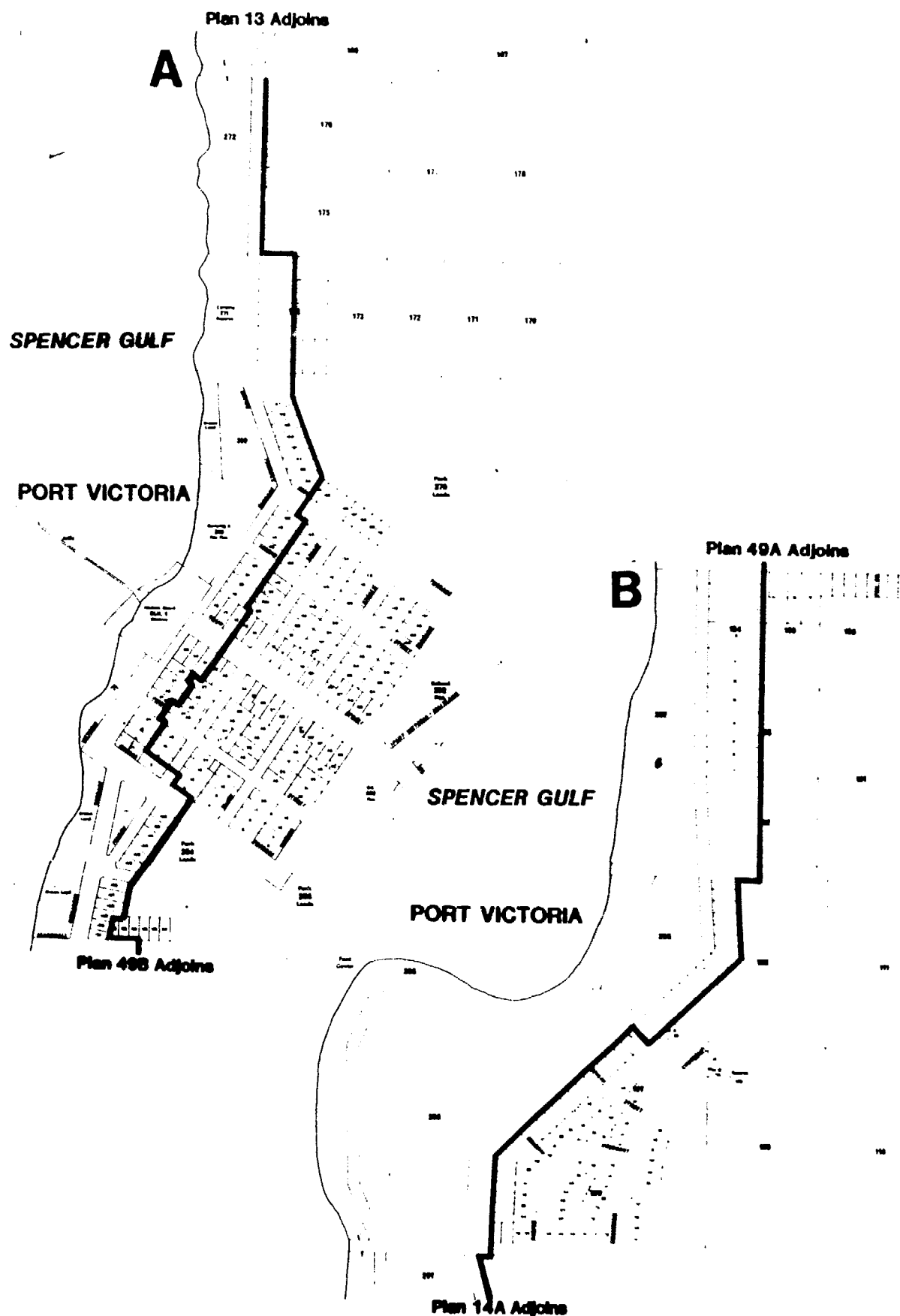


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YORKE COAST PROTECTION DISTRICT

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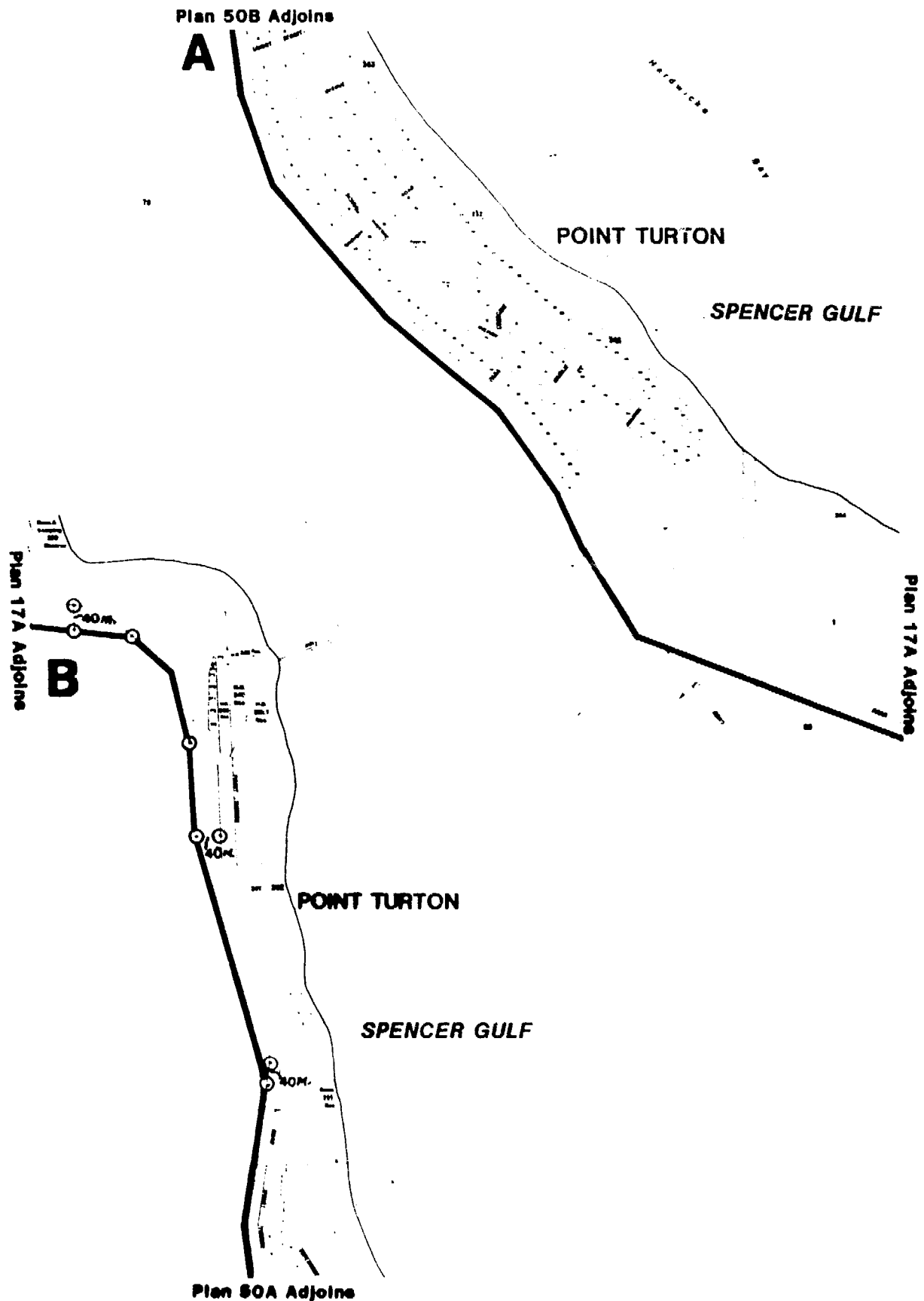


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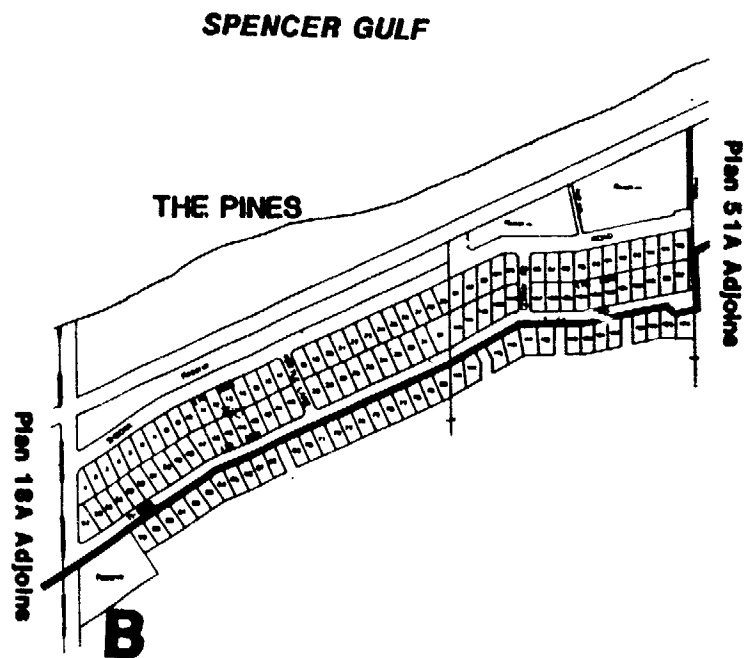
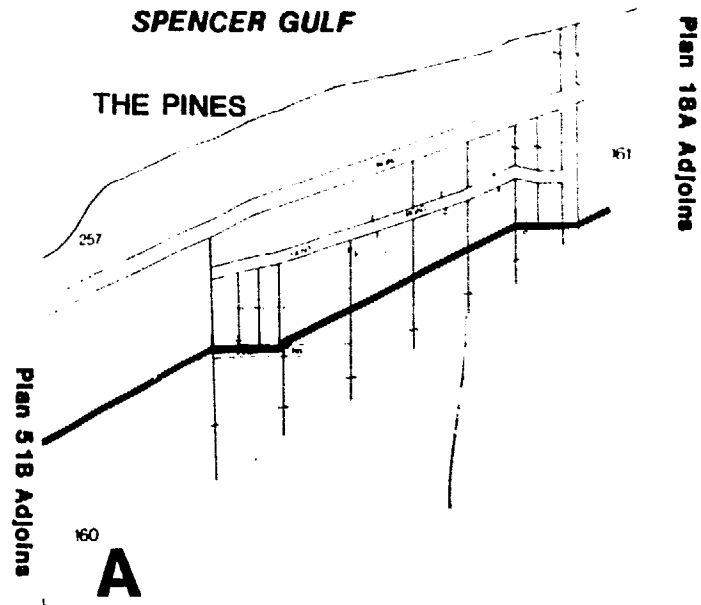


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YORKE COAST PROTECTION DISTRICT

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0 metres 200

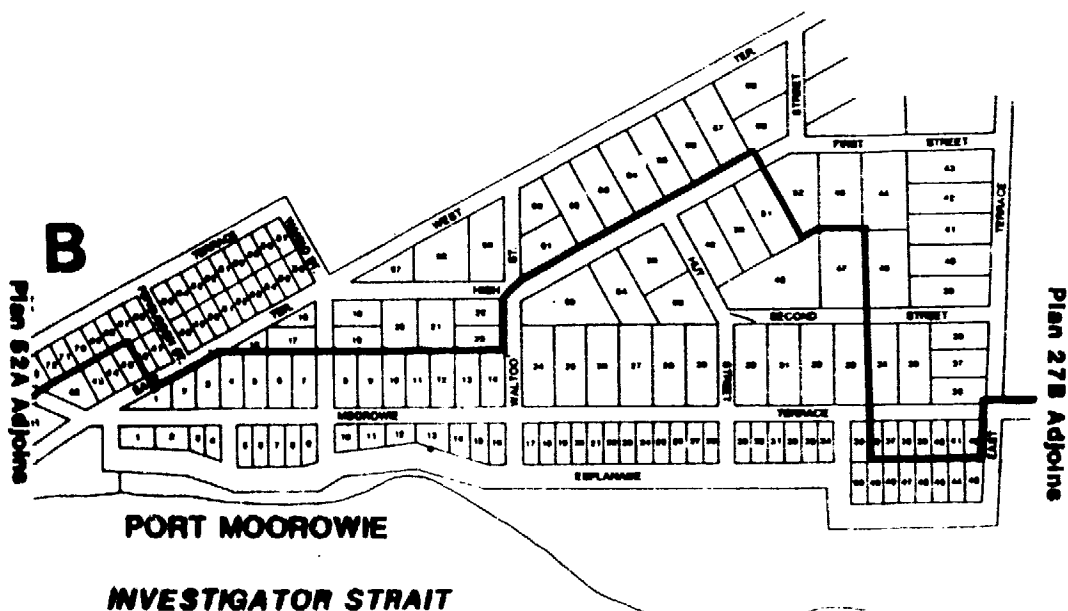
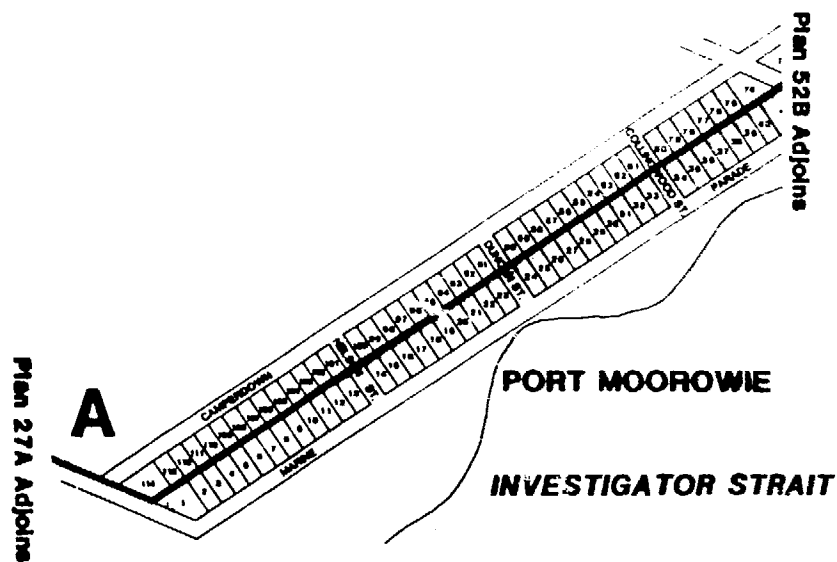
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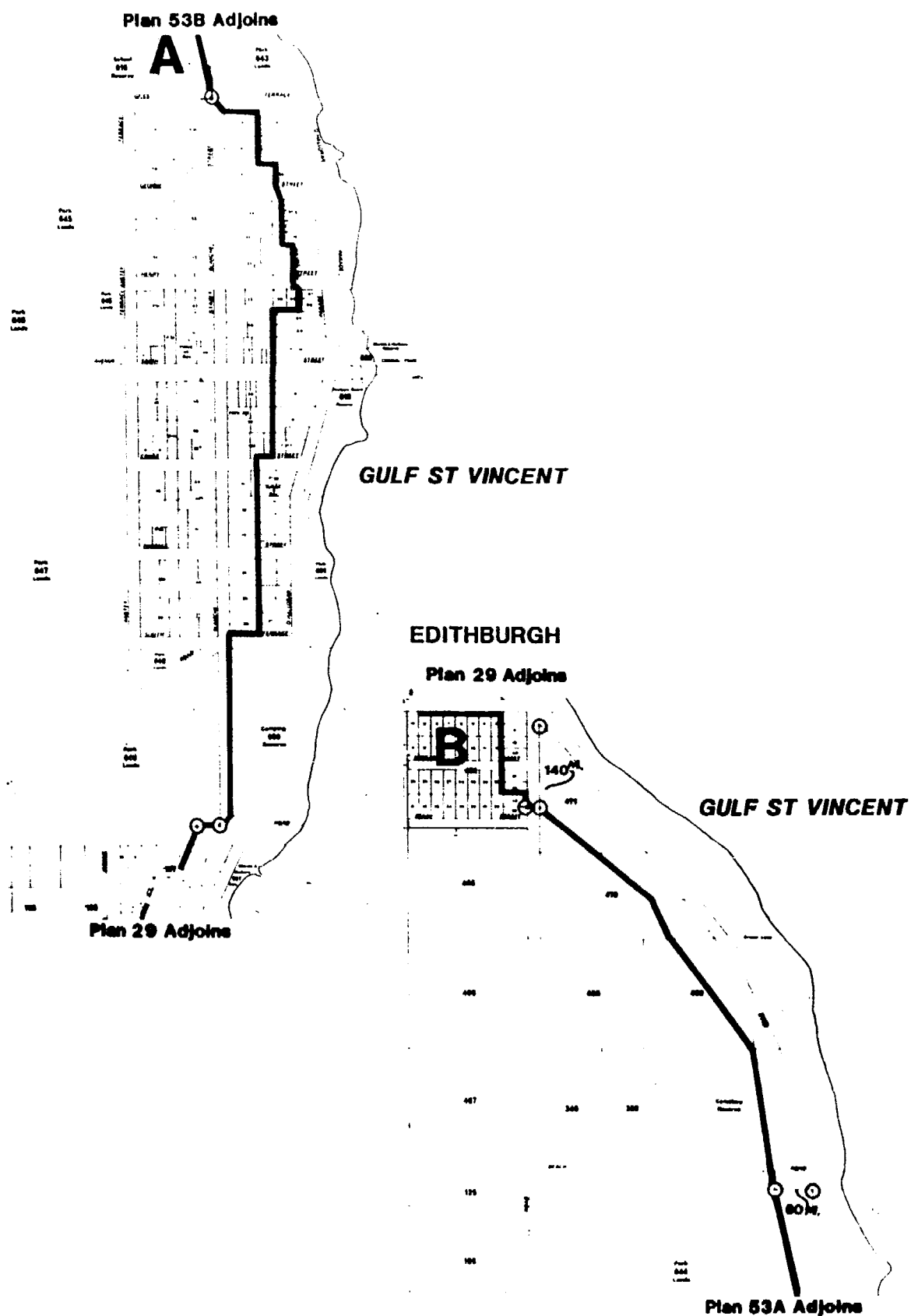
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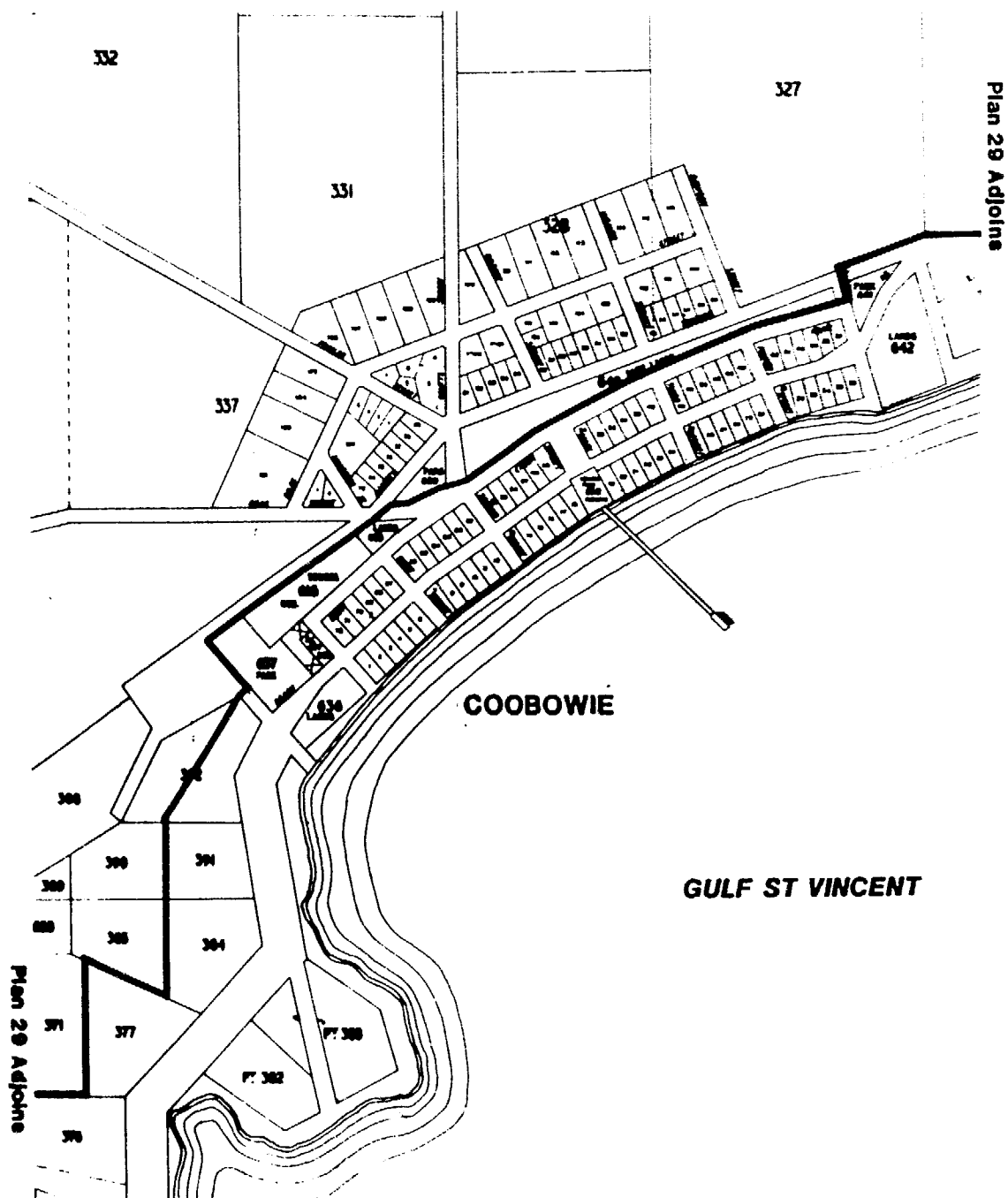


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(District extends to 3 Nautical miles
seaward of Low Water Mark)

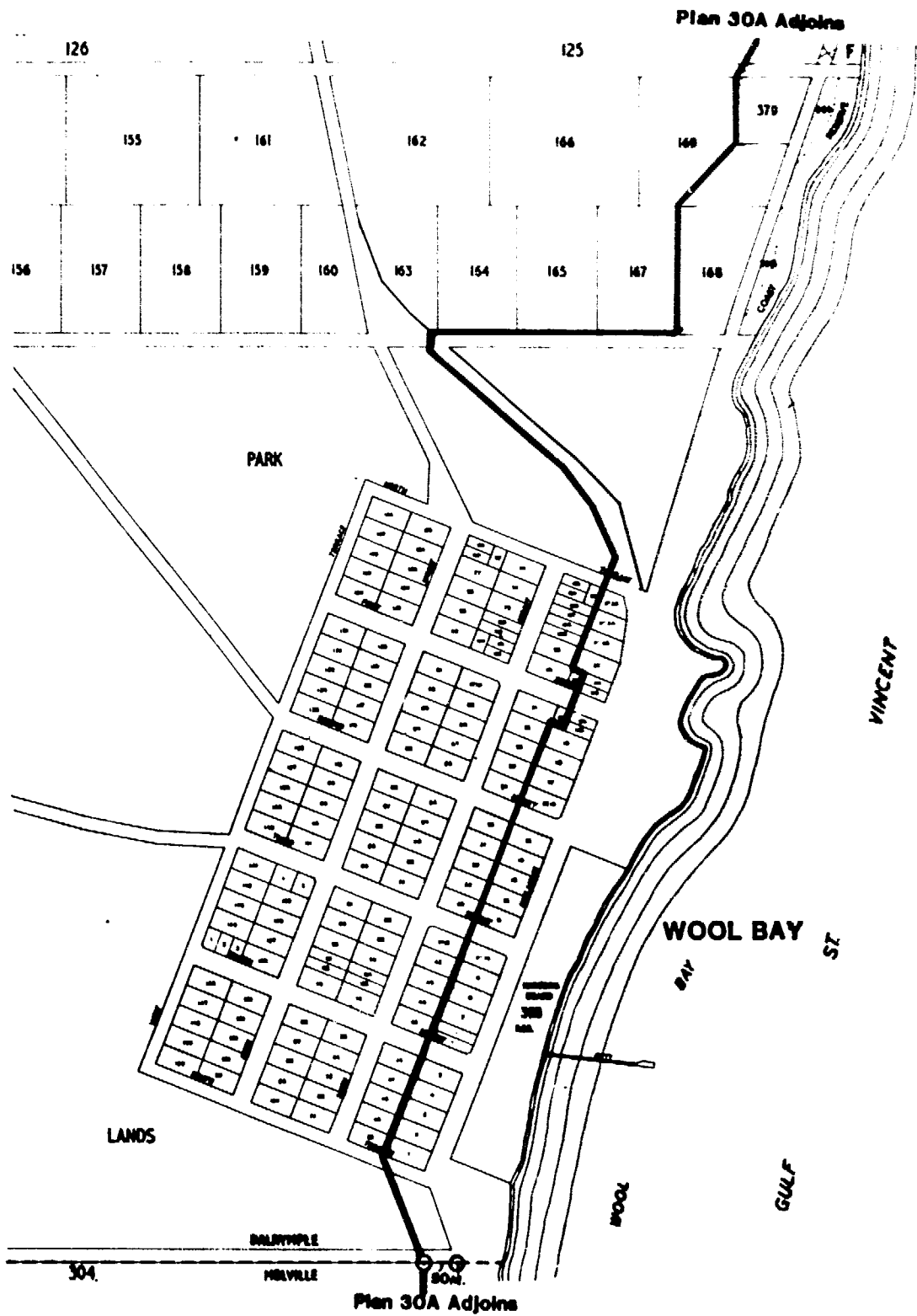


0 metres 200 400 600



YORKE COAST PROTECTION DISTRICT

(District extends to 3 Nautical miles
seaward of Low Water Mark)



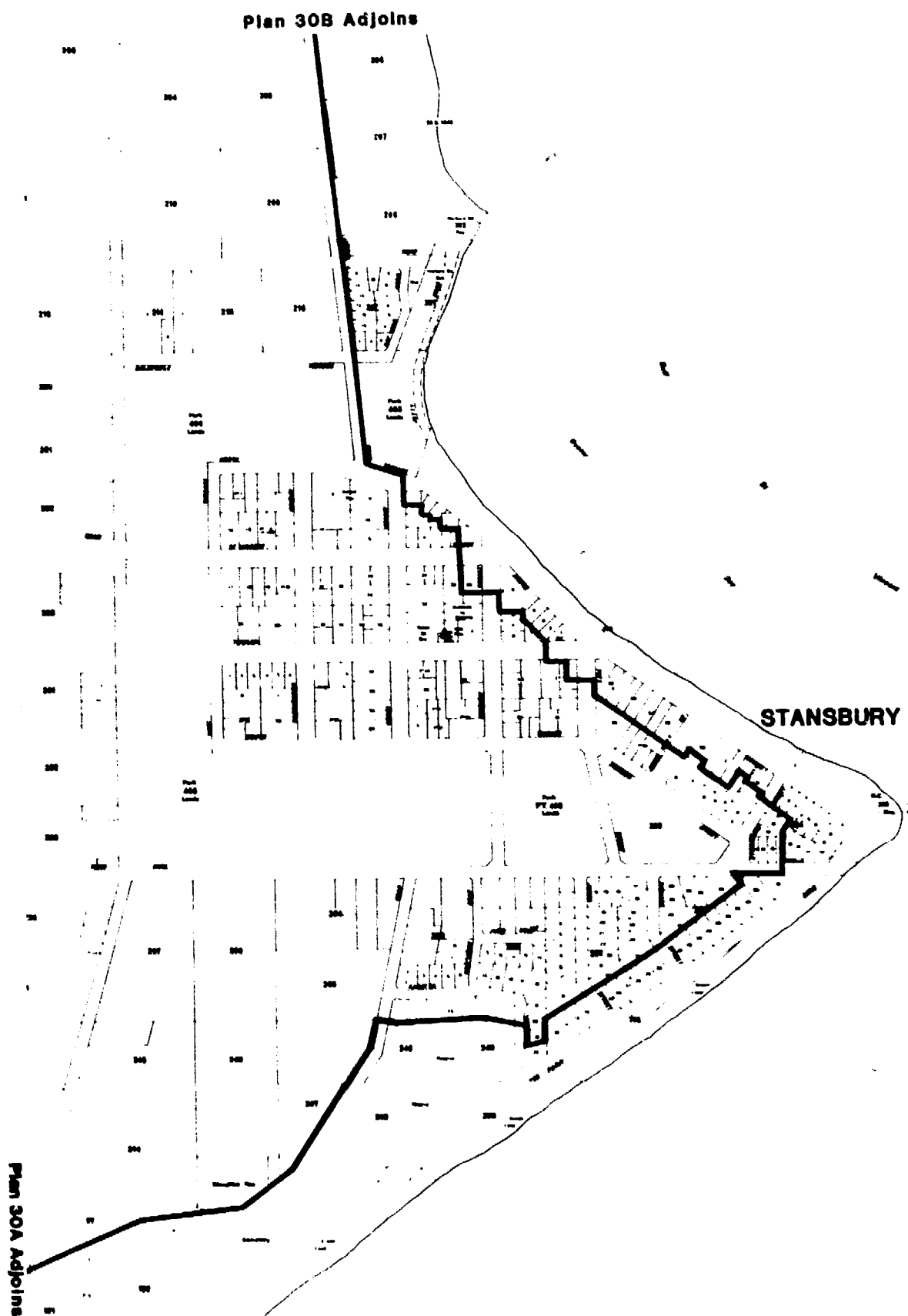
0 metres 200 400 600
1" 1" 1"



YORKE COAST PROTECTION DISTRICT

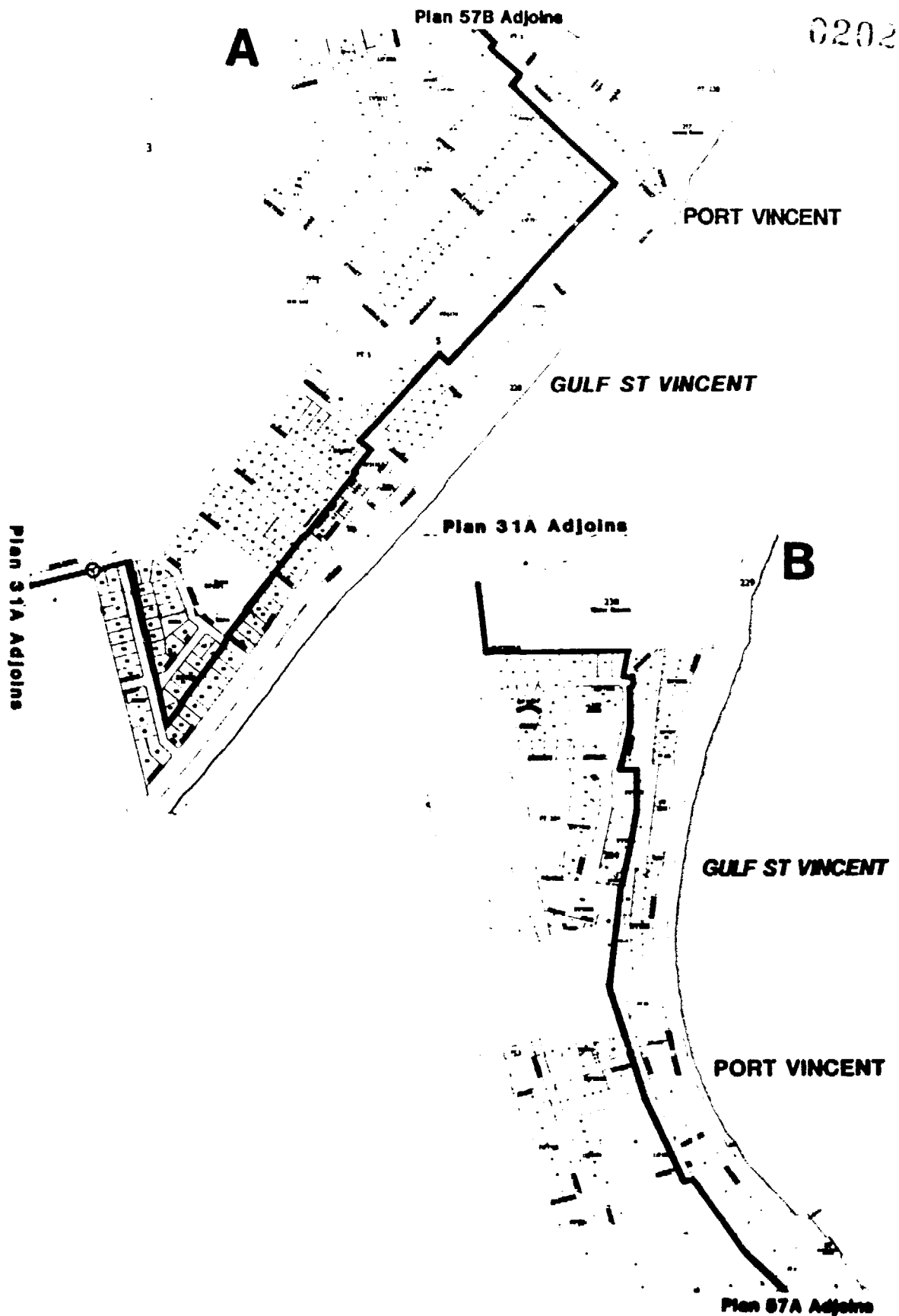
(District extends to 3 Nautical miles
seaward of Low Water Mark)

55



YORKE COAST PROTECTION DISTRICT

(District extends to 3 Nautical miles
seaward of Low Water Mark)



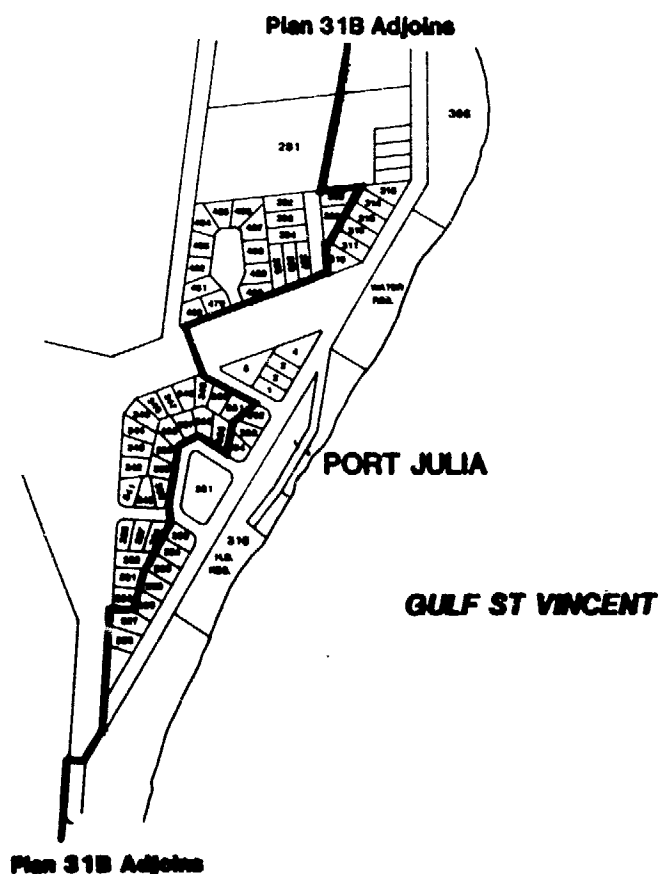
0 metres 200 400 600



YORKE COAST PROTECTION DISTRICT

(District extends to 3 Nautical miles
seaward of Low Water Mark)

57

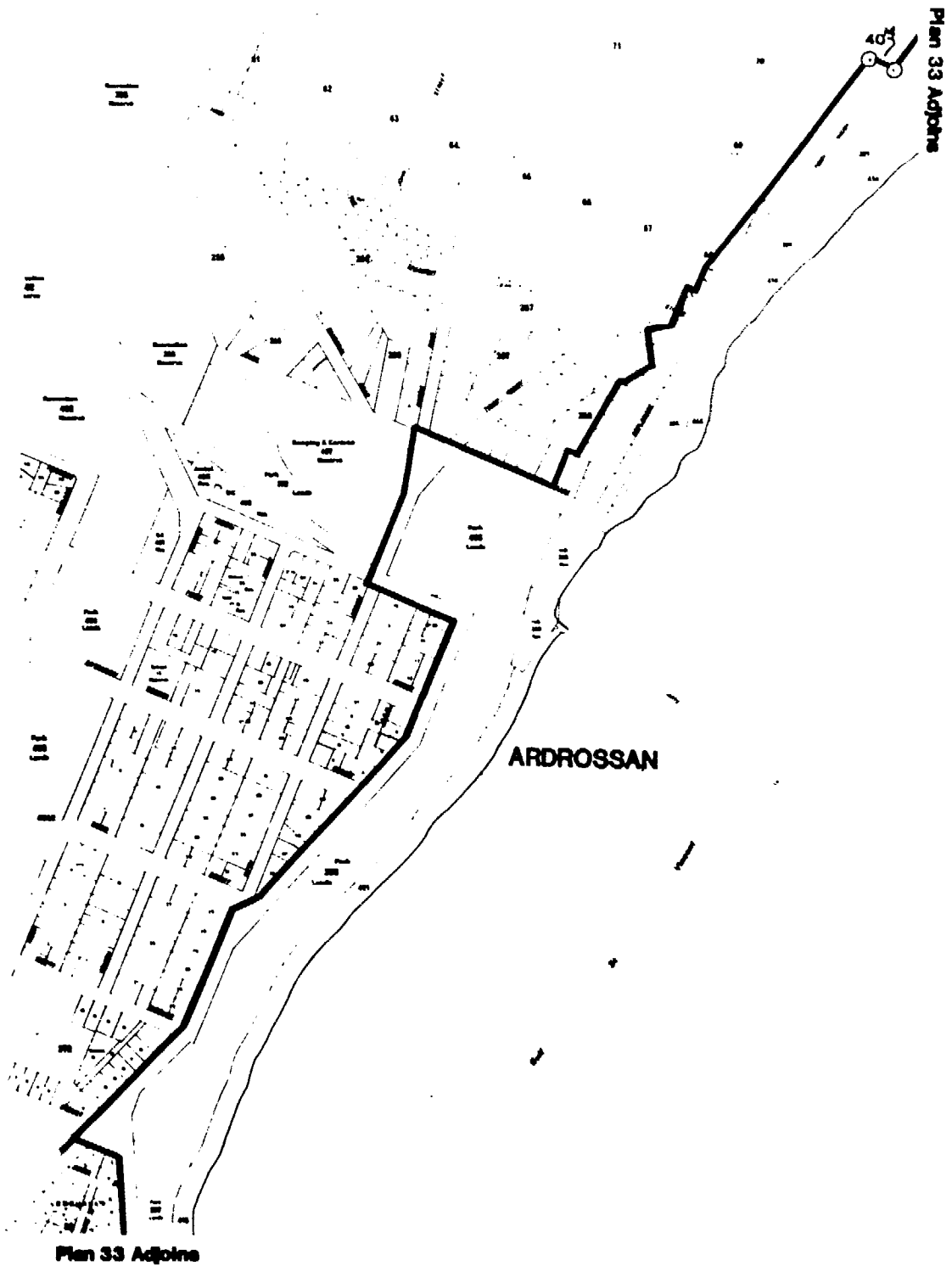


0 metres 200 400 600



YORKE COAST PROTECTION DISTRICT

(District extends to 3 Nautical miles
seaward of Low Water Mark)

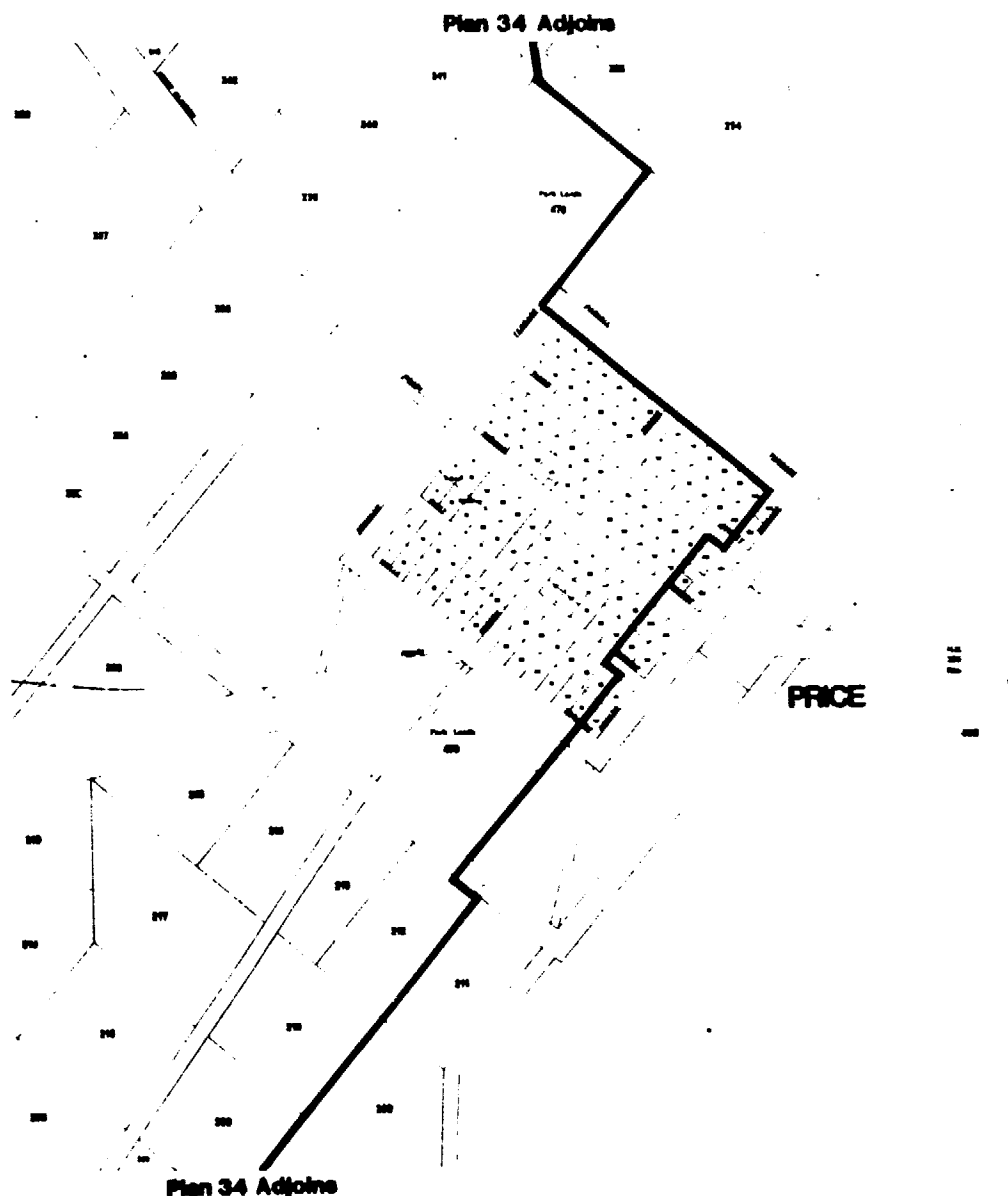


0 metres 200 400 600



YORKE COAST PROTECTION DISTRICT

(District extends to 3 Nautical miles
seaward of Low Water Mark)



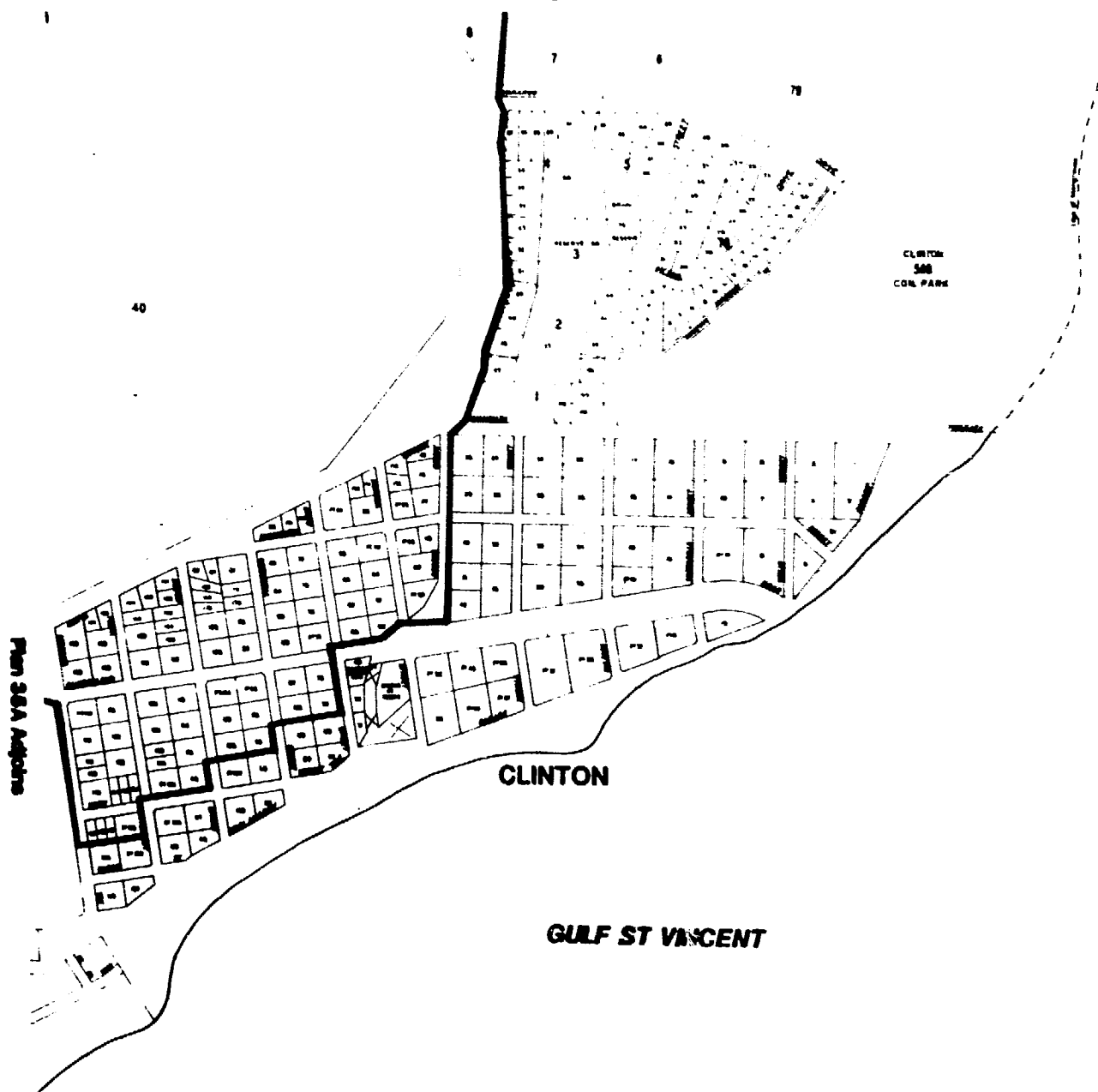
0 metres 200 400 600
[Scale bar with markings]



YORKE COAST PROTECTION DISTRICT

(District extends to 3 Nautical miles
seaward of Low Water Mark)

Plan 35A Adjoins

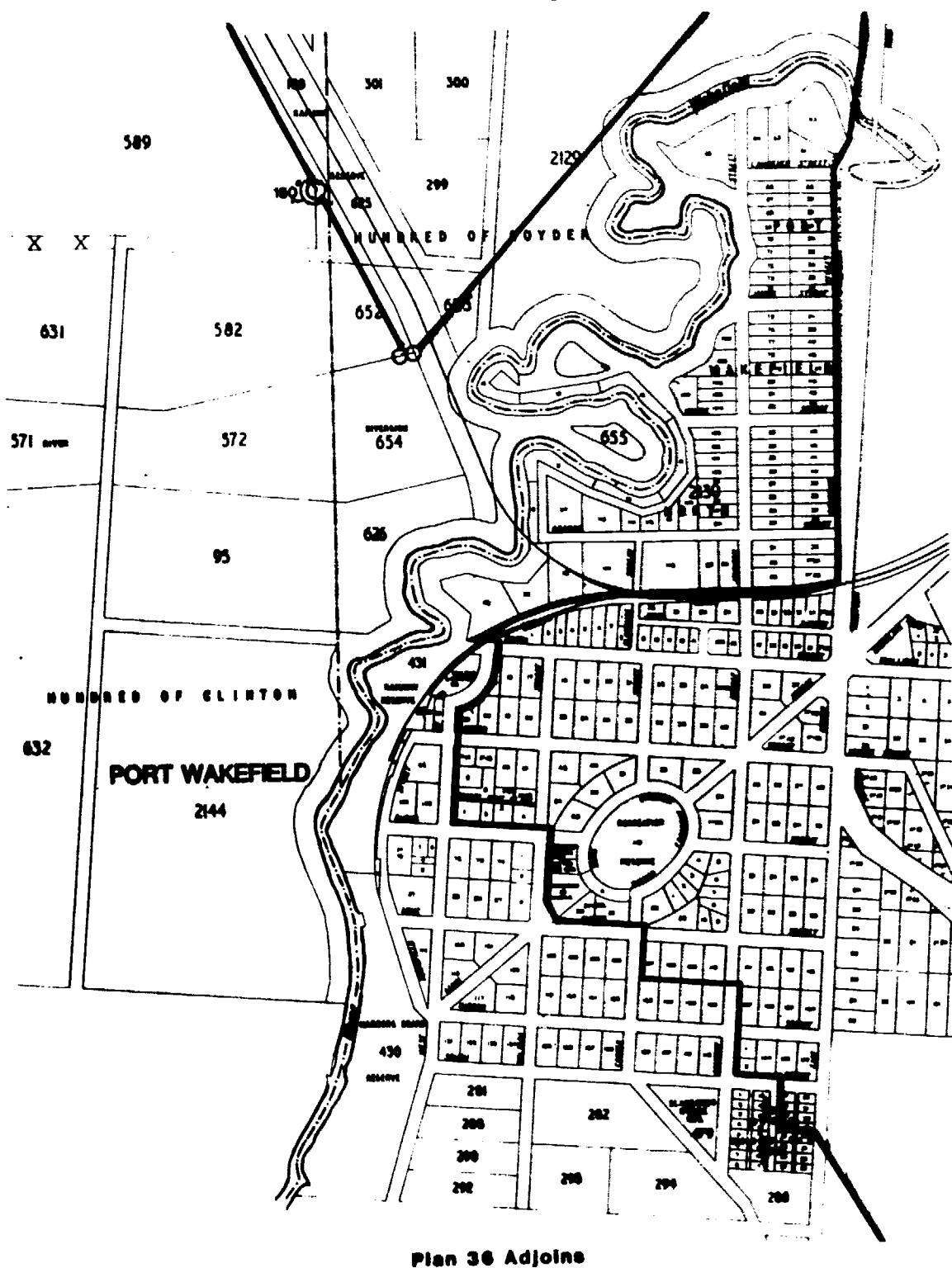


0 metres 200 400 600



YORKE COAST PROTECTION DISTRICT

(District extends to 3 Nautical miles
seaward of Low Water Mark)



**YORKE COAST
PROTECTION DISTRICT**

(District extends to 3 Nautical miles seaward of Low Water Mark)