

June 30 2010

Streaky Bay

Township Master Plan
FINAL REPORT



MasterPlan
TOWN+COUNTRY PLANNERS

STREAKY BAY TOWNSHIP MASTER PLAN

FINAL REPORT



**Prepared for the District Council of Streaky Bay
by Master Plan SA Pty Ltd**

**in association with
Wendy Davidson Enterprises
and
Tonkin Consulting**

30 June 2010

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1.0 PROJECT SCOPE

MasterPlan SA Pty Ltd was appointed by the District Council of Streaky Bay in August 2009 to prepare a Master Plan for Streaky Bay township.

The Project Team responsible for the preparation of the Master Plan was made up of:

- MasterPlan SA Pty Ltd (project control, town planning, Master Plan preparation and coordination);
- Tonkin Consulting Engineers (bicycle plan, traffic investigations and stormwater management plan); and
- Wendy Davidson Enterprises (stakeholder and community consultation).

The primary purpose of the Master Plan is to create a cohesive, community endorsed framework to guide investment and the development of public and privately owned land. The Master Plan will also be used as the basis for capital works grant funding, and may form the basis of amendments to Council's Development Plan.

1.1 Study Area

The study area is the township of Streaky Bay including the surrounding hinterland which is visually and/or functionally connected to the town. The adjacent waters of Blanche Port Bay which frame the town's setting are also part of the study area, but noting that most of the bay lies outside of the local government area (low water mark is the Council boundary). The use of Blanche Port Bay for water-related purposes will be investigated as part of a district-wide review which is being conducted for the Council as a separate exercise.

The Council has deliberately chosen not to define a precise study area boundary.

1.2 Elected Members and Senior Staff Workshop

Prior to formulation of the brief, MasterPlan SA Pty Ltd conducted a workshop session with elected Council members and senior staff on Tuesday 21 October 2008. The primary purpose of the workshop was:

- (i) to gain a better understanding of those local issues of concern to the Council; and
- (ii) to provide Council members and senior staff with ideas and suggestions for improvements to the town's physical appearance and functional layout.

Issues and opportunities arising from the Council workshop that were to be examined in further detail as part of the Master Plan (subject to consultation with community and stakeholder groups) were:

- (i) upgrading and extending the foreshore linear park, with connections to sites and areas of interest;
- (ii) identification and possible redevelopment of key sites such as the Civic Centre and adjoining vacant land, the Police Station, the caravan park and adjacent wetlands, existing foreshore reserves, the hospital precinct, land bounded by Alfred Terrace, the foreshore, the jetty and Howard Street, the SA Water Depot and land in and around the Cenotaph and RSL Hall;
- (iii) identifying additional land for township expansion, and opportunities for rezoning of existing urban areas, including land for aged persons' accommodation;
- (iv) workers' accommodation for remote mining ventures;
- (v) additional, suitable land for industrial and commercial expansion;
- (vi) access to and security of potable water and power supplies;
- (vii) greater use of treated effluent and stormwater to irrigate parks, gardens and reserves;
- (viii) improved public access to and along the foreshore, including shared pedestrian and cycle paths, and the development of a "*heritage walk*";
- (ix) co-ordinated/themed signs at all town entrances and throughout the town, and removal of haphazard/unsightly and excessive signs;
- (x) better utilisation of public spaces;
- (xi) more/improved visitor accommodation to cater for peak periods (Christmas, New Year and Easter);
- (xii) a cultural heritage centre;
- (xiii) maintain/foster an authentic character and identity which is genuinely and distinctively "*Streaky Bay*";
- (xiv) improve school drop-off and pick-up parking in Wells Street adjacent to the Community Area School;
- (xv) review land area requirements for tourists, including a pull-off area near the caravan park entrance and a dedicated off-street car park for caravans and motor homes;

- (xvi) improve public amenities particularly along the foreshore, with shade trees, shade sails, shelters and barbecues;
- (xvii) consolidate common services in the emergency services complex; and
- (xviii) a stronger focus on water harvesting and solar energy use.

1.3 Outcomes

The Streaky Bay Township Master Plan consists of:

- (i) a Master Plan for the township and its immediate surroundings which draws together the findings and recommendations of the Project Team's investigations, and which can be used as the basis for future capital works funding;
- (ii) the identification of key sites and areas within and surrounding the town for redevelopment and/or further improvement;
- (iii) recommendations for the rezoning of land by way of the Development Plan Amendment (DPA) process;
- (iv) proposals, ideas and suggestions that have broad community support/endorsement;
- (v) identification and protection of significant historic buildings, sites and places;
- (vi) detailed plans for the following priority sites, areas and functional elements;
 - a Pedestrian and Cyclist Plan;
 - an open space plan, including the location of town entrance statements;
 - a Coastal Foreshore Plan;
 - a Stormwater Management Plan;
 - a Concept Plan for Wells Street adjacent to the school and the caravan park; and
 - a plan to improve the local road network.

2.0 STRATEGIC CONTEXT

2.1 Council's Strategic Management Plan 2009-2012

Council's Strategic Management Plan was adopted in December 2008. Its purpose is to drive decision making and activities over the life of the plan.

Vision Statement: Council's vision for the District is that it will be widely recognised for its quality lifestyle, positive rural and coastal environment and expanding economic base.

Mission Statement: Council is committed to:

- responsibly managing the natural and built environment and maintaining the highly valued character of the district;
- facilitating economic prosperity, sustainable growth and employment throughout the district;
- nurturing a sense of community among residents and enhancing their quality of life by actions that support their health and safety, as well as through the provision of social and recreational opportunities;
- providing leadership and ensuring efficient and effective management of resources; and
- working collaboratively with other governments and other bodies.

Key Result Areas: The Council has identified five key result areas for its responsibilities. Each key result area has a goal which if achieved will ensure Council fulfils its Mission Statement. The key result areas and their associated goal are as follows:

1. Governance

Goal: *Responsive, accountable and strategic decision making and efficient, effective and equitable service delivery.*

2. Infrastructure and Other Assets

Goal: *Well managed, appropriate stock of assets that meets the community's affordable service needs and preferences.*

3. Environment and Planning

Goal: *Sustainability of the natural environment and a built environment that meets the community's housing and lifestyle needs.*

4. Community, Culture and Recreation

Goal: *A caring community that enjoys a high quality of life.*

5. Business and Tourism

Goal: *Ongoing growth in income levels and employment opportunities for residents that helps drive population growth and provision of additional and upgraded facilities and services.*

Council's Strategic Management Plan has been adopted by the Elected Council. The Council is ultimately responsible for its achievement through its CEO and senior staff.

Specific strategies which have relevance to the Streaky Bay Township Master Plan are:

Governance

Improve Council's communication, consultative processes, representation and advocacy.

Infrastructure

Provide a strategic framework for Council to manage, maintain, enhance and develop open space and associated public realm areas for the benefit of residents and visitors.

Community, Culture and Recreation

Identify and respond to current and future open space, sport and recreation needs.

Promote and encourage provision of adequate health services and aged care accommodation and facilities.

Environment and Planning

Provide a sound framework for strategically planned and orderly future development by updating and improving Council's Development Plan.

Acquire, utilise and dispose of land within the Streaky Bay Town Centre to bring about agreed land use outcomes identified from the proposed Streaky Bay township review of land use zoning.

Improve wastewater treatment practices.

Support and implement improvements to the environment and natural attractions.

Educate key stakeholders and the community about planning, environmental and waste management and regulatory matters and processes.

Business and Tourism

Develop initiatives to attract people to live, work and invest in the Council area.

Increase the number and duration of visitations and visitor expenditure.

Relevant Actions

Actions identified in the Strategic Management Plan which have relevance to the Master Plan include:

Prepare Infrastructure Master Plans that incorporate the following elements:

- *road and transport network needs;*
- *pedestrian and cyclist linkages;*
- *open space and trail linkages;*
- *coastal foreshore development;*
- *streetscape and landscape treatments and improvements;*
- *signage suite (guidelines – directional and interpretive);*
- *stormwater (including capture/recycle where feasible);*
- *township entrance statements;*
- *identification of complementary land use and future open space land purchase opportunities;*
- *built form guidelines;*
- *traffic management;*
- *infrastructure (built and green form);*
- *recreational facilities;*
- *airport;*
- *jetty pool;*
- *Community Wastewater Management Scheme.*

Review land use zoning for the following areas having regard to identified needs and likely future demographic, economic, environmental and social trends:

- *Streaky Bay township.*

Acquire and dispose any key properties as warranted in response to market opportunities.

Investigate feasibility of increased re-use of effluent water from Council Community Wastewater Management Scheme including opportunities to access funds from LGA Water Smart Program.

Work with District Council of Streaky Bay sporting bodies to develop and implement a Master Plan that results in equitably funded and economically viable upgraded and additional facilities.

Review business strategy for the Streaky Bay Foreshore Tourist Park to ensure it continues to successfully meet evolving market expectations by identifying opportunities, appropriate capital works, maintenance and improvements and funding needs. Review to include consideration of caravan park customers, enhancing entrance and additional camping sites.

Facilitate business ventures through appropriate land use planning.

Continue to undertake land subdivisions as appropriate to stimulate the market and where supported by due diligence considerations.

Provide services, facilities and amenities that attract people to the area.

Promote the Council's tourism opportunities.

2.2 The Planning Strategy for Country SA

The Planning Strategy for Country South Australia is prepared by the Minister for Urban Development and Planning in accordance with requirements set out in the Development Act 1993. The latest edition of the Country Planning Strategy is the amended version dated December 2007.

The Country Planning Strategy sets out the State Government's vision for development. It indicates directions for future growth and development for local communities, the private sector and local Government.

Streaky Bay township forms part of the Country Planning Strategy which is known as the Eyre Peninsula Planning and Development Area.

Streaky Bay is recognised as a “Main Town” in the Planning Strategy. Other policies and strategies which are directly and indirectly relevant to Streaky Bay township are:

- a reference to the need to upgrade Streaky Bay’s water supply;
- investigate alternative energy sources such as wind and solar power;
- promote the conservation of water resources through land use policies that support water reuse and water recycling;
- increase housing choice and diversity to meet the needs of current and future residents, including affordable and appropriate workforce housing to accommodate emerging employment opportunities;
- base residential zoning and policy on demographic data, growth in industry sectors and local infrastructure capacity;
- encourage infill within town boundaries and selectively increase densities in appropriate areas;
- ensure all development retains public access to the coast;
- minimise urban run-off discharge to the marine environment;
- promote efficient water use and reuse;
- upgrade recreational boating facilities, and encourage small-scale marina developments in appropriate areas that enhance the area’s character, and to facilitate coastal recreation opportunities; and
- allow for land-based infrastructure and support services for the marine fishing industry.

The Country Planning Strategy is an over-riding guide for amending the Council’s Development Plan. The Strategy is also used to guide infrastructure provision and as a basis for future development action by Government agencies. Implementation is therefore largely by way of the Development Plan for each Council area, and Government action.

3.0 COMMUNITY AND STAKEHOLDER CONSULTATION

Council agreed that the Master Plan should be informed and shaped by a genuine process of community consultation. Wendy Davidson Enterprises was therefore appointed by Council to manage the community and stakeholder consultation process.

The consultation process commenced in November 2009 when the Chief Executive Officer wrote to all householders in the district, advising of a series of public meetings scheduled over three days on 1, 2 and 3 February 2010. In late December 2009, Council distributed in advance of those public meetings a set of visual diagrams showing various constraints and opportunities.

3.1 The First Round of Consultation

Recognising the different interests and opinions that could be anticipated, the first round of consultation was conducted over three days in early February 2010. In order to allow as much time as possible for community input and feedback, the consultation round was split into different community forum groups. Those groups, and the numbers who attended them, were as follows:

- Community: 78;
- Tourism: 9;
- Development Assessment Panel: 6;
- Health: 6;
- Environment: 2;
- Developers: 12;
- Foreshore Owners: 28;
- Business Owners/Proprietors: 19;
- Elected Members: 7; and
- Education: 2.



The forums were co-ordinated and run by Wendy Davidson, with presentations by Graham Burns (MasterPlan SA Pty Ltd) and Drew Jacobi (Tonkin Consulting).

Following the conclusion of the first round of consultation, interested persons were invited to make written submissions to the Project Team. A complete summary of comments received from the first round of consultation is contained in **Appendix A**.

The main concerns, observations and suggestions arising from the first round of community consultation were identified as:

- Give priority to stormwater capture, collection and re-use in Streaky Bay.
- Construct a boardwalk up to and through the mangroves north of Moore's Ramp as an extension of the existing bicycle/pedestrian path, and as an added tourist attraction.
- Concerns about the shortage of land in Streaky Bay for industrial and commercial purposes.
- Give priority to extending the walking track from Moore's Ramp, but should not occur over privately owned land.
- Car parking in Streaky Bay is perceived as an ongoing problem. Council should carry out a re-sealing and line marking program.
- Shift the bike racks to the median strip of Bay Road to get bikes off the footpath and away from the front facades of businesses, rendering it safer for foot traffic in the township.
- Pedestrian crossings on Bay Road and Alfred Terrace are either non-existent or dangerous, and require re-configuring or implementing to make them safer for pedestrians.
- Concerns raised in relation to off-road shared bike paths, particularly in front of properties on the sea-ward side of Alfred Terrace.
- Concerns expressed over any future development and walkways along the coastal reserve from the Hospital to Slidy Ramp, as it is a fragile sloping cliff area and would destroy the native coastal vegetation and disturb native birds and reptiles.
- General concern that new infrastructure may leave current and future rate payers with ongoing high maintenance and risk management obligations.
- An outdoor fitness and well-being facility would be of benefit to the local community and visitors alike.
- Additional signage identifying entry and exit points to and from Streaky Bay is needed.
- Extension of the Residential Zone to take in land currently zoned Rural (Deferred Urban) should be a priority.

- Install shade shelters on the foreshore at Little Islands and Surfers Beach, and repair the steps under the jetty.
- Remainder of the land owned by B & R Enterprises which joins both AB Smith Road and Woodlawn Road should be rezoned Residential.
- The suggested southern 'edge' of the town was raised as a concern by some people, because it would restrict potential growth for Streaky Bay in a southerly direction. The land is Rural, where it is not permissible to subdivide land into allotments smaller than 20 acres (8.0 hectares).

A total of 104 positive observations were collated after the preliminary community consultation phase. There was an overwhelming positive response to the preparation of this Master Plan, as well as support for the decision by Council to consult with the community. On the whole, participants were generally enthused by and grateful for the chance to be included in the Master Plan process.

A list of opportunities were identified from developers and the community. Developers consider that additional opportunities do exist having regard to planning, boating facilities, and roads. The general public on the other hand perceived stormwater, lighting, the jetty and zoning as specific areas where opportunities exist.

The community at large was very supportive of initiatives to capture and harvest stormwater. Although local and specific areas of local concern were identified, the overwhelming consensus was that Council should improve or modify infrastructure to prevent the discharge of stormwater into the sea, and to explore opportunities for recycling stormwater and treated town effluent.

3.2 The Second Round of Community Consultation

A second round of community consultation was conducted in Streaky Bay on 24, 25 and 26 May 2010 by Wendy Davidson and Graham Burns. The purpose of the consultation workshops was to explain the draft Streaky Bay Township Master Plan and to give the community an opportunity to comment on the draft. As with the first round of consultation, all of the workshops were very well attended with the Public Workshop on Monday evening attracting well over 70 participants.

A summary of all comments received from the workshops and subsequently in written submissions is contained in **Appendix B**.

Broadly speaking, the draft Master Plan document was well received, with widespread support for the preparation of a co-ordinated plan to guide future development in and around the town. Initiatives which received widespread support included:

- extensions to the bike path around the bay and to other attractions such as Eyre's Waterhole;

- a Long Term Zoning Plan for the co-ordinated, compact expansion of the town around the bay;
- improvements to alleviate parking and traffic conflicts in and around the school and the caravan park;
- identifying opportunities for centrally located off-street parking in the town centre, with those car parks located behind buildings fronting onto footpaths;
- the development of more aged persons housing to cater for a growing need in the town;
- extending the linear bike path to the new caravan park at Little Islands;
- improve the foreshore reserves, including better lighting on the Eyre Avenue reserve;
- toilets, shade, a barbeque and shelter at Moore's Boat Ramp;
- a dedicated area for long vehicle parking in the town centre (vehicles towing caravans, trailers, boats, etc);
- initiatives to harvest and recycle stormwater were widely supported;
- improved facilities are required in and around the skate park; and
- while the location of the toilet block near the jetty is generally not supported, there was little support for its demolition and relocation to a less prominent site.

The final Master Plan has been amended to take into account comments received from the second round of community consultation.

4.0 RECENT INVESTIGATIONS

4.1 Waste Management Strategy 2008-2011

The Council has six operational landfill sites, as follows:

- Poochera;
- Wirrulla;
- Cungenana;
- Haslam;

- Sceale Bay; and
- Streaky Bay.

The Streaky Bay landfill site is located on the Flinders Highway, approximately 1.0 kilometre south-east of the town in the Industry Zone. It is the Council's largest and most centrally located landfill facility. Waste from Poochera, Wirrulla and Sceale Bay is transported to the Streaky Bay site. The Streaky Bay facility also services some 1,200 residents in the town, as well as outlying areas.

The Environment Protection Authority (EPA) released its revised EPA Guidelines, Environmental Management of Landfill Facilities (Municipal Solid Waste and Commercial and Industrial General Waste) in January 2007. Following release of the Guidelines the EPA conducted an inspection of landfill sites throughout the Council area.

A Waste Management Committee was set up by the Council shortly after the release of the EPA Guidelines to formulate a Waste Management Strategy 2008-2011.

In accordance with the EPA's Landfill Guidelines and the recommendations of its Waste Management Strategy, the Council is committed to relocating to a new landfill site that is well beyond the confines of the township. The existing site at Streaky Bay is being rehabilitated for use primarily as a recycling and waste transfer depot.

4.2 Streaky Bay Oval Precinct

The Streaky Bay Sports Facilities and Management Project was prepared by Swanbury Penglase Architects in conjunction with Wendy Davidson Enterprises in March 2009. The report makes recommendations for the upgrading, co-ordinated development and management of sporting and recreational facilities in and around Streaky Bay Oval.

The Sports Facility and Management Project arose out of a concern by the Council that there should be a co-ordinated plan which could be used for facility upgrades in and around the Oval Precinct. Council also identified the need for a management model to provide greater co-ordination of management functions.

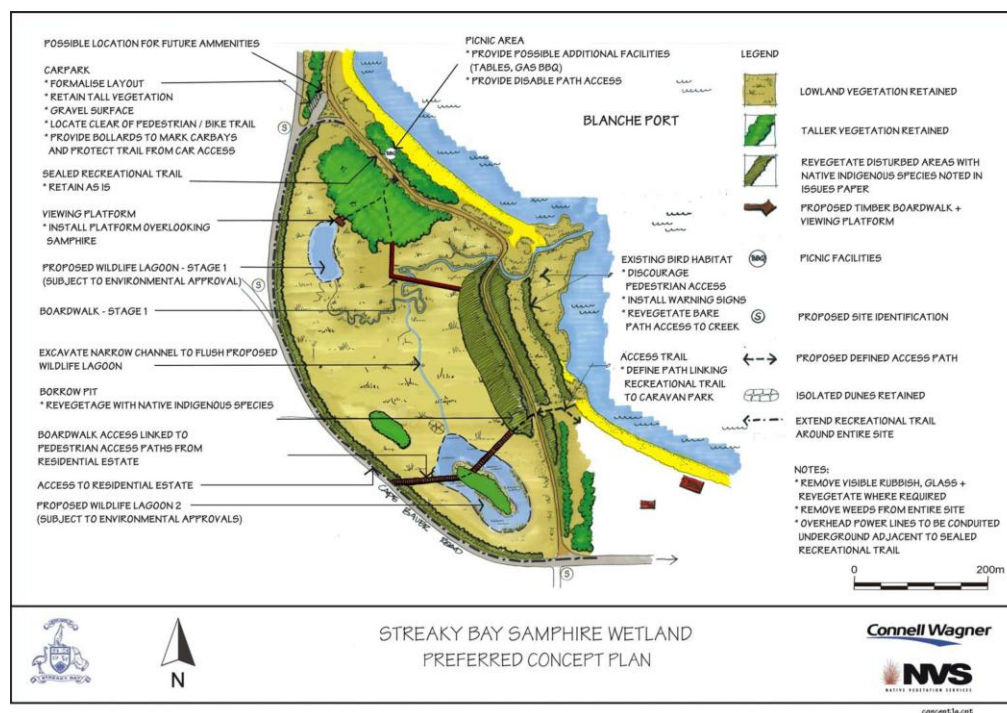
The Sports Facilities and Management Plan has the following project objectives:

- identify facility upgrade requirements;
- review the current management structure and make subsequent recommendations having regard to improvements or changes;
- investigate the possibility of future co-operation, networking or amalgamation of sporting groups; and

The site occupies approximately 22 hectares of tidally inundated samphire wetland, approximately 1.5 kilometres west of the town centre. Parts of the wetland are degraded, including part of the site which was formerly used as a rubbish tip. The wetland is Crown Land and the District Council of Streaky Bay is its registered custodian.

A lengthy consultation process involving Council, stakeholders and relevant Government and non-Government agencies was undertaken as part of the study.

A Preferred Concept Plan and an Alternative Concept Plan for the study area were prepared to reflect the ideas and preferences of the consulted stakeholders as to how the wetland should best be utilised.



The Preferred Concept Plan, whilst identifying some modification to the existing wetland, proposes a series of environmental enhancements and substantially improved visitor amenities. The Alternative Concept Plan was formulated in response to community preferences and suggestions, and proposed modifications to the site with the aim of enhancing recreational experiences for residents and visitors alike. The report suggested that implementing the Alternative Concept Plan is likely to be expensive. Excavation costs alone are expected to be significant, subject to the desired depth of the lake, whilst ongoing management of the lake would represent a significant responsibility and financial liability for Council. The report also noted that the environmental approvals required to achieve the Alternative Concept Plan may be difficult to achieve.

Feedback received from both rounds of community consultation revealed a diversity of opinions, ranging from 'do nothing' to 'full redevelopment' with lakes and waterways. However, the prevailing commentary was that the wetland's strategic location next to the foreshore, Streaky Bat Foreshore Tourist Park and Blanchepoint Rise offers the potential for environmentally sensitive improvements such as boardwalks, viewing platforms, shelters and revegetation.

It is our recommendation that Council should engage with the relevant agencies who have an interest in or responsibility for the samphire swamp, and then review the Preferred Concept Plan and seek agency support for it.

4.4 Vegetation Management Strategy – 1999

In November 1999, Arbortech Tree Services Pty Ltd prepared a Vegetation Management Strategy. The strategy applies to Streaky Bay township as well as to five other settlements throughout the district.

It is not known whether the Council adopted the findings and recommendations contained in Arbortech's Vegetation Management Strategy.

Management of vegetation within Streaky Bay is the primary focus of the report. It was also written as a policy document to assist with implementing arboriculture works throughout the township, and includes criteria for the planting, pruning and removal of trees, native vegetation and general specifications for various tree related activities.

A tree inventory of all street trees was compiled for the 'Core Area' of Streaky Bay township. The inventory was to be used to trial a management system run by Council. It is not known whether the trial management system was devised and tested, or if it was, whether it was successful.

Arbortech devised the following key management goals:

- improve the quality of Council's vegetation resource by providing clear policy direction to Council staff who are engaged in activities likely to have an impact on the health and safety of township vegetation;
- plan for a steady increase in the number, age, diversity and aesthetic qualities of trees;
- use trees more effectively for scenic beautification, to provide shelter and screening, and for energy and cost savings over time;
- develop and enhance staff planning and vegetation management skills through ongoing training programs; and
- improve the local community's understanding of the value of the town's vegetation resource, and the need to manage it on an 'urban forest' basis.

The tree inventory of the 'core area' in Streaky Bay was bounded by Montgomerie Terrace, Eyre and Alfred Streets, Fleming Terrace and East Terrace. The inventory identified in the order of 50 different species, the most common being:

- *Eucalyptus campaspe* (Silver Topped Gimlet): 20;
- *Eucalyptus erthracories* (Red Capped Gum): 22;
- *Eucalyptus gomiphocephala* (Tuart): 35;
- *Eucalyptus leucoxylon* (SA Blue Gum): 13;
- *Eucalyptus platypus* (Round Leaved Moort): 15;
- *Eucalyptus stricklandii* (Strickland's Gum): 15;
- *Eucalyptus torquata* (Coral Gum): 200; and
- *Eucalyptus sp.* (newly planted and unidentified, but mainly *E. torquata* and *E. campaspe*: 145

The report noted a number of recorded species which could be "*of far greater use*" in the core area. These species were Weeping Willow Myrtle, Square Fruited Mallee and Crimson Mallee. These, and other species which could be utilised, included *Araucaria heterophylla* (Norfolk Island Pine).

The Vegetation Management Strategy also contained recommendations for the management, pruning, replacement and planting of reserves throughout Streaky Bay, namely:

- Harbours Head Reserve between Alfred Terrace and the jetty;
- the caravan park;
- Lions Park;
- RSL park;
- Plantation Reserve;
- Howard Street North;
- Recreation Reserve Section 303;
- Apex Park; and
- Streaky Bay Golf Course.

The report also contained recommendations for streets outside of the core area.

A complete list of the report's recommendations for Streaky Bay's core area and the streets outside of the core area is included in **Appendix C**.

4.5 Trees and Larger Shrubs of the Streaky Bay Streetscape (1999)

This further report was prepared by Ian Picken and Robyn Tape for the Council shortly after the Arbortech Report. It was prepared with the aim of providing relevant advice and information which is unique to Streaky Bay. The report consists of a specimen data collection manual for local residents and Council staff alike. Comments received from the second round of community consultation urged that this report should be used as the basis for selecting suitable trees and shrubs for planting in Streaky Bay.

5.0 SUPPLY AND DEMAND

5.1 2001 and 2006 Census of Population and Housing

An assessment has been made of Australian Bureau of Statistics (ABS) data for the 2001 and 2006 Censuses. Data has been gathered and assessed for Streaky Bay township only. It should be noted that the ABS statistics are now somewhat dated. The next Census of population and housing, to be conducted in 2011, will provide more up to date and relevant data upon which to determine population and housing supply.

In summary, Streaky township's 2006 population of 1,060 persons was characterised by:

- a slight decline in the town's population over the five year period;
- a median age of 44 years;
- a median household weekly income of \$1,021;
- an average household size of 2.3 persons;
- more than 87 percent of persons who were born in Australia; and
- 49 percent of the labour force who were working full time.

Table 1: 2001 & 2006 Streaky Bay's Population by Age

	Streaky Bay (2001) Township	Streaky Bay (2006) Township
0-4 years	64	61
5-14 years	153	155
15-24 years	108	100
Percentage 0-24 years	30.2%	29.8%
25-54 years	431	412
55-64 years	118	134
Percentage 25-64 years	51.2%	51.5%
65 years and over	199	198
Percentage 65 years and over	18.6%	18.7%
Total Persons	1073	1060
Median age of persons	40	44

Source: ABS

Table 1 above shows that:

- the town's population fell slightly between 2001 and 2006, by 13 to 1,060 persons;
- the median age of the population rose from 40 in 2001 to 44 in 2006. This reflects a significant ageing of the population;
- in absolute terms, more than half of the town's population in 2001 (51.2 percent) and 2006 (51.5 percent) fell within the middle-age cohort of 25-64;
- the number of elderly persons (those aged 65 and over) has not changed over the five year period; and
- the number of children and young adults (those aged from 0-24 years) has not changed significantly over the five year period.

Table 2: 2001 & 2006 Streaky Bay's Dwelling Characteristics

	Streaky Bay (2001) Township	Streaky Bay (2006) Township
Total private dwellings (Includes unoccupied dwellings)	525	554
Occupied private dwellings	437	459
Detached dwellings	366	379
Percentage of detached dwellings	83.8%	82.6%
Semi-detached dwellings	18	18
Percentage of semi-detached dwellings	4.1%	3.9%
Flats, units or apartments	10	28
Percentage of flats, units or apartments	2.3%	6.1%
Other dwelling types	40	34
Percentage of other dwelling types	9.2%	7.4%

Source: ABS

The main features and trends evident from Table 2 are that:

- between 2001 and 2006, the total number of privately owned dwellings increased by 29;
- the overwhelming majority (83%) of privately occupied dwellings in Streaky Bay consisted of detached dwellings in 2006;
- between 2001 and 2006, an additional 13 detached dwellings were built and an additional 18 flats, units or apartments were built;
- between 2001 and 2006, the number of occupied semi-detached dwellings has not changed; and
- the number of unoccupied dwellings in Streaky Bay has increased, from 88 in 2001 to 95 in 2006. This suggests that an increasing number of the town's dwelling stock are most probably used as holiday homes.

Table 3: 2001 & 2006 Streaky Bay's Tenure Types

	Streaky Bay (2001) Township	Streaky Bay (2006) Township
Private dwellings fully owned	196	190
Percentage of fully owned	44.9%	41.4%
Dwellings being purchased	74	93
Percentage being purchased	16.9%	20.3%
Private dwellings Rented	136	136
Percentage rented	31.1%	29.6%
Other tenure types	13	4
Percentage of other types	3.0%	0.9%
Not stated	16	33
Percentage not stated	3.7%	7.2%

Source: ABS

Table 3 above demonstrates that:

- the percentage of fully owned private dwellings has decreased between 2001 (44.9%) and 2006 (41.4%);
- the percentage of dwellings being purchased at the time of the 2006 census had increased by 3.4 percent; and
- the total number of private dwellings being rented remained the same over the five year period (136 dwellings).

Table 4: 2001 & 2006 Streaky Bay's Family Characteristics

	Streaky Bay (2001) Township	Streaky Bay (2006)Township
Total families	260	281
Families with children	97	105
Percentage with children	37.3%	37.4%
Families without children	121	126
Percentage without children	46.5%	44.8%
One parent families	38	45
Percentage of one parent families	14.6%	16.0%
Other families	4	5
Percentage of other families	1.5%	1.8%

Source: ABS

Table 4 indicates that there was a noticeable increase in the number of families living in Streaky Bay, rising from 260 in 2001 to 281 in 2006. There was a corresponding increase in the number of families with children over this period.

However, there were more families without children (44.8%) than with children (37.4%) which is again suggestive of an ageing population.

The number of one parent families in Streaky Bay has also increased, from 38 in 2001 to 45 in 2006.

5.2 Subdivision Activity

Figure 1 on the following page depicts the extent of subdivision activity (by location and applications lodged) in and around Streaky Bay over the last 10 years or so. The information has been sourced from the Department of Planning and Local Government's electronic development application lodgement system, known as EDALA.

The mapped information on Figure 1 records all applications, whether they have been approved, refused, lapsed or are still being assessed.

A breakdown of those subdivision applications which were either approved or are under consideration (disregarding two applications that were refused) is summarised by zone in the following table:

Table 5: New Allotments by Zone – Streaky Bay

Zone	Number of Additional Allotments Proposed/Created
Country Living Zone	190
Residential Zone	156
Rural Fringe Zone	0
Rural (8) Zone	57
Town Centre Zone	3
Industry Zone	43
Total	449

Source: Department of Planning and Local Government (EDALA)

The review examined all land division applications lodged since 2001. It shows that over a nine year period, an average of 50 allotments per annum have been approved in the various zones in and around Streaky Bay.

It is unknown how many of these allotments have been created (ie services installed, plans deposited and new titles issued) but anecdotally it is reasonable to assume that most of the areas identified on the plan at Figure 1 have been or are in the process of being created.

Figure 1

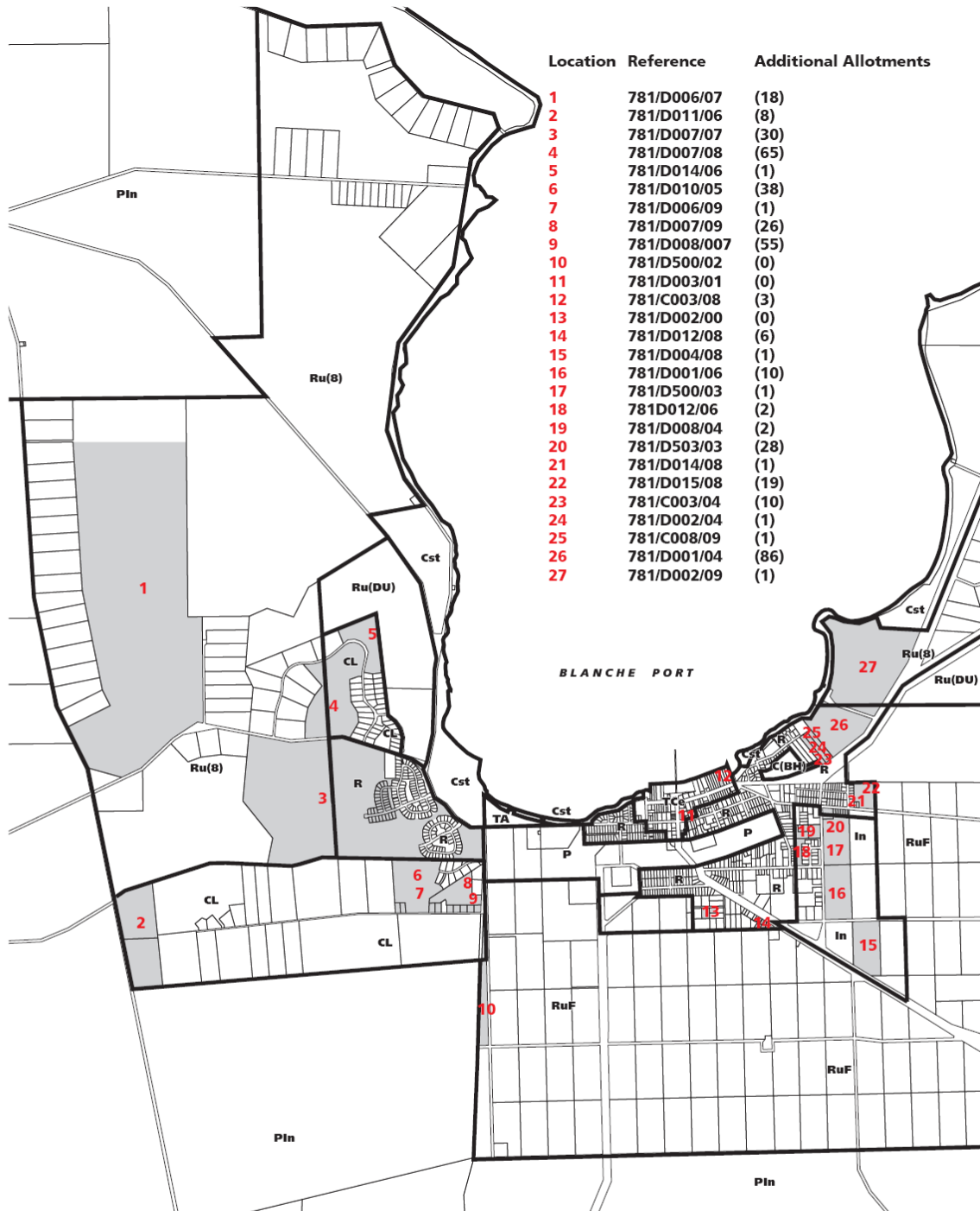
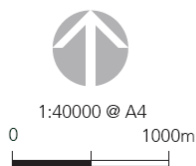


Figure
Land Division Activity



5.3 Dwelling Commencements

Statistics sourced from the District Council of Streaky Bay reveal that there has been a sustained level of housing construction in the township over the last three years, as indicated by the number of approvals granted for new dwellings.

Table 6:

Streaky Bay Township – New Dwelling Approvals	
2008	40
2009	37
2010 (to May)	15

Source: District Council of Streaky Bay

It is reasonable to assume that most of these dwellings have been approved on allotments in either the Country Living, Residential or Rural Fringe Zones in Streaky Bay.

The take-up rate or ‘consumption’ of allotments is close to 40 dwellings per annum. This take-up rate is generally consistent with the annual average rate of allotment supply (approvals) identified in Section 5.2 above.

5.4 Blanche Port Rise, Blanche Port Estate and Blanche Port Heights Residential Estates

These estates were developed by the District Council of Streaky Bay more than 10 years ago. The Council initiated the land divisions in response to a demand for suitably located and serviced allotments that – until that time – were not available elsewhere in Streaky Bay.

Of the three estates, Blanche Port Heights is the only one where allotments still remain for sale. The estate is located on elevated land and on the western side of the town with exceptional views over Blanche Port Bay. Allotments in the estate are subject to a Land Management Agreement and with Design Guidelines in place to control matters such as building height, vegetation requirements, construction materials, rainwater storage and conservation requirements.



With the entering into Streaky Bay of the private development sector, and the high number of land divisions over suitably zoned land elsewhere in the town, Council’s continuing role as developer of serviced township allotments, arguably in competition with the private development sector, is less important now that it was previously.

Given the choice which now exists with respect to the size, number and location of new allotments in Streaky Bay, it is timely for Council to consider exiting from the land division market.

We recommend that Council should formulate a strategy for disposing in a timely manner all remaining broad acre land in the Blanche Port subdivision area which has not yet been divided into residential allotments.

5.5 Tourism

Streaky Bay's economy is to a large extent underpinned by the tourism sector. This sector has traditionally been represented by caravanners, campers and holiday makers visiting the town mainly over the Christmas - New Year and Easter periods, as well as motorists passing through the town. Tourists and visitors are attracted by myriad natural attractions and recreational activities comprising recreational fishing, whale watching, bush walking, surfing, snorkeling and scuba diving. The rugged coastline to the west of the town is arguably the State's, if not the country's, most spectacular.

The Streaky Bay Town Profile of 2003 estimated that around 65,000 tourists frequented Streaky Bay each year. Subsequently, the economic contribution of tourism to the region was estimated at between \$4.7 million and \$7.1 million per annum (2003 dollar terms), or between 8.0 percent and 12 percent of the local economy.

It is reasonable to assume that the number of visitors to Streaky Bay has increased significantly since 2003. Accompanying that increase has been a corresponding stimulus to the local economy, represented by an increased demand for goods and services.

It is known that many tourists visiting Streaky Bay are persons aged 60 and over who are often referred to as 'grey nomads'. Grey nomads are generally described as people either approaching or who have entered retirement, and who have the time, mobility and financial resources to travel by motor home, caravan, campervan and other motorized forms of transport around the country. Typically, grey nomads often travel without any particular or definite itineraries, destinations or committed return dates.

Because grey nomads are relatively foot loose, they are also more inclined to travel throughout the year, but with a tendency to avoid popular destinations during peak times such as school holidays. For destinations such as Streaky Bay, this has produced a more steady flow of tourists and visitors in what were previously regarded as the quiet winter months.

It is likely that Streaky Bay will continue to be a popular destination for tourists, particularly grey nomads. This may place strains on the Streaky Bay Foreshore Tourist Park at Wells Street, and on surrounding infrastructure. Indeed feedback received from both rounds of community consultation identified levels of congestion along Wells Street opposite the caravan park associated with visitor parking on this section of road at the same time as school children are dropped off and collected.

The imminent opening in the latter half of 2010 of the Little Islands Caravan Park on Little Island Road is expected to alleviate congestion in and around Wells Street Caravan Park. The new caravan park will offer 80 powered sites and associated ablution and recreational facilities.

Sealing of Little Island Road to the new caravan park should be a priority, given the expected increase in traffic volumes. In association with the road's sealing, provision should also be made for a shared off road bicycle path, in order to complete the around-the-bay bicycle loop described elsewhere in this report. This detail is shown on the **Proposed Bicycle Network Plan** at **Appendix E**, and is described in further detail in Section 7.

There is also merit in constructing the eastern unmade section of Mabie Road, in order to create a direct link between Little Island Road and Flinders Highway for persons staying at or visiting the new caravan park.

6.0 HERITAGE

6.1 European Heritage

After first being sighted in 1627 by Dutch Explorer Peter Nuyts, Streaky Bay was rediscovered by Captain Matthew Flinders in 1802. The name Streaky Bay came about after Captain Flinders noticed streaks in the water surrounding the bay, which are due to the reflections of light and seaweed. The settlement was originally known as Flinders. The name Streaky Bay was not officially recognised until 1940 after its continual use, and a local petition which resulted in a change of name from Flinders.

Prominent explorer Edward John Eyre established a base in Streaky Bay, known as Eyre's Waterhole, and used it as a depot in 1840. Eyre's Waterhole is located approximately 3.5 kilometres out of the town next to the Flinders Highway. Its significance is such that it is recorded as a State Heritage Item on the South Australian Heritage Register.



By 1854, the countryside around Streaky Bay was being gradually settled by pastoralists. Due to the availability of water at shallow depth, these areas were ideal for grazing, and a number of stations were subsequently established. It was after these stations were established that Streaky Bay township began to take shape. With wheat production commencing in the 1880's, the use of Streaky Bay as an import/export hub increased, with a telegraph office and mail deliveries from Port Lincoln coming to fruition. By 1906, 31,000 bags of wheat and 470 bales of wool were exported out of Streaky Bay by sea.

An oyster factory opened in the 1870's to can oysters for export. This industry was a precursor to the extensive fishing industry of today.

6.2 Key Dates

1863	Sheep farmer Dr. John Forster became the first known medical practitioner.
1866	The town of Flinders was laid out – the town comprised of one store, one hotel, and an Indigenous Station.
1876	Population recorded at around 60 persons – telegraph office opened.
1887	Local Government was established – with a population recorded at 111 persons and 30 dwellings.
1890	Mail delivered to Port Lincoln by horse twice per week.

1891	Erection of jetty began and completed in 1896.
1898	Population approximately 200 persons and an additional 30 dwellings had been built.
1914	31,000 bags of wheat and 470 bales of wool were exported by sea from Streaky Bay. First motorised mail service began due to the drought and subsequent high chaff feed prices. The first Methodist and Catholic churches were established in Streaky Bay.
1926	District population recorded at 1,427 persons.
1991	District population recorded at 1,888 persons (town population recorded at 959)
2001	District population of 1,982 persons (ABS).
2002	New 60 kilometre water supply pipeline installed from Poochera to Streaky Bay.

6.3 Significant Sites and Buildings

Eyre's Waterhole (former Coeeyana Well)

Located next to the Flinders Highway on the town's outskirts. The well is listed on the SA State Heritage Register.

Powerhouse

Opened in 1992 as a museum for restored engines. It contains an extensive selection of engines, all in working order.

The Cottage

One of the original shepherd cottages from Maryvale Station, used as an isolated ward/morgue for the hospital. Was used as the Mid West Health and Aged Care Office for a few years, prior to being used as a Mental Health Drop-in Centre in 2005.



St Canute's Catholic Church

The St Canute's Catholic Church opened on 1/9/1912. Father Richard O'Halloran, the first resident Priest, was appointed in 1914.

The Bungalow

Used until 1913, where mothers-in-waiting from out of town rested prior to the delivery of their babies.

Mars

Is now a private residence. Originally used for the filming of 'Blue fin' – adapted from a novel by Colin Thiele.

Old Flour Mill

Site of the old flour mill. A private residence has now been built on the site.

Uniting Church

Known by this name since 1977, the building was originally a Methodist Church. It officially opened on 10/12/1911. The Manse beside the Church was erected in 1929/30 and a new Manse was eventually built behind the Church in 1983. The Manse beside the Church was sold as a private residence in about 2000.

Church of England

Foundation stone for the present St. Augustine's Church was laid on 14/2/1912. The first Church was built in 1868, but not on this present site. First clergyman, Reverend James Orchard, was appointed in 1879.

Balfour House

Built for Baron Von Bockelberg and used as his residence until he took up farming. Between 1884-1913 a Private Hospital was run by Nurses Ireland and Rowe. It is now a private residence.

National Trust Museum

The National Trust Museum was originally established as a school from 1901 until 1975. It officially opened as a Museum in October 1979.

The Cenotaph

The Cenotaph was originally erected in 1921 behind the RSL Hall (Returned Services League). It was relocated in 1957 to the present position. The RSL Hall was opened on 25/4/1955. The building was erected by volunteer labour.

Masonic Temple

The Masonic Temple was consecrated on 11 March 1926. Until then meetings were held in the Institute. The walls are made from Mount Gambier Stone. The Temple was used until 2001. The District Council of Streaky Bay purchased the building for the community in about 2004. The building was extensively renovated and opened as the Streaky Bay Visitor Information and Rural Transaction Centre in July 2005.



Criterion Hotel

The Criterion Hotel opened in 1868 but closed in 1868. The building is now used for offices. The corner 'shop' has been used as a Fruit and Veg Shop, a Restaurant and in 2005, as a hairdressing salon. There is also a children's clothing shop.

Two Buildings

These two buildings are early buildings established in the area.

Police Station

In 1863 the first police station was built on an adjoining block. Unfortunately this example of one of the town's earliest buildings was demolished in 1962. The old cells/jail remain.

Slipway

Known as 'Campbell's Landing', this was the site of the site of the first store in Streaky Bay and had a hole cut in the cliff near the old landing. William Campbell covered it with iron and opened for business in 1864.

Old Council Chambers

The old Council Chambers were built in 1892. The building is considered one of the town's most important. There is information on the plaque located at the front of the building.

Power Pole

In the cutting with a plaque, commemorating the end of local power in 1970.

Town Jetty

The town jetty was constructed between 1891 and 1896.



Thomas Mudge Memorial

Named after the son of John Mudge, one of the town's first policemen.

Becks Store

The building (currently Betta Electrical) was originally owned by William Henry Betts. It was burnt down in 1888, but rebuilt in the same position a year or two later. WH Betts Store continued until 1955 and Beck Brothers bought the store and moved from the corner of Bay Road and Wells Street (31) to this site. Recently, the site was used as Beck Brothers Hardware, until they moved in 2004 to their present site at Mitre 10 Handy (Bay Road).

Council Office Chambers

The Council Office Chambers were opened in February 1961. An office extension and second storey were built in 1982.



Institute

The foundation stone for the original building was laid in 1887. Building of a new Hall was discussed in 1921, however alterations in 1923 consisted of a small public reading room and supper room. Commencement of the new Hall started on 27 January 1934. Mrs WH Betts opened the new Hall later that year.

Cheyne Seat

The seat is located on the edge of the Post Office car park. A commemorative plaque is installed on the site.

Granite Stone

Site of the original Post and Telegraph Station.

Nuyts Monument

The monument is located on the corner of Bay Road and Alfred Terrace. A commemorative plaque is installed on the site.

Wishing Well

The Wishing Well was built to commemorate the 75th Anniversary Celebrations of the District Council of Streaky Bay.

Community Hotel

Known as the Flinders Hotel from 1866, until the name was changed in 1983. A two storey building was erected in 1905. An earlier hotel built in 1860's stood on the adjacent block.



Craft Shop

Originally Becks Store.

Sarah Redding

Site of the Lying-in-Home for maternity cases for many years. The building was demolished in 2005, as it was considered unsafe. The site is privately owned.

Cemetery

Pioneer graves enclosed in the walled section near the side entrance. It is thought that the cemetery also contains a number of unmarked Aboriginal graves.

6.4 Indigenous Heritage

An estimated 1.4 percent of Streaky Bay's population comprises of indigenous persons. However little published information exists regarding indigenous heritage, with the exception of some remaining artefacts.

Very preliminary discussions have been held with an indigenous representative who is involved with the formulation of an Indigenous Land Use Agreement. This agreement is under consideration through the National Native Title Tribunal.

It is understood that there are Aboriginal remains buried in the vicinity of Eyre's Waterhole, and it is thought that there may be a number of unmarked graves of Aboriginal persons in the Cemetery Reserve. There are also old reserves in and near Little Islands which could be relevant to indigenous culture.

Further consultation with the indigenous representative, or with other indigenous people living in an around Streaky Bay, would be required to obtain a more thorough and complete understanding of indigenous heritage and its relevance to Streaky Bay.

6.5 Formal Recognition of Heritage Items

The District Council of Streaky Bay Development Plan does not contain any policies which explicitly recognise or protect heritage items. Therefore, apart from Eyre's Waterhole (which is the only recorded State Heritage Place and is therefore afforded protection under the provisions of the Heritage Places Act 1993) all of the other sites and buildings listed in Section 6.3 above could, if the owner so desired, be demolished subject only to the requirement to obtain Building Rules Consent.

Council should be encouraged to conduct a review of local heritage items and places, with the results of that review forming the basis of a Heritage Development Plan Amendment. The inclusion of State and Local Heritage Places in the Development Plan would ensure that any buildings and items so listed could not be demolished or altered without the consent of the relevant planning authority (normally the Council), and that any such alterations and additions are carried out so as to conserve the heritage significance of the item.

6.6 Heritage Trail

The concentration of places and sites of historic interest in Streaky Bay, and as listed in Section 6.3, warrants recognition by the creation of a Heritage Walk. Curiously, the 'Streaky Bay Attractions' sign on the Flinders Highway entrance from Ceduna advises the existence of such a historical walk, but there is no evidence of any such attraction in Streaky Bay.

Those buildings and places which are located in and around the town centre, and along the foreshore, could also be marked by the installation of a plaque on the footpath which contains a brief description of the building and item. A series of suitably designed directional signs should be installed throughout the town which directs pedestrians to these sites and places.

The Council in association with Streaky Bay Tourist Promotions should as a matter of priority formulate a strategy to identify the town's stock of historically important sites, and a related heritage walking trail should be developed which safely and conveniently links as many of these sites as possible.



7.0 BICYCLE AND TRAFFIC PLANNING

7.1 Strategic Bicycle Plan

7.1.1 Overview

Tonkin Consulting were engaged by Council to prepare a Strategic Bicycle Plan for the town. The plan – which forms part of this Master Plan – identifies on-road and off-road opportunities to integrate and extend the town's existing bicycle network.

A Strategic Bicycle Plan dated January 2010 (Draft for Consultation) was prepared as the basis for consultation at the community workshops held in early February 2010 and May 2010. It was based on community and visitor surveys of the extent and nature of cycling in and around the town, including the identification of common cycling routes. The Strategic Bicycle Plan also takes into account cycling land use generators such as the school, the caravan park and the town centre, as well as factors that are perceived by the community as inhibiting cycling.

Observations were made of site conditions and existing cycling infrastructure (including compliance with relevant standards) and an assessment made of the feasibility of new bike routes.

The draft Strategic Bicycle Plan is included as **Appendix D**.

7.1.2 Existing Cycling Infrastructure

Existing cycling infrastructure in Streaky Bay consists of road lanes and off-road paths. The lanes and paths are fragmented and do not provide complete connections between facilities.

Moore's Ramp Coastal Shared Path: This linear path was developed by Council and extends from Wells Street near the caravan park to approximately 200 metres short of Moore's Ramp. It is approximately 5.0 kilometres long and 2.5 metres wide. The path is relatively flat and offers exceptional views over Blanche Port Bay and back to the town. The path is in reasonable condition but it lacks user facilities at regular intervals such as seats, shelters, tourist information and distance markers. Both ends of the path are poorly connected to the surrounding road network. The northern end near Moore's Ramp in particular abruptly ends as a gravel surface leading onto the road.

Montgomerie Terrace School Bike Lane: A bike lane has been marked along the southern side of Montgomerie Terrace between East Terrace and Fleming Terrace. The bike lane then connects into the school off-road path. The path is not properly sign-posted, and only provides for cycling in one direction (westwards towards the school).

A lane for eastbound cyclists away from the school is not marked on the road. The lane lacks continuity across the Bay Road intersection. At this point, the lane simply terminates with no other facilities (signs, line marking) to aid or direct cyclists across the intersection.

Vehicle parking also occurs in the bike lane opposite the child care centre while a paved, kerb-like protuberance has been built over the lane adjacent to Linklater Street and the bowling greens.

Bay Road Bike Lanes (Park Avenue – Montgomerie Terrace): A bike lane is marked on the western side only of Bay Road, between Park Avenue and Montgomerie Terrace. The lane is not sign-posted, abruptly starting and ending between the respective intersections.

School Off-Road Path: This path connects Fleming Terrace and Montgomerie Terrace behind the school oval and bicycle storage area. The bitumen surface path is in poor condition and requires widening and resurfacing. Poor drainage at the Montgomerie Terrace end causes gravel to wash over the path.

Cycle Racks: There are very few cycle racks in the town. Those that exist were placed somewhat randomly throughout the town centre as part of the main street upgrade project completed in recent years. The racks do not appear to be regularly used or located where they are most needed.



7.1.3 User Group Questionnaires

There are three main cycling groups in Streaky Bay – children and youths riding to/from school or for social/recreational purposes, tourists and visitors riding through the town and along the coastal linear park, and residents riding for social/pleasure/fitness purposes.

Tonkin Consulting conducted three community surveys – the first during the October 2009 school holidays and which was aimed at visitors at the caravan park and the tourist information centre, the second which was distributed directly to school students during Term 4, and the third being a community-wide questionnaire publicised through Council’s bi-weekly newsletter and on-line website.

A total of 32 responses were received, and these are summarised in the **Draft Strategic Bicycle Plan** at **Appendix D**. A significant number of responses supported more designated bike paths, on-road bike lanes, tourist information and supporting cycling infrastructure particularly bike racks near the business centre and jetty precinct. A cycle track to Cape Bauer, Back Beach and Little Islands was also supported by a significant number of respondents.

7.1.4 Opportunities and Suggestions

Tonkin Consulting has prepared a proposal for a township cycle network. The proposal identifies opportunities for off-road shared paths, on-road sign-posted cycling, and on-road lane/path cycling. The proposal is specifically directed at improving the network for recreational and school based cycling through the town, and to points of interest beyond the town.

The cycling proposal is summarised on the **Proposed Bicycle Network Plan** at **Appendix G**.

Tonkin Consulting have made a number of suggestions to further improve the bicycle network.

Moore's Landing Boat Ramp Shared Path: Extend the existing path in both directions to form a complete coastal path around the western side of the bay between the jetty and into the mangroves north of the boat ramp via a raised boardwalk or similar environmentally suitable path. The extent and alignment of the mangrove boardwalk needs to be determined in consultation with interest groups and stakeholder agencies. Other suggestions are:



- install seats, shade shelters, directional and information signs and distance markers along this route;
- extent the path around the edge of the caravan park along the foreshore to eventually connect with the Eyre Avenue footpath. The path should be delineated and separated from caravan and camping sites and activities;
- widen the Eyre Avenue footpath to 3.5 metres so that it can be used as a shared path (pedestrians and cyclists). At 1.2 metres, the path is currently too narrow for shared use;
- extent the Eyre Avenue shared path past the Campbell's Landing slipway and then in front of the Old Council Office building on the northern side of Alfred Terrace, extending onto the foreshore reserve and town jetty; and
- consider associated connections between the path and on-road bike lanes along Back Beach Road and Cape Bauer Drive.

Montgomerie Terrace Shared Path: Upgrade the existing bike path as the 'back-bone' for east-west cycling across the town and to improve cycling safety and convenience for students. The shared path should be widened to 2.5 metres (minimum) and separated from the traffic flow by a 1.0 metre wide safety strip. Parking would be prohibited on the southern side of the road adjacent to the shared path.

Associated works would include improved crossing facilities over Crawford Terrace and Flinders Highway, and additional sign-posting, including directional sign-posting along the Flinders Highway corridor to Eyre's Waterhole.

School and Recreational Precinct Shared Path: The existing path should be resealed to its present 3.0 metre width. Signage is also required to legally provide for shared use.

Identify a preferred path alignment between the school and the recreational precinct. This path should provide an off-road connection between the school, recreation precinct, caravan park and the path to Moore's Landing.

Wells Street – Back Beach Road – Cape Bauer Road: On-road bike lanes are recommended for Wells Street – Back Beach Road – Cape Bauer Road. The provision of bike lanes along Wells Street should be part of an overall Corridor Management Plan for the road which also addresses parking and access issues in and around the school and caravan park. The Corridor Management Plan should also improve the streetscape along this section of Wells Street.

Slidy Boat Ramp (and Little Islands) Shared Path: The path from the jetty and Alfred Terrace should be extended east to Slidy Ramp (and beyond Slidy Ramp ultimately) via Alfred Terrace, the foreshore reserve, near the hospital, Williams Crescent, Flinders Drive and through the nearest coastal road in the 'Clearwater Cove Estate' land division next to Slidy Ramp. A further extension of the path to Little Islands corridor would ultimately realise a more complete, and challenging, around-the-bay bike path.



Feedback received from the second round of community consultation advocated that extensions to the path around the bay should follow the coastline wherever possible. This suggestion has merit and is deserving of investigation, however topography, land ownership and native vegetation constraints are likely to result in the shared path to Little Islands being confined to the existing road reserve of Little Island Road.

Eyre's Waterhole Trail: An off-road recreation trail should be established along the southern side of the Flinders Highway road reserve to Eyre's Waterhole. The trail extension – over approximately 3.0 kilometres of generally flat, lightly vegetated terrain – should be constructed to the same standard as the Moore's Boat Ramp path (2.5 metres wide minimum). The ability also exists to meander the trail through the road reserve to avoid removal of native vegetation and to provide a more interesting cycling experience.

7.1.5 Supplementary Connections

In order to complete and fully integrate the bicycle path network, Tonkin Consulting have suggested the following supplementary connections:

- construct a shared used contra-flow path along the west side of Crawford Terrace between Montgomerie Terrace and Park Avenue, similar to the route proposed for the southern side of Montgomerie Terrace;
- construct an off-road path through the golf course reserve between Crawford Terrace and Yanerbie Road, including a cross-over point over Park Avenue;
- construct a shared path on the western side of Fleming Terrace connecting Montgomerie Terrace, Wells Street and the proposed foreshore path;
- provide bike lanes on Flinders Highway/Bay Road between Park Avenue and Montgomerie Terrace; and
- provide bike lanes on Alfred Terrace – Flinders Highway between Jubilee Road (By Pass) and the CBD.

7.1.6 Community Consultation

The second round of community consultation elicited widespread support for the upgrading, extension and integrated development of shared bicycle paths. Some comments raised the difficulty of locating the bike path in front of the Streaky Bay Foreshore Tourist Park, and in front of the hospital. A number of comments also referred to the need for complementary facilities along the coastal bike path such as information and directional signs, shelters, drinking fountains and toilets.

Notwithstanding these concerns, the Council is encouraged to negotiate a route which follows the coastline wherever possible, in the interests of achieving the best outcome for cyclists and pedestrians.

7.2 Review of Traffic Conditions

Council engaged Tonkin Consulting to review identified roads in and around Streaky Bay, and to prepare initial concept treatment options for further consideration (*District Council of Streaky Bay: Traffic Investigations, April 2010*). A copy of the Traffic Investigations report is contained in **Appendix F**.

The road locations investigated were:

- Alfred Terrace/Howard Street/Mudge Street;
- Flinders Highway/Williams Crescent;
- East Terrace (Mudge Terrace/Alfred Terrace);
- Flinders Drive/Hospital Drive/Williams Crescent;

- Flinders Highway/Bockelberg Street;
- Flinders Highway/Park Avenue/Redding Road;
- Wells Street (Bay Road to Cape Bauer Road);
- Alfred Terrace/Linklater Street/Eyre Avenue; and
- Alfred Terrace (Mudge Terrace – Phillip Street).

Schematic concepts have been prepared by Tonkin Consulting for each of these locations. These concepts are subject to survey and detailed design to reach a preferred design outcome.

The concepts have been prepared in association with the Strategic Bicycle Plan described in Section 7.1 of this report. The recommendations for some of the road upgrades take into account recommendations contained in the Strategic Bicycle Plan.

Most comments arising from the second round of community consultation were focussed on improvements to the Mudge Terrace/Howard Street/Alfred Terrace junction. A written submission from the owner of property in close proximity to this junction has urged the closure of Mudge Terrace at Howard Street, so that the section of Mudge Terrace between Wells Street and Howard Street can revert to a service road for local residents. This suggestion has merit, in that it eliminates a sharp angled road connection onto Alfred Terrace and would divert a significant amount of traffic away from Pioneer Park.

For ease of reference, the schematic concepts are shown on the **Local Road Improvements Plan** at **Appendix G**.

8.0 STORMWATER MANAGEMENT

8.1 Introduction

A Stormwater Management Plan (SMP) for the township of Streaky Bay was prepared by Tonkin Consulting in accordance with the requirements of the Guideline Framework for Uniform Catchment Based Stormwater Management Planning by Local Government Councils dated August 2006.

The SMP provides an overview of the existing catchments and issues relating to current stormwater management. It also examines opportunities to improve stormwater management to address both flood protection as well as the sustainable management of this valuable resource and the environment. The SMP has also been developed strictly in accordance with the guideline framework whereby the productive and sustainable use of stormwater, reduction of pollution impacts, and enhancement of natural watercourses and ecosystems are key goals, as well as flood minimization.

The Stormwater Management Plan has been prepared to ensure that the above goals are achieved in an integrated and coordinated manner. It documents Tonkin Consulting's findings as follows:

- a summary of existing information relevant to the management of stormwater in the catchment;
- catchment-specific objectives for the management of stormwater runoff from the catchment;
- potential management strategies that may be used to meet the identified management objectives;
- estimated costs and benefits associated with each of the strategies; and
- a clear definition of the priorities, responsibilities and timeframe for implementing the Stormwater Management Plan.

The Streaky Bay Stormwater Management Plan was developed as part of the development of the Streaky Bay Township Master Plan, undertaken by MasterPlan SA Pty Ltd. In addition to assistance provided by Council staff, the SMP has been formulated in consultation with the local community, business groups and relevant State Government departments and agencies including the Eyre Peninsula NRM Board. Consultation activities and the development of both Plans have been conducted in an integrated manner to ensure that identified issues and opportunities are recognized and responded to in a consistent manner.

8.2 Goals

Management goals for urban stormwater runoff in Streaky Bay township are identified as:

Goal 1: Flood Management

- *Provide and maintain an adequate degree of flood protection to existing and future development.*

Goal 2: Water Quality Improvement

- *Improve water quality to meet the requirements for protection of the receiving environment and downstream water users.*

Goal 3: Water Reuse

- *Maximise the use of stormwater runoff for beneficial purposes while ensuring sufficient water is maintained for environmental purposes.*

Goal 4: Amenity, Recreation & Environmental Enhancement

- *Where possible, develop land used for stormwater management purposes to facilitate recreation use, amenity & environmental enhancement.*

8.3 Stormwater Management Strategy

The stormwater management strategy for the town is detailed in the **Stormwater Management Plan** at **Appendix E**. The Stormwater Management Plan incorporates practical measures that will assist in achieving the goals outlined above, including:

- specific works to address existing drainage deficiencies;
- a scheme to enable the harvesting of stormwater runoff, and to increase supply to the existing treated effluent reuse system; and
- most importantly, identification of drainage strategies that need to be integrated into future development (for example prevention of building across natural flow paths and management of runoff particularly where this will enter into downstream developed areas), to ensure that Council does not find itself in the position of having to retrospectively address problems created by land developments that could have been dealt with as part of the original development.

The stormwater management strategy has been formulated with the aim of putting into place a long-term strategy that Council can progressively implement as funds become available.

The harvesting and recycling of stormwater as outlined in the SMP has received broad community support. The community is particularly keen for as much stormwater as possible to be captured and re-used, rather than discharging directly into Blanche Port Bay. There is also widespread support for harvested stormwater to be used to irrigate Council's parks and reserves. It has also been suggested that all new housing in Streaky Bay not only be required to capture stormwater, but that it is plumbed into the dwelling to reduce reliance on the reticulated (SA Water) system. The suggestion has merit.

A summary plan showing the outcomes of the SMP appears as a **Master Plan Drawing** at **Appendix G**.

9.0 ZONING

The community was provided with a series of plans for discussion purposes at the first round of community consultation, including one entitled "*Zoning Ideas and Possibilities*". This plan formed the basis of discussions at the community forums conducted on 1, 2 and 3 February 2010 in Streaky Bay.

Comments on the town's zoning pattern were received during the community workshop forums, and in written submissions received subsequently. These comments and submissions were considered, tested and presented to the second round of community consultation held in May 2010. As a consequence of feedback received, a **Proposed Zoning Plan** has now been formulated - see **Appendix G**.

The form and extent of the proposed zoning plan is based on an assessment of:

- an assessment of allotment supply and demand and population change;
- the suitability of the land for the type of zone proposed;
- the physical condition of the land (slope, drainage, low lying land);
- the prevalence and quality of natural features such as native vegetation and coastal dunes;
- interface considerations;
- the availability of utility services and the cost of extending those services;
- the desire to maintain a compact township form; and
- a development timeframe which is based on a realistic assessment of supply and demand.

The Proposed Zoning Plan recommends the following changes to zones and zone boundaries in and on the outskirts of Streaky Bay township:

- rezone the Rural (Deferred Urban) Zone between Cape Bauer Road and the Country Living Zone to Residential;
- rezone the Rural (Fringe) Zone south of Alec Baldock Drive, and part of the Rural Fringe Zone west of AB Smith Road, to Residential;
- rezone the Rural (Deferred Urban) Zone south of the cemetery reserve and north of Wallschutzky Road to Residential;
- rezone that part of the Industry Zone east of Jubilee Road which is low lying and covered in native vegetation to Rural Fringe;

- rezone Sections 89, 90 and 93 Jessie Flat Road from Rural Fringe to Industry (except for land with frontage to Jessie Flat Road which is rezoned to Residential);
- rezone that part of the Rural Fringe Zone bounded by Jessie Flat Road and Flinders Highway to Residential;
- rezone that part of the Rural (8) Zone north of Slidy Ramp and west of Flinders Highway to Residential (not covered in coastal vegetation) and Coastal (covered in coastal vegetation); and
- amend the boundary of the Town Centre Zone north of Alfred Terrace so that it applies only to the landward side of those allotments whose title boundaries extend into Blanche Port Bay, with the seaward portion of those allotments added to the Coastal Zone.

Some submissions received following the first round of consultation advocated an expansion of zone boundaries extending out from the township as far north as Moore's Ramp. Given the need to balance the desire by some landowners for their land to be rezoned against the need to apply a time horizon which is based on a realistic assessment of supply and demand, the 'up zoning' of areas beyond those identified on the Proposed Zoning Plan would be premature.

The rezoning of land on the eastern and western sides of the town for residential purposes is in line with the broad thrust of suggestions and comments made at the community consultation meetings for the town to expand in a compact and contiguous manner around the bay. It also reinforces the market's clear preference for new allotments to be provided with views across Blanche Port Bay.

The proposed zoning pattern limits further residential growth in a southerly direction to a line corresponding generally with Wallschutzky Road.

A review of the Industry Zone east of Jubilee Road has identified that some of this land is constrained either by native vegetation or its low lying nature, particularly near Jubilee Road. Tonkin Consulting has also identified a need for some of this land to be available for stormwater drainage purposes.

There is however a need for suitable land to be made available for industrial and commercial purposes. It is therefore proposed to create a new Industry Zone extending generally east along Mudge Terrace, on land that is gently undulating and free of native vegetation. However, land with direct frontage to Mudge Terrace (Jessie Flat Road) should be zoned Residential.

Vehicle access into this part of the Industry Zone should be from a new public road extending east from Jubilee Road, rather than from Mudge Terrace which should be retained for local residential access only.

That part of the Industry Zone adjacent to Flinders Highway is retained (this area accommodates a number of commercial/industrial uses, including Council's waste management depot) but confined to land that is well drained and largely free of native vegetation.

As well as amending the zone boundaries, consideration should be given to introducing new Development Plan policies relating to:

- the height, external appearance and orientation of development on the coastal side of Alfred Terrace;
- the design and siting of development on allotments with frontage to Alfred Terrace, Bay Road and Wells Street;
- a more flexible approach in relation to the size of allotments in the Residential, Country Living and Rural (8) Zones. The Rural (8) Zone in particular should be reviewed to allow for allotments ranging from 2.0 to 4.0 hectares in size;
- encouraging a greater mix of compatible land uses in the Town Centre Zone;
- introducing into the Development Plan the concepts contained in this Master Plan;
- the capture and reuse of stormwater for all new residential development; and
- design guidelines and policies for all kinds of advertising signs, to achieve a more consistent approach regarding the size, number and location of signs whether they be free standing or attached to buildings.

It is instructive to note that the State Government encourages metropolitan Councils to now carry out forward planning to ensure that there is a 25 year rolling supply of land for residential, commercial and industrial purposes, and a 15 year supply of zoned land at any given time for residential, commercial and industrial purposes¹. The Government's aim in setting these targets is to ensure that an adequate supply of allotments will help to make housing, commercial and industrial development more affordable.

It is appropriate to apply similar time horizons at Streaky Bay when considering how much land should be zoned to accommodate future township growth.

The proposed zoning pattern contained in this Master Plan has no legal status. In order to advance the rezoning process, Council will be required to formally resolve to proceed with the preparation of a Development Plan Amendment

¹ The 30 Year Plan for Greater Adelaide: A Volume of the South Australian Planning Strategy: Department of Planning and Local Government 2010.

(DPA) in accordance with procedures set out in the Development Act 1992. The DPA process requires the Minister for Urban Planning and Development to first reach agreement with the Council about the scope and nature of the DPA review. It also requires a period of consultation with the community and affected Government Departments and agencies (usually not less than two months). The Minister for Urban Development and Planning is responsible for finally approving, amending or rejecting the DPA document.

10.0 FORESHORE AND TOWN CENTRE

The foreshore and town centre – focussed on Alfred Terrace and Bay Road and its visual and functional relationship to Blanche Port – is Streaky Bay’s strongest asset. It follows that development within this area, including the public realm, should be carefully managed to ensure the preservation, enhancement and improvement of this priceless asset.

However, it is apparent from both observation and from community feedback that many improvements could be made to further enhance the area’s appeal, useability and appearance.

10.1 The Toilet Block

The toilet block located on the foreshore opposite Bay Road blocks out all views of the town’s iconic landmark when approaching from Bay Road – the jetty. While architecturally and functionally adequate, the toilet block is poorly located. While there is widespread community agreement regarding the toilet block’s poor location, the general consensus was that it would be better to retain the toilet block in its current location, but to perhaps explore the possibility of lowering the structure’s overall height so as to open up jetty views. This suggestion has merit.



10.2 The Jetty

The jetty is a priceless community asset and focal point of the town. It is also historically significant, having been constructed between 1891 and 1896. Recent upgrades to the jetty by the Department of Transport, Energy and Infrastructure to improve its structural stability and longevity are welcome.

Part of the jetty’s appeal is its continuing use as a commercial asset by the local fishing industry. It is unfortunate that recent upgrades to the jetty’s infrastructure do not sufficiently recognise this important role.

Any further alterations and improvements to the jetty and associated land-side infrastructure, including the commercial car park, waste oil station and loading area, should be undertaken in consultation with the local fishing industry.



The jetty is also a significant recreational and tourist facility. It is important that access to and use of the jetty by recreational anglers, visitors and pedestrians alike continues to be readily available, having regard to Occupational Health and Safety and Welfare obligations.

The swimming enclosure on the eastern side of the jetty has been popular with the local community for many years, particularly children. Suggestions made at the youth workshop held as part of the second round of community consultation advocated specific improvements to the jetty and jetty pool, including a slide, pontoon, secure storage facilities and platforms. Upgrading of the enclosure is urgently required to improve safety and for various other functional reasons. Subject to the availability of adequate funding, the swimming enclosure's upgrading should be undertaken as a matter of priority, having particular regard to the ideas and suggestions made by those persons who use the facility – the town's children, youths and young adults.

10.3 Town Centre Foreshore Reserve

The foreshore reserve opposite the Community Hotel and adjacent to Alfred Terrace has significant potential to realise its recreational and aesthetic appeal. Currently the reserve consists of lawn, trees and shrubs, but lacks facilities that would make it more user friendly.

A detailed Concept Plan for the co-ordinated redevelopment and limited extension of the reserve is required.

Limited extension of the reserve in an easterly direction up to and in front of the foreshore café/restaurant (M'Oceans) would benefit both the community and the café/restaurant, and would further improve the setting and visual appeal of the jetty.

Facilities considered appropriate for the upgraded reserve, and which are likely to improve its use by residents and visitors alike, include:

- additional shade structures;
- public seating;
- Improved lighting;
- free, gas fired barbecue facilities;
- bicycle racks;
- bins;
- bollards;
- a relocated toilet block;

- a foreshore boardwalk or shared path;
- a drinking fountain;
- formal landscaping including shade trees;
- conveniently located litter bins;
- repaired steps underneath the jetty;
- installation of directional and information signs;
- re-contouring the reserve to improve accessibility particularly for the frail, elderly and disabled, including access ramps, rails and steps where necessary.

With the anticipated increase in use of an upgraded foreshore reserve, it is appropriate that the area be maintained to a high standard throughout the year. This includes litter removal, lawn mowing, shrub pruning, and irrigation of lawns, trees and shrubs. On this latter point, the detailed Concept Plan for the reserve should incorporate Water Sensitive Urban Design (WSUD) features, including the use of drought tolerant plant species, minimal stormwater outflows into the sea, and using treated effluent for irrigation purposes. Improvements to the foreshore reserve should showcase the full range of environmental measures, with carefully placed interpretive and information signs.

There is little community support for the development of a shared path in front of those properties situated between Alfred Terrace and the foreshore. Council should nevertheless consider the strategic acquisition of foreshore properties as and when they are released onto the market, in order to open up views, extend the foreshore reserve, and for the provision of strategically located shared public parking for visitors and CBD shoppers. Preference should be given to acquiring those properties situated closest to the jetty, as far east to Phillip Street.

10.4 Parking

Parking for visitors, tourists and shoppers is confined to on-street parking on both sides of Alfred Terrace and Bay Road, on Council-owned land next to the Council Chambers between Alfred Street and Wells Street, and in front of the public toilets and near the town jetty. A large off-street car park is also available next to the Community Hotel for hotel and motel patrons, with additional off-street parking available on vacant land with frontage to Wells Street. There is an agreement between the hotel and the Council which allows for public access to the hotel car park.



A small off-street car park at the corner of Bay Road and Alfred Terrace in front of the Australia Post building provides additional off-street parking, albeit for Australia Post customers only.

Improvements to Alfred Terrace (east of Bay Road) and Bay Road between Alfred Terrace and Wells Street have increased on-street parking capacity through the provision of 45 degree angle parking.

Council-owned land next to the Civic Centre is used for off-street parking because it is centrally located to other businesses. Being unsealed, the car park generates dust in summer and mud in winter. Its unsealed condition also means that it is not used as efficiently as it could be for parking purposes. If sealed to the extent shown on the **Foreshore and Town Centre Plan** at **Appendix G**, and line marked, it is estimated up to 65 vehicles could be parked in this central area. The car park's utility would be greatly improved by the creation of a pedestrian path extending westwards through to Bay Road. Council should enter into discussions with property owners to secure such a connection as part of any upgrade to the car park.

Likewise, further rationalisation of the car park behind the Community Hotel could yield as many as 140 off-street parking spaces. Improved accommodation between this car park and Bay Road should also be provided, in consultation with the Council and the hotel.

Additional on-street parking along that section of Alfred Terrace between Bay Road and Linklater Street should be created through the provision of 45 degree angle parking on both sides of the road, in conjunction with streetscape improvements consistent with those made to the eastern end of Alfred Terrace. The provision of additional on-street parking, particularly on the northern side of this section of road, should be provided in association with improvements to the Town Centre Foreshore Reserve.

These proposals are detailed on the **Foreshore and Town Centre Plan** at **Appendix E**.

The small car park near the base of the jetty and the associated loading/work area should be retained, consistent with the previously stated aim of retaining the jetty's function as a working commercial asset for the fishing industry.

As a general rule, off-street parking should be centrally and conveniently located for users, and be allocated on a shared basis in preference to individual private car parks. Car parks should also be located behind buildings so as not to detract from the streetscape, but with convenient access that is clearly visible from all street entrances.

A number of submissions were made during the community consultation workshops concerning a lack of parking for 'long vehicles' such as cars towing caravans, boats, trailers and larger off-road vehicles. It is apparent that, with the town's popularity as a tourist destination, it will continue to attract increasing numbers of long vehicles, as well as the regular Stateline Bus Service. Desirably a conveniently located, central position should be allocated for these vehicles, in the area bounded by Wells Street, Alfred Terrace, Phillip Street and Linklater Street. Designated parts of the Council car park and/or hotel car park would be most suited for the parking of long vehicles, but to be successful these areas would need to be appropriately identified and easily accessible.

Sealing, line marking and landscaping of the Council-owned car park adjacent to the Civic Centre to yield as many as 65 off-street parking spaces, with associated access points to Alfred Terrace and Wells Street, and a pedestrian connection through to Bay Road is a priority.

10.5 Key Building and Sites

There are a number of vacant and/or under-utilised sites in the town centre that have significant development potential. They are identified as "*Key Infill Building Sites*" on the **Foreshore and Town Centre Plan** at **Appendix G**.

The sites are:

- Council-owned land next to the Civic Centre with frontage to Alfred Terrace;
- Council-owned land behind the Civic Centre with frontage to Wells Street;
- the Australia Post car park at the corner of Bay Road and Alfred Terrace;
- the northern end of the patron car park associated with the Community Hotel with frontage to Alfred Terrace;
- vacant land at the rear of the Community Hotel with frontage to Wells Street; and
- vacant land surrounding the Police Station with frontage to Eyre Avenue and Linklater Street.

All of these sites provide an opportunity to create appropriate infill development to complement nearby built form and the streetscape. In the case of the Civic Centre and Community Hotel sites, well designed and sited buildings to the relevant street frontages would assist in enclosing these large spaces and screening the off-street car parks. The construction of buildings would also provide a more cohesive building frontage along Alfred Terrace and Wells Street. To this end, the Streaky Bay Community Hotel proposes to develop accommodation units on the part of the car park with frontage to Wells Street.

Such a development will need to be carefully designed and sited to ensure the site's full potential is realised. A similar form of development along the Alfred Terrace frontage is desirable.

The Australia Post site at the corner of Bay Road and Alfred Terrace would benefit from a building which addresses this prominent corner in much the same way as the Community Hotel does on the opposite corner. Preferably, the building should be two storeys to match the height and scale of the Community Hotel. A building on this site would also assist in defining and creating an important edge at a key focal point in the town. Possible uses for any building on this corner site include extensions to the Civic Centre.

Vacant land next to the Police Station offers potential to be developed for residential purposes such as aged persons' housing. It is understood that the land is Government owned. Any development of this site must be sensitive to the historic significance of the adjoining Police Station buildings (old cells and jail).

10.6 Zero Building Setbacks

The town centre's 'main street' character derives, in part, from the siting of buildings hard up to the footpath, with some buildings incorporating posted verandahs over the footpath for shade and shelter.

This pattern of development should be repeated wherever possible along those sites with frontage to Alfred Terrace and Bay Road designated as *"Zero Building Setbacks with Verandahs"*. Zero building setbacks applying to any redevelopment of the Australia Post site at the corner of Bay Road and Alfred Terrace should be chamfered to match the corner chamfer of the Community Hotel building on the opposite corner.

10.7 Extensions to the Foreshore Reserve

Opportunities to extend the Foreshore Reserve are limited due the location and configuration of privately owned buildings and allotments, particularly on the northern side of Alfred Terrace between the town jetty and Howard Street.

Nevertheless, Council should use its initiative and resources to extend the foreshore reserve as commercial opportunities arise, such as when privately owned land is offered for sale, or as part of any land exchange arrangement.

As well as any commercial opportunities that may arise, three areas along the foreshore have been identified on the Foreshore and Town Centre Plan as being suitable for extension:

- that part of the foreshore which contains the Old Council Chambers building, the Campbell's Landing slipway and the 'Carol J' fishing vessel should form an extension of the reserve to the west, with lawns, landscaping and an extension of the foreshore bicycle and pedestrian path into Alfred Terrace. The Streaky Bay Sailing Club and the affiliated Dragon Boat Club have a three year lease over the old Council Chambers building for the storage of equipment and for use as clubrooms. Continuing use of the Old Council Chambers building and site by the Sailing Club is desirable, but other compatible uses should also be investigated for this significant site, such as a visitors' information centre or museum. Potential also exists to open up and landscape the grounds surrounding this building so that it better integrates with the foreshore reserve. The Carol J should be relocated closer to the slipway in order to better connect with and visually relate to the coast;
- the area in front of and next to M'Oceans Café and extending as far east as possible should be contoured, grassed and landscaped as a small extension of the main reserve. M'Oceans should be encouraged to provide additional outdoor dining facilities on the foreshore side of its premises. Other nearby commercial business should be encouraged to upgrade/enhance the foreshore side of their commercial buildings, including the provision of customer access;
- the foreshore reserve between Howard Street/Burke Street and the hospital, inclusive of the Old Shephards' Hut, should be upgraded with formal landscaping, a wider, dual-use pedestrian-bicycle path, a free, gas fired barbecue, seating and shade shelters. The foreshore in front of this reserve is rocky and unsuitable for swimming, and could be replenished with sand so that the adjacent waters are safer to access and more user-friendly. A small, unobtrusive car park (up to 10 vehicles maximum) should be constructed either next to Howard Street/Burke Street, or next to Williams Crescent, for visitors to this foreshore park.

10.8 Street Trees

A uniform approach to street tree planting is required in order to impart a distinctive character and greener town setting. With the exceptionally wide road reserves that exist in and around the town centre, the opportunity exists to plant large trees at close intervals on both sides of these roads. Alfred Terrace and Bay Road are both contained with 30 metre wide road reserves, which provides considerable opportunities to plant trees on both sides of the road for definition, to add character and to provide shade.



Parts of the town centre feature rows of tuart trees. The number and size of these trees indicates their suitability in Streaky Bay having regard to climate and soil conditions. However there is mixed opinion as to the suitability of these trees.

Other 'signature' trees that might be equally suitable and effective would be Norfolk Island Pine Trees, particularly as they are commonly associated with coastal settlements (for example Robe, Glenelg and Victor Harbor).

Whatever the tree type, it is important that a consistent approach be taken to the planting of the trees, with close and regular spacing, proper ground preparation, installation of tree protection barriers/devices, regular watering at the initial stages and a replacement program for those trees which die, or are irreversibly damaged/vandalised.



Most other roads in the town centre, particularly Wells Street, Howard Street, Phillip Street, Montgomerie Street and Linklater Street, are contained within 20 metre wide road reserves. These mainly residential streets should also be tree planted with either the same species (Norfolk Island Pines) or another suitable species that will provide shade and contribute to township character.

A diverse range of opinions were offered in relation to the town's trees – some people would like to see more trees planted, others regard the trees which currently exist as a potential hazard, while others consider that the planting of trees particularly along the foreshore reserves will block coastal views.

The Council has obtained separate reports on suitable tree species for Streaky Bay (see Sections 4.4 and 4.5). It is appropriate that both of these reports be used as the basis for street tree species selection, in the area bounded by Alfred Terrace, Wells Street, Linklater Street and Howard Street. The planting of tall trees with slender trunks and diverse canopies at regular intervals, to create an avenue along these roads would have a dramatic and positive effect on the town's character, image and visitor appeal, and should be undertaken as a matter of priority.

10.9 School and Caravan Park

Concerns were raised at the Council workshop, and subsequently at the community forums, about parking congestion in Wells Street near the school and Foreshore Tourist Park. The congestion is at its worst when parents drop off and pick up children, and is exacerbated by four-wheel drives, campervans and other vehicles parked outside the caravan park entrance.

A concept has been prepared which provides for additional off-street parking for both user groups within convenient walking distance of the respective sites. It also provides for the parking of 24 vehicles in 45 degree angled spaces on the northern side of the road in front of Doctor's Beach. The concept also provides for a dedicated school bus drop-off and pick-up zone to the east of the school, with a walkway connection around the oval to the school campus. A one way loop road leading into the school from Montgomerie Terrace and departing via Fleming Terrace would help to relieve congestion along Wells Street. The concept is shown on the **School and Caravan Park Access and Parking Concept** at **Appendix G**.

There was broad community support for the concepts presented at **Appendix G**. The Montgomerie Terrace/Fleming Terrace concept was generally supported, notwithstanding perceptions by some as to its distance from the school campus (approximately 150 metres). The distance is not considered excessive, particularly given the benefits that would arise by alleviating congestion in Wells Street.

It is noted that Council has programmed a streetscape upgrade on Wells Street between Bay Road and the Caravan Park. That upgrade is scheduled to be undertaken in 2011/2012. That upgrade should incorporate as many of the features contained in the concept as is reasonably possible and practical.

10.10 The Netball/Tennis Courts

The old tennis/netball courts in Montgomerie Terrace offer potential to be redeveloped as a community youth centre. The youth forum in particular felt that this under-utilised facility would be an ideal venue for such purposes, given its location between the school and the skate park.

The idea has merit and should be further investigated by Council.

11.0 TOWNSHIP IDENTITY

A co-ordinated approach is required with respect to all improvements and enhancements that are made to the public realm (streets, footpaths, reserves and the foreshore). The selection of tree and shrub species for landscaping purposes, signs and street furniture should be carefully chosen with consideration to the long-term end result, rather than on the basis of a short-term fix.

11.1 Landscaping/Streetscaping

Street trees should be planted at regular intervals along both sides of Alfred Terrace, Bay Road and Wells Street, and other roads in the town centre. Tall, shade trees with slender trunks that do not inhibit views should be chosen. Important principles to be observed are:

- dead, diseased, dying or inappropriate trees should be replaced on a regular basis as part of a progressive tree replacement program;
- select tree and shrub species that are drought, salt air and wind tolerant;
- plant trees and shrubs which frame views of Blanche Port Bay Road, and enhance view corridors; and
- regularly water, maintain and replace where necessary trees and shrubs.



11.2 Street Furniture

Street furniture should be of uniform design throughout the town. Furniture should be selected which is robust, stylish, weather and vandal resistant, functional and is visually appropriate to the setting within which it is located. Street furniture should also complement the town's coastal character and setting.

11.3 Picnic Shelters and Barbecues

Shelters are required for shade and protection from the elements. Larger shelters incorporating gas-fired, free public barbecues should be installed in the main foreshore reserves. Smaller shelters should be installed at regular intervals along the off-road shared paths to Moore's Ramp and Slidy Ramp/Little Islands.



Shelters should accommodate tables, seats, lights and benches. They should have an open, light-weight appearance, and be co-ordinated in design. Materials of construction should be resistant to strong winds, salt air and harsh sunlight. Equitable access to shelters and barbecue facilities should be provided.



11.4 Seating

Seating should be of hardwood timber or pre-treated metal with stainless steel fittings. Seats should be provided in shelters, around playgrounds, at coastal viewing points, and at destination points such as Moore's Ramp, Slidy Ramp, Eyre's Waterhole and Little Islands.



11.5 Drinking Fountains

At least four drinking fountains should be installed – one near the jetty, one near Doctors Beach, one at Slidy Ramp and one at Moore's Ramp.



11.6 Rubbish Bins

Rubbish bins should be located at regular intervals in all reserves, and in view of barbecue facilities, playgrounds, seats and recreational facilities. Plastic bins should be enclosed in purpose-designed enclosures to enhance their appearance. All bins should be regularly emptied by Council. Bins for recycled materials (plastic containers, glass and cardboard) should also be provided.



11.7 Playground

A children's playground (preferably shaded) should be installed in the town foreshore reserve. Expert advice should be obtained regarding the design and placement of equipment, and treatment of soft surface areas. The playground will be required to comply with all relevant Australian Standards.



11.8 Fitness and Well-Being

A written submission was received as part of the community consultation process, advocating support for the installation of fitness and well-being equipment in a suitable location either in or near the foreshore reserve. The idea is based on a facility which has been installed by the City of Victor Harbor in Kent Reserve at Encounter Bay. The idea has merit, and should be further investigated by Council to identify the most appropriate equipment and most suitable location.

11.9 Directional and Advisory Signs

Graphics and materials for all signs throughout Streaky Bay should be co-ordinated and in keeping with the foreshore setting and character of the town. Directional and advisory signs should be located at highly visible locations, at commencement/destination points, at key focal points and at intersections.

A co-ordinated set of information signs should be installed at points of importance/significance throughout the town, including near the town jetty, the Old Council Chambers, the Police Station and at regular intervals along the shared path of Moore's Ramp and Slidy Ramp. The information signs may contain information relating to European and Indigenous heritage, and/or identify sites, places and items of interest/importance and significance.



Directional signs (including distance markers, orientation and way-finders) should be installed at key locations such as near the jetty and at Moore's Ramp. These signs need to be distinctively designed and easy to read. Sign graphics need to be consistent.

Directional and advisory signs should be positive. Avoid describing information/advice in a negative or prohibitive style.



11.10 Interpretative Signs

Interpretative signs should be provided at points of interest such as important heritage buildings and items, the mangroves near Moore's Ramp, and the jetty. Information should be displayed via text, photographs and diagrams. Display materials should be high quality and weather resistant, such as stainless steel.



11.11 Pedestrian Lighting

Pedestrian lighting should be provided at regular intervals along the foreshore linear park, in the vicinity of the jetty and along Wells Street near the school. There are also parts of the town that are poorly illuminated, representing a potential security risk to pedestrians. Additional street lighting should be provided, with priority given to those parts of the town where no lighting exists. The installation of bollard style lighting along the Eyre Terrace shared path would provide much needed illumination along a section of the foreshore reserve which links the Foreshore Tourist Park and Doctor's Beach with the town centre.

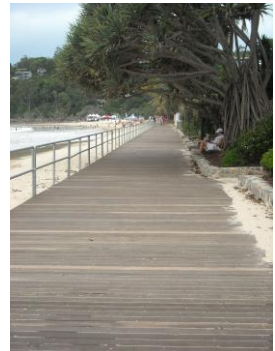
Up-lighting of public spaces or natural features (such as the avenue of Tuarts along Alfred Terrace on the foreshore reserve) would add interest and focus attention on this important public space.

Lighting should be designed and carefully directed to prevent overspill into sensitive nearby land uses. Consider the use of solar powered lighting systems to reinforce Council's commitment to renewable energy sources.

11.12 Boardwalks

A mangrove boardwalk to the north of Moore's Ramp should be constructed for pedestrians and cyclists. The boardwalk would be raised above the mangroves and incorporate timber and stainless steel wire railings to prevent unauthorised access into the mangroves. Interpretive signage at regular intervals along the boardwalk should be installed, displaying information about the important environmental role of mangroves.

A boardwalk along the foreshore extending from both sides of the town jetty and connected to other foreshore improvements and facilities, would allow pedestrians to walk in safety and with ease along the water's edge in close proximity to the jetty.



12.0 TOWN ENTRANCES

There are two main approach roads into Streaky Bay – Flinders Highway from Port Lincoln and Flinders Highway from Ceduna. Cape Bauer Road from Moore's Ramp provides a third approach road, although traffic volumes are of a local nature and much lower compared to Flinders Highway.

Approach roads leading into townships must be attractive and welcoming, particularly towns such as Streaky Bay which attract significant numbers of first-time tourists and visitors. They also need to convey a sense of arrival.

The Flinders Highway (Ceduna) entrance into Streaky Bay is marked only by a standard brown and white 'Visitor Attractions' sign. As previously noted, some of the information displayed on this sign is incorrect.



The Flinders Highway (Port Lincoln) entrance into Streaky Bay is marked only by a standard, green and white road sign, the primary purpose of which is to alert motorists of the approaching Jubilee Road By Pass.

A town entrance (of sorts) exists at the Woolamai Way, Perlubie turn-off from the Flinders Highway. The facility incorporates a rest area, shelter and community information, overlooking Blanche Port Bay with distant views of Streaky Bay township. However, the Perlubie lookout is more than 17 kilometres from Streaky Bay.

It is appropriate that both of the Flinders Highway entrances leading into Streaky Bay are 'announced' by high quality, distinctively designed entry statements. The location of these entry statement gateways is shown on the **Overview Plan** at **Appendix G**.

The two entry statements should be bold, authentic and reflective of Streaky Bay's character. They could for example be constructed with limestone block sourced from the local area. The use of locally sourced limestone with perhaps a suitable selection of drought tolerant indigenous shrubs and ground covers would authentically welcome and announce visitors into the town. The use of limestone and drought resistant plants has been successfully used for the dry-stone wall gateway at the corner of Gibson Way and Cape Bauer Road.



One of the suggestions made at the community forums was to incorporate a water feature into the entry statements, using recycled stormwater. While the suggestion has merit, use of water in an arid climate would not be authentic, nor would it represent an economic or efficient use of a scarce and valuable resource.

There would however be merit in illuminating the entry statements using solar powered lighting systems. In this way the entry statements would be constantly visible to motorists. They would also be a tangible reminder of Council's commitment to renewable energy sources.

13.0 SUMMARY

13.1 Background

Streaky Bay Township Master Plan was commissioned by the District Council of Streaky Bay following a one day workshop with Elected Members and Senior Staff in October 2008. The Master Plan has been prepared by MasterPlan SA Pty Ltd in association with Wendy Davidson Enterprises and Tonkin Consulting.

The Master Plan has been prepared having regard to the Council's Strategic Management Plan 2009-2012, and the South Australian Government's Planning Strategy for Country South Australia.

13.2 Community Consultation

A first round of community consultation was conducted over three days in Streaky Bay in early February 2010 by Wendy Davidson. Ten community group forums were conducted over three days by the consultant team. The forums were very well attended. Information gathered and analysed from the first round of community consultation has informed the draft Master Plan.

A second round of community consultation was held on 24, 25 and 26 May 2010. The forums conducted were also very well attended, and the feedback received from this second round has shaped and informed this final Master Plan.

13.3 Relevant Studies and Investigations

Council has undertaken a number of studies over recent years. These too have informed the Master Plan. Of particular relevance are:

- Streaky Bay Sports Facilities and Management Project: 2009
- Streaky Bay Samphire Wetland Concept Study: 2003; and
- Vegetation Management Strategy and Trees and Shrubs of the Streaky Bay Streetscape: 1999.

13.4 Supply and Demand

Australian Bureau of Statistics' data from the 2001 and 2006 Censuses of Population and Housing was analysed in order to better understand the characteristics and features of Streaky Bay township's population and housing. Among other things the analysis shows that the town's population has fallen slightly over the five year period, but the number of occupied houses has increased by almost 30. There has also been a significant increase in the number of families with children living in Streaky Bay.

The statistics however are somewhat dated and may not accurately reflect changes in population and housing that have occurred over the last four years. Land subdivision activity was also analysed using land division statistics sourced from the Department of Planning and Local Government. Since 2001, a total of 449 allotments have either been approved or are in the subdivision pipeline in and around Streaky Bay. Most of these allotments are for residential, country living or rural living purposes.

The take-up rate for housing on these allotments is averaging above 40 dwellings per annum, based on an assessment of township housing approvals over the last three years.

Tourism represents a significant and growing part of the town's economy. Tourist numbers are expected to increase, in line with recent trends. The development of a new caravan park to the north of the town near Little Island will provide a valuable addition to the town's tourism infrastructure and assist in alleviating congestion in and near the Foreshore Tourist Park in Wells Street.

13.5 European and Indigenous Heritage

There is only one registered State Heritage Item near Streaky Bay – Eyre's Waterhole. There are many other buildings, items and places in the town which are historically important, but none of those items are formally recognised in Council's Development Plan as either State or Local Heritage Items.

Information relating to Indigenous Heritage has been difficult to obtain. There is merit in investigating and recording Aboriginal heritage as it relates to the town, and for that information to be disseminated as part of an interpretive sign strategy for the benefit of residents and visitors to the town.

13.6 Bicycle and Traffic Parking

Tonkin Consulting were engaged as part of the Master Plan process to examine opportunities to improve and extend the town's bicycle network, and to review traffic conditions at specified junctions and intersections.

Tonkin's investigations are documented in appendices forming part of the Master Plan. Key recommendations in relation to the bicycle network include:

- extending the off-road path to and beyond Moore's Ramp and into the mangroves via a boardwalk;
- a new on-road and off-road bicycle path as far north as the new caravan park near Little Island, via Alfred Terrace, Flinders Drive, Slidy Ramp Road and Little Island Road;
- a new off-road bicycle path to Eyre's Waterhole; and
- improved on-road and off-road connections to and from the school.

Improvements have been recommended to nine intersections and junctions, in and around the town centre. Those improvements will need to be the subject of further survey and concept design.

13.7 Stormwater Management

A Stormwater Management Plan (SMP) has been prepared for the township which is based on the land use and zoning framework contained in the Master Plan. The SMP overviews existing catchments, identifies opportunities to improve stormwater management and deals with localised flooding.

Specific works to address existing drainage deficiencies have been identified. A scheme to enable the harvesting of stormwater, and to increase the supply of treated effluent for reuse, has also been devised.

The SMP has been formulated with the aim of putting into place a long term strategy that Council can progressively implement as funds become available.

13.8 Zoning

The town's current land use zoning pattern has been reviewed and a number of amendments to zone boundaries have been recommended to provide for the orderly growth of the township. The zoning pattern is based on realistic assessments of supply and demand, and to ensure that there is a 15 year supply of zoned land at any time, and a 25 year rolling supply of land for residential, community and industrial purposes. This 15/25 year timeframe horizon is based on the approach taken by the South Australian Government to Metropolitan Adelaide's land use planning framework.

Changes to Development Plan policies have also been recommended.

13.9 The Foreshore and Town Centre

The Master Plan proposes the following:

- retain the toilet block in its current position, but consider alterations to the structure to lower its height, in order to improve views of the jetty from Bay Road;
- ensure the jetty and associated land side infrastructure continues to be used by and is freely available to the fishing industry;
- extend the foreshore reserve wherever possible, and redevelop the foreshore with attractions and facilities so that it can be more intensively used as a community asset;
- provide off-street public parking next to the Civic Centre and behind the Community Hotel;

- upgrade Alfred Terrace west of Bay Road to the same standard as the streetscape improvements recently carried out along Alfred Terrace (East) and Bay Road;
- encourage infill building development on key sites with frontage to Alfred Terrace, Wells Street and Bay Road, and vacant land next to the Police Station;
- plant tall, shady street trees along both sides of Alfred Terrace, and Bay Road, and along both sides of other main streets where there is capacity to do so. Select 'signature' tree species that will make a lasting impression, particularly on visitors and tourists to Streaky Bay;
- improve off-street and on-street parking in and near the school and caravan park for school buses, parents and visitors, and develop a new bus drop-off and pick-up zone at the western end of Montgomerie Terrace;
- investigate the use of the former tennis/netball courts in Montgomerie Terrace as a community/youth centre.

13.10 Township Identity

A co-ordinated approach to all improvements and enhancements to the public realm is required, such as landscaping/streetscaping, street furniture, picnic shelters and barbecues, seating, drinking fountains, rubbish bins, playgrounds, fitness and well-being equipment, directional/advisory/interpretive signs, pedestrian lighting and boardwalks.

13.11 Town Entrances

Major town centre statements are needed on the Flinders Highway entrances via Port Lincoln and Ceduna. Town entrances need to 'announce' motorists' arrival into Streaky Bay in a bold, authentic and stylish manner. They must be reflective of Streaky Bay's character and identity.

14.0 RECOMMENDATIONS

The following recommendations are made after consideration of the preceding analysis and outcomes of the public consultation program. The recommendations are prioritised but Council is encouraged to review the priorities according to the availability of financial and human resources, and its own needs, preferences and requirements.

RECOMMENDATION 1:	Development Plan Amendment
PRIORITY:	High
Initiate amendments to the Streaky Bay (DC) Development Plan to give effect to the findings of this Master Plan. The Development Plan Amendment will:	
1.	Implement land rezoning in accordance with the Zoning Changes maps contained in Appendix G .
2.	Review the number of zones applying to Streaky Bay, with the aim of amalgamating the Rural Fringe Zone and the Country Living Zone into a single zone.
3.	Amend the Rural (8) Zone to allow for a range of smaller allotments of between 2.0 to 4.0 hectares.
4.	Review the need for the Rural (Deferred Urban) Zone, in light of the proposed pattern of zoning for land in and around Streaky Bay.
5.	Introduce statements of desired character for each zone, with greater emphasis placed on character assessment when assessing individual development applications.
6.	Review quantitative development standards, especially in relation to building height, building setbacks, off-street parking (including policies to encourage shared parking), site coverage and built form in the Town Centre Zone.
7.	Introduce Concept Plans into the Development Plan for key areas such as the town centre and foreshore and Wells Street in the vicinity of the school and the tourist park.
8.	Identify and give appropriate protection to local heritage places.
9.	Include environmentally sustainable policies to require all new houses to be connected and plumbed into on-site stormwater storage facilities, and to give greater emphasis to renewable energy sources such as solar power for all kinds of development.

10. Introduce new policies and design guidelines into the Development Plan for all types of outdoor advertising signs.

RECOMMENDATION 2: Property

PRIORITY: Medium

Offer for sale on the open market all remaining broadacre land in the Blanche Port Estate Residential Zone.

Consider the strategic purchase of properties on the northern side of Alfred Terrace between the jetty and Phillip Street, as they become available.

Retain ownership of vacant land next to the Civic Centre, and consider the purchase of additional land adjoining this parcel, as and when it becomes available.

RECOMMENDATION 3: Off-street Parking

PRIORITY: High

Develop vacant land next to the Civic Centre for shared public parking for up to 65 cars, with vehicle access provided from Alfred Terrace and Wells Street, and a pedestrian connection provided through to Bay Road.

Partner with the Streaky Bay Community Hotel to develop a shared public car park for up to 140 vehicles, with vehicle access provided from Alfred Terrace and Wells Street, and a pedestrian connection provided through to Bay Road.

Develop off-street parking adjacent to Wells Street and Fleming Terrace for school buses, parent drop-off and pick-up and visitors, in accordance with the school and caravan parking access and parking concept at **Appendix G**.

Develop a small public car park near The Cottage in Williams Crescent, in conjunction with the upgrading of this small reserve.

RECOMMENDATION 4: Pedestrians and cyclists

PRIORITY: High

Develop an around-the-bay shared bicycle and pedestrian path from the mangroves north of Moore's Ramp to the new Caravan Park at Little Islands:

1. Extend the path to Eyre's Waterhole via the south-wester corridor of Flinders Highway.

2. Examine the potential of routing the shared path along the foreshore in front of the Streaky Bay Tourist Park, in front of the hospital and other nearby coastal properties, and through the foreshore reserve between Slidy Ramp and Little Island Caravan Park. Select a road route only if coastal routes past these properties cannot be negotiated.

Upgrade and extend the cycle path network in and around Streaky Bay in accordance with the Summary of Recommendations in the Strategic Bicycle Plan prepared by Tonkin Consulting at **Appendix D**.

1. Extend the path to the north of Moore's Ramp and provide seating and shelters at regular intervals along the path.
2. Widen the Eyre Avenue Reserve path of 3.5 metres and sign post accordingly as a shared path, extend the footpath from Linklater Street to the northern footpath along Wells Street, and sign post as a shared path.
3. Reseal the existing path between Fleming Terrace and the school oval.
4. Widen the Montgomerie Terrace shared path to 2.5 metres and provide appropriate safety barriers, investigate alternative alignments for the path of the southern side of Montgomerie Terrace and develop crossing facilities over Crawford Terrace and Flinders Highway.
5. Develop a Corridor Management Plan for Wells Street, including on-road bicycle lanes between Bay Road and Back Beach Road, and widen Cape Bauer Road and Back Beach Road and provide on-road bike lanes (only when this road is sealed).
6. Develop a coastal shared path from Slidy Ramp to Little Island Caravan Park, either along the coastal reserve or in the Little Island Road reserve corridor.
7. Construct a shared path along the western side of Crawford Terrace between Montgomerie Terrace and Park Avenue.
8. Construct an off-road path through the reserve between Crawford Terrace and Yanerbie Road.
9. Construct a shared path along the western side of Fleming Terrace between Montgomerie Terrace and Wells Street.
10. Develop an off-road trail along the southern side of the Flinders Highway road reserve to Eyre's Waterhole from Dodgson Drive, with sign posting along this route.
11. Mark bike lanes and parking lanes along Alfred Terrace between Mudge Terrace and Linklater Street.

RECOMMENDATION 5: Local Road Improvements**PRIORITY: Medium**

Implement the findings of the District Council of Streaky Bay Traffic Investigations Report prepared by Tonkin Consulting (**Appendix F**) for the following roads, junctions and intersections, and as shown diagrammatically on the Local Road Improvements Plan at **Appendix G**.

1. Alfred Terrace/Howard Street/Mudge Terrace and Flinders Highway/Williams Crescent [Note: it is recommended that Mudge Terrace be fully closed at Howard Street and reconstructed as a cul-de-sac, as a consequence of stakeholder consultation].
2. Flinders Drive/Hospital Drive/Williams Crescent.
3. Flinders Highway/Bockelberg Street.
4. Flinders Highway/Park Avenue/Redding Road.
5. Wells Street (Bay Road to Cape Bauer Road).
6. Alfred Terrace/Linklater Street/Eyre Avenue.
7. Alfred Terrace (Mudge Terrace – Phillip Street).

RECOMMENDATION 6: Stormwater Management**PRIORITY: High/Ongoing**

Finalise and implement the findings of the Streaky Bay Stormwater Management Plan prepared by Tonkin Consulting in accordance with 'Table 6.1 – Upgrade Works Summary' contained in the Stormwater Management Plan (**Appendix E**).

RECOMMENDATION 7: Foreshore and Town Centre Improvements**PRIORITY: High**

Upgrade, extend and improve the coastal reserve, jetty and associated public open space as funds and resources become available.

1. Repair and upgrade the town jetty swimming enclosure to improve its safety and utility especially for children, youths and young adults.

2. Investigate design options to lower the height of the public toilets in order to improve views of Blanche Port Bay from Bay Road.
3. Upgrade and extend the foreshore reserve with facilities and attractions that make it more user friendly, including barbeques, a playground, drinking fountain, information signs, lighting, seating, stairs and pedestrian paths.
4. Extend foreshore open space at the following locations:
 - in and around the Old Council Chambers and slipway;
 - in front of M'Oceans Café; and
 - the underutilised foreshore reserve between Howard Street/Burke Street and the hospital.
5. Ensure that the jetty is used and continues to function as a working jetty for the local fishing industry.
6. Retain off-street parking in and around the jetty.
7. Install bollard style lighting along the Eyre Terrace foreshore reserve to improve safety and visibility at night time.
8. Retain the row of tuart trees on the north side of Alfred Terrace.
9. Prepare and implement a high quality landscape plan for the entire foreshore area, including a suitable selection of shade trees.
10. Upgrade Alfred Terrace between Bay Road and Linklater Street with new footpaths, lighting, kerbing, angle parking and landscaped median strips, to complement streetscape improvements undertaken in Bay Road and the eastern arm of Alfred Terrace.

RECOMMENDATION 8: Community Services

PRIORITY: Medium

Investigate the feasibility of converting the tennis and netball courts in Montgomerie Terrace into a multi-purpose community/youth drop-in centre.

Enter into negotiations with the owner of the 'Police Station' site at the corner of Eyre Terrace and Linklater Street to determine whether the undeveloped section of this property could be annexed and developed for aged persons' accommodation.

Retain the Civic Centre in its current location in Alfred Terrace, with any further expansion of the Civic Centre being located on adjacent vacant land with frontage to Alfred Terrace.

Construct public toilets at Moore's Ramp.

RECOMMENDATION 9: Environment and Heritage

PRIORITY: High

Promote Streaky Bay as an environmentally responsible and efficient urban area.

1. Create an environmental boardwalk into and through the mangroves, north of Moore's Ramp, as an extension of the around-the-bay linear park.
2. Install solar powered lighting throughout the foreshore reserve, the proposed town entrance statements and other public areas.
3. Adopt ambitious but achievable targets for the harvesting, treatment and re-use of stormwater and wastewater effluent.
4. Encourage the use of wind generators to supplement conventional power supplies.
5. Negotiate with the relevant agencies with an interest in or responsibility for the samphire wetland adjacent to Cape Bauer Road, review and amend the 2003 Concept Plan based on those negotiations and then implement the amended, negotiated concept.
6. Develop a 'history walking trail' through the town centre which passes historically important buildings, sites and features, marked with well designed, durable and visible information and directional signs.
7. In consultation with indigenous community representatives, incorporate indigenous heritage information into interpretive/information signs at relevant locations throughout the town.

RECOMMENDATION 10: Health, Fitness, Recreation

PRIORITY: Medium

Ensure suitably located land is available and facilities are provided for the health, fitness and recreational needs of the residents and visitors.

1. Progressively implement the 2009 Streaky Bay Sports Facilities and Management Project as funds become available.
2. Install fitness and well-being equipment in an accessible, visible location near or within the foreshore reserve.

3. Investigate extensions to the parklands to accommodate an 18-hole golf in the vicinity of Sections 130 and 131 at the corner of AB Smith Road and Alex Baldock Drive.
4. Encourage continued occupation and recreational use of the Old Council Chambers building and the adjacent boat ramp for the Streaky Bay Sailing Club and affiliated Dragon Boat Club, and investigate whether this facility could be used for compatible small scale commercial purposes such as a beach-side café overlooking the bay.

RECOMMENDATION 11: Improve Township Image and Identity

PRIORITY: High

1. Appoint a landscape architect with local expertise to develop a high quality Street Tree Planting Plan for all streets in the town centre (Alfred Terrace, Bay Road, Wells Street, Howard Street, Phillip Street, Linklater Street and Montgomerie Terrace) and the main approach roads (Flinders Highway Ceduna and Flinders Highway Port Lincoln and Cape Bauer Road).
2. Implement the Street Tree Planting Plan referred to in 1 above and irrigate and maintain the trees in accordance with the recommendations of the landscape architect.
3. Develop and apply design guidelines to achieve a consistent, coordinated approach for all directional advisory and interpretive signage throughout the town.
4. Install robust, stylish, weather and vandal resistant street furniture which complements the town's coastal character and setting (street furniture includes bollards, picnic shelters, bicycle racks, seating, drinking fountains, lighting, rubbish bins and children's' playgrounds).
5. Construct entry statement gateways on both arms of Flinders Highway to announce motorists' arrival in Streaky Bay. Both entry statements will be bold, authentic and reflective of Streaky Bay's coastal setting and character. The use of locally sourced limestone blocks, drought resistant plant species and solar powered illumination should be used.

APPENDIX A

First Round of Community Consultation – Summary
(February 2010)

Streaky Bay Master Plan - Community Consultation - February 2010

SORTED DATA - LINKED TO SHEETS WITH GREEN TABS			
Ref. #	Comments	CATEGORY	GROUP
W5	Accessibility for all persons to ANZ and Bank SA branches	Accessibility	Written submission
W5	Motel complex on Alfred Terrace - accessibility for all persons not completed	Accessibility	Written submission
W5	Council CEO house - accessibility for all persons	Accessibility	Written submission
W27	Streaky Bay & districts has limited accommodation and limited variety in accommodation. Priority for Council to work with other stakeholders and organisations to attract development in five star accommodation to the area	Accommodation	Tourism - Written submission
W27	Airport: From the SBTP Infrastructure Audit: Proposed Infrastructure development at Streaky Bay Airport. Feasibility study, planning, design and implementation into: a) Sustainable air services – Researched in 2009 Renaissance Air project; b) Terminal building; c) Toilets; d) Security fencing around perimeter; e) Road upgrade; f) Signage; g) Lighting for night flying	Airport	Tourism - Written submission
C Pos 24	Medium strip on Alfred Tce looks good - needs a couple more paths for pedestrian crossings through it	Alfred Tce	CBD
C Pos 36	Shop access in Alfred Tce if path stays on footpath	Alfred Tce	FS Landowners
C Opps 50	Alfred Terrace in front of Motel / Villas level off footpath areas and grass it instead of woodchips that go everywhere. Woodchips	Alfred Tce	CBD
C Opps 64	Alley way from Council car park to Bay Rd possibility through Telstra	Alleyways	CBD
W26	Streetscape - More public artworks i.e. totems, murals etc.	Arts	YAC - Written submission
W27	Amphitheatre for performing arts and community events: Site options in order of preference: 1) In the area next to Nev and Karen Trezonas house which is not greatly utilised now; 2) Cutting; 3) Natural area on Cape Bauer Road in front of Ali Williams farm on the bicycle and walking track on the outer region of the township	Arts	Tourism - Written submission
C Opps 51	Maybe some large sculptures around town	Arts	CBD
C Opps 23	Public toilet / Rubbish bins Back Beach	Back Beach	Developers
W27	Doctors Beach Playground: a) Childproof fence around the new playground; b) Replace or raise the first shelter (O,HS&W issue with the height)	Beaches	Tourism - Written submission
C Pos 39	Develop small beach behind Bob Whetstone's old house. Picnic area	Beaches	FS Landowners
C Opps 42	Beach at front of Hospital / Bob Whetstone's old house (Howard Street) needs to be done up. Sand dumped, lawns watered by effluent, picnic area, BBQ, permanent cover	Beaches	CBD
C Opps 48	Beach along from Jetty to Hospital cleaned up and sand dumped	Beaches	CBD
C Opps 98	Fill with sand jetty area & Hospital Bay	Beaches	Community
C Opps 138	Beautify beach area in front of Zipple Court - Hospital point (no large shelters to obscure view of current residence)	Beaches	Community
C Opps 163	Upgrade beach with picnic area between Zipple's and Hospital	Beaches	Community
C Issue 43	Regular replenishment of beach sand at Jetty Beach and Doctors Beach	Beaches	FS Landowners
C Issue 44	Tidy up west of the Jetty e.g. rocks, glass	Beaches	FS Landowners
C Issue 128	Doctor's Beach is untidy, yucky, full of cigarette butts and glass. Where is the sand?	Beaches	Community
CDAP 13	Have bike track all the way out to the new caravan park	Bike tracks & walking trails	CDAP
H41	Shaded areas and tanks	Bike tracks & walking trails	Health
H42	Access spots to the beach	Bike tracks & walking trails	Health
H43	Cycling track is a good focus of the plan for health activities	Bike tracks & walking trails	Health
ED16	Change bike plan to have bike lanes on: - Park Avenue (Wendy see plan marked with texta)	Bike tracks & walking trails	Education
ED17	Change bike plan to have bike lanes on: - Bike links around the school (see plan)	Bike tracks & walking trails	Education
ED18	Change bike plan to have bike lanes on: - Roundabout on highway is an issue	Bike tracks & walking trails	Education
ED19	Off-road shared bike path may be a problem behind the school re security. However it doe give opportunities	Bike tracks & walking trails	Education
W7	Strongly object to the proposed "Off road shared bike path" on the coastal reserve adjoining property at 4 Redlyn Court.	Bike tracks & walking trails	Written submission
W9	Cycling plan comments and photos. Refer to original copy for detail	Bike tracks & walking trails	Written submission
W25	Bike tracks - shift to median strip on Bay Road	Bike tracks & walking trails	Written submission
W26	Draft Bicycle Plan - Support all recommendations in the draft plan – After a brief run down by Jayne.	Bike tracks & walking trails	YAC - Written submission
W27	A walking Trail between CBD to Eyre Ave to enhance connectivity	Bike tracks & walking trails	Tourism - Written submission
W27	Connectivity for walking and bicycle paths through and / or with the Foreshore Tourist Park	Bike tracks & walking trails	Tourism - Written submission
C Pos 3	Walking trail - extend east	Bike tracks & walking trails	Developers
C Pos 12	Extension of bike track particularly towards the east	Bike tracks & walking trails	CBD

Streaky Bay Master Plan - Community Consultation - February 2010

SORTED DATA - LINKED TO SHEETS WITH GREEN TABS			
Ref. #	Comments	CATEGORY	GROUP
C Pos 22	Bike tracks going out to boat ramp is good. Pavers are already worn through, so may need to look at alternative pavers / cover for future paths / bike tracks	Bike tracks & walking trails	CBD
C Pos 33	Path to Slidey good idea with vision linking new caravan park with bike trail (Little Islands)	Bike tracks & walking trails	FS Landowners
C Pos 40	If track is to go it should go from Hospital around to new caravan park. Less cost to acquire heavily built-up land	Bike tracks & walking trails	FS Landowners
C Pos 43	Walkway for tourists, joggers. Unique attraction: join to jetty (Costs!)	Bike tracks & walking trails	FS Landowners
C Pos 45	Walkway is a positive	Bike tracks & walking trails	FS Landowners
C Pos 65	Bike track plan satisfactory	Bike tracks & walking trails	Community
C Pos 75	Happy about extra bike tracks - coastal linear ones and path	Bike tracks & walking trails	Community
C Pos 85	Walking track in front of Hospital	Bike tracks & walking trails	Community
C Opps 9	Walkway from Blanchepoint to school	Bike tracks & walking trails	Developers
C Opps 30	Foreshore needs to be user friendly e.g. elderly, prams etc.	Bike tracks & walking trails	CBD
C Opps 66	If money is no issue build out past watermark which land is not owned - from Alfred Tce continue pathway around Hospital, subdivision to Slidys Beach	Bike tracks & walking trails	FS Landowners
C Opps 69	Moore's Landing extend track to mangroves - Doesn't hinder already established community	Bike tracks & walking trails	FS Landowners
C Opps 70	Moore's Landing extend track to mangroves - Would be something different to do instead of a continuation of what we already have	Bike tracks & walking trails	FS Landowners
C Opps 71	Moore's Landing extend track to mangroves - Toilet and water at Boat Ramp as start of extended trail multi-use for fishermen / sightseers	Bike tracks & walking trails	FS Landowners
C Opps 72	Moore's Landing extend track to mangroves - Could incorporate educational opportunities	Bike tracks & walking trails	FS Landowners
C Opps 73	Moore's Landing extend track to mangroves - Easier to police and less opportunity for vandalism, invasion of privacy and litter, pet issues	Bike tracks & walking trails	FS Landowners
C Opps 74	Bike track / walking trail too slippery half way up Hospital Point	Bike tracks & walking trails	FS Landowners
C Opps 75	Existing path at Bob Whetstone's to front of Doctor's Surgery & Hospital Point	Bike tracks & walking trails	FS Landowners
C Opps 100	Track may extend above shark net	Bike tracks & walking trails	Community
C Opps 102	Construct elevated boardwalk for walking cycling to extend current walking trails	Bike tracks & walking trails	Community
C Opps 122	Extend bike path past boat ramp	Bike tracks & walking trails	Community
C Opps 148	Bike track to Little Island	Bike tracks & walking trails	Community
C Opps 167	Bicycle track to boat ramp should be completed	Bike tracks & walking trails	Community
C Opps 169	Bicycle track all around coast to new car park	Bike tracks & walking trails	Community
C Issue 29	Bike track position on Alfred Terrace is potentially dangerous	Bike tracks & walking trails	CBD
C Issue 58	Walkway in front of foreshore houses: Our land (18 Alfred Tce) has our decking and outdoor eating area only 2 meters away from end of rocks. This is our backyard and we oppose this path 100%!!	Bike tracks & walking trails	FS Landowners
C Issue 97	The money that has already been granted to the Council for bike tracks should be used in very near future. Priority 1 for bike track rather than waiting for the whole plan to be approved and finished	Bike tracks & walking trails	Community
C Issue 98	Bike track at back of school could become a security risk. Query fencing off the school	Bike tracks & walking trails	Community
C Issue 153	Montgomerie Tce on road bike lane with traffic is too dangerous for young children (bike track should be separate - main access to school)	Bike tracks & walking trails	Community
C Issue 175	Develop walkway to Carol J boat to meet up with existing pathway Alfred Tce	Bike tracks & walking trails	Community
C Opps 4	Floating pontoon	Boat facilities	Developers
C Opps 5	Refuelling & mooring	Boat facilities	Developers
C Opps 6	Facilities for visiting boats	Boat facilities	Developers
C Opps 147	Permanent casual use boat moorings for visiting yachts etc.	Boat facilities	Community
C Issue 5	Yachts facilities - fuel, anchorage	Boat facilities	Developers
C Opps 63	Height restrictions on foreshore development	Building height	CBD
C Issue 101	Limit the height of buildings in the urban/residential areas to 2 storey - no higher than Council Chambers	Building height	Community
C Issue 136	Building height and minimum and maximum block size	Building height	Community

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SORTED DATA - LINKED TO SHEETS WITH GREEN TABS			
Ref. #	Comments	CATEGORY	GROUP
C Issue 147	Proposed future re-zoning to residential should have strict "no high rise"	Building height	Community
W26	By pass road - Kerbs, pedestrian and cycle walkways	By pass road	YAC - Written submission
W26	By pass road - Speed limit	By pass road	YAC - Written submission
W26	Campbell's Landing - Area where people can BBQ and gather	Campbell's Landing	YAC - Written submission
W26	Campbell's Landing - Notion of Recovery Tree for young people to hang out under	Campbell's Landing	YAC - Written submission
W27	Picnic/ BBQ area at Campbell's landing with supporting infrastructure	Campbell's Landing	Tourism - Written submission
W27	Eyre Ave & Campbell's Landing suggestions: a) Original Encounter trail plans (Jayne to bring to the session); b) This project was not completed due to shortage of funds; c) Chess Game; d) Kiosk for occasional catering uses; e) Carol J set back closer to the old slipway; f) Vegetation and foliage native to our area; g) Needs to take into account realignment of Eyre Avenues and Alfred Tce.	Campbell's Landing	Tourism - Written submission
W27	Opportunity for more structured recreational areas such as: Jumping pillow at caravan park	Caravan parks	Tourism - Written submission
W27	Areas specifically set aside for young people to do outdoor activities at caravan park : Cycling, Skating, Scooters	Caravan parks	Tourism - Written submission
W27	Accommodation options a) Increase accommodation; b) More variety and options for visitors	Caravan parks	Tourism - Written submission
C Pos 93	Extension of Council caravan park	Caravan parks	Community
C Opps 11	Another caravan park - nearer boat ramp and town	Caravan parks	Developers
C Issue 20	Extension of caravan park in town not big enough	Caravan parks	Developers
C Issue 86	No development of any kind should take place in Samphire Swamp west of caravan park. Therefore how can caravan park expand? Council plans for other parks	Caravan parks	Community
C Opps 60	Move the Carol J to a more appropriate position	Carol J	CBD
C Opps 139	Get rid of boat in current position. Tourists that stop to view can be a traffic hazard	Carol J	Community
EM 7	There is enough room in town centre to accommodate 2,000 and surrounding population	CBD	Elected Members
W27	Infrastructure in the CBD (including buildings) that caters for public use to have more variety and options (thinking outside the normal parameters) for a wide cross section of people. For example: catering for young families i.e. baby change facilities that are accessible by either parent not just in the female toilet.	CBD	Tourism - Written submission
C Issue 149	Monitoring of usage of land within town centre	CBD	Community
C Issue 154	Complete CBD bollards	CBD	Community
EM 27	We could use the site as a tourism sites and IGA move elsewhere	CBD Business	Elected Members
EM 28	Foreshore shops could be redeveloped in long-term	CBD Business	Elected Members
C Opps 114	Future opportunities for growth of businesses in CBD	CBD Business	Community
C Issue 6	Lack of CBD space - business	CBD Business	Developers
EM 20	Native vegetation would approve about 1.5 acres of additional space	Cemetery	Elected Members
EM 21	Council should seek approval for the remainder of the site.	Cemetery	Elected Members
C Issue 176	Provision for extension of local cemetery	Cemetery	Community
EM 22	Could redevelop site as shopping precinct (refurbish current building and/or develop new buildings). May require joint venture with developer, businesses and/or Council.	Civic Centre	Elected Members
EM 23	Using this site as car parking would be under-utilising the site	Civic Centre	Elected Members
EM 24	Option to keep the land as a whole parcel and not sell off in small pieces	Civic Centre	Elected Members
EM 25	Purchasing land surrounding site to facilitate major development could be an option	Civic Centre	Elected Members
EM 26	Buildings along the front of the site and car parking at rear (same idea for hotel)	Civic Centre	Elected Members
EM 29	Will the value of this land be big enough in value to attract a developer and provide sufficient funds to relocate Council office	Civic Centre	Elected Members
EM 30	Why would we want to shift the civic centre site? It is historical.	Civic Centre	Elected Members
EM 31	Council will need more offices in the future and we need to think about this.	Civic Centre	Elected Members
W26	Civic Centre	Civic Centre	YAC - Written submission
W27	Retain the land for now pending a potential long term commercial development of the whole area, (Council Office, Institute Hall and Supper Room, Car parking and John Campbell's original block) including the relocation of the Civic Centre	Civic Centre	Tourism - Written submission
C Pos 80	Extension of coastal reserve	Coastal reserve	Community
CDAP 24	Civic Centre – develop front of land for commercial and back for public car park	Commercial area	CDAP
CDAP 27	Need to coordinate retail shopping area	Commercial area	CDAP

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Ref. #	Comments	CATEGORY	GROUP
C Issue 80	Expansion of commercial area of the town	Commercial area	Community
C Issue 38	Newsletters & updates	Communication	CBD
H60	Mobile phone towers onto radio towers – is this possible	Communication infrastructure	Health
W6	Support for conservation and recreation reserves	Conservation & reserves	Written submission
W7	What is an “Off road shared bike path”? Does it mean no infrastructure will be constructed? If so then an on-site inspection would reveal the significant hazards (both from a risk management and environmental perspective) from the Hospital to Slidy Beach. The coastal reserve from the Hospital to Slidy Beach is a fragile sloping cliff (rock and sand) area and we believe it would destroy the native coastal vegetation and disturb native birds and reptiles if this type of development were to go ahead. It would also have the potential to damage the natural habitat and would create land degradation to the fragile cliff area. There are many caves and undermined areas along this stretch of coast and we don't believe that such development should be undertaken. Not only is there a very real danger of environmental damage but any development would have a significant cost involved due to the need for public safety and construction of infrastructure that doesn't leave Council at risk in a public liability sense.	Conservation & reserves	Written submission
EM 1	Some feedback from community – positive about the Master Plan process to date.	Consultation	Elected Members
C Pos 1	Master Plan process	Consultation	Developers
C Pos 34	Opportunity to commence consultation	Consultation	FS Landowners
C Pos 44	This consultation process	Consultation	FS Landowners
C Pos 64	Consultation process positive - engaging across community	Consultation	Community
C Pos 70	Consultation process excellent	Consultation	Community
C Pos 77	Chance to be involved. Consultation process	Consultation	Community
W17	Mount Maria offers a natural boundary to the township	Distinct southern edge	Written submission
C Issue 146	Proposed distinct southern edge of town. Area between A.B. Smith Road and Sceals Bay Road: a) This proposal is on private land; b) Due to topography tall trees will impede scenic view of current land holders; c) No road exists at present for this area; d) Is it your (Council's) intention to compulsory acquire any land?; e) We consider that the rural (more open) view that exists now enhances the open vista type outlook. This is why we purchased our property (which is directly south/adjacent to suggested above mentioned area) and consider that areas outside residential zones should remain as is.	Distinct southern edge	Community
C Issue 150	Wallschutzky Road tree band - shouldn't happen	Distinct southern edge	Community
C Opps 24	Plan for expansion of effluent ponds	Effluent ponds	Developers
H15	Council consider buying the 3 blocks adjacent to Elm Haven. This would enable expansion of aged care facilities. Current asking price is estimated at \$230-70 each 800sqm block.	Elderly residential facilities	Health
H22	Need allocation for aged care facilities	Elderly residential facilities	Health
H23	Aged care accommodation within town e.g. block near police station, behind the church on Wells Street, near the Catholic Church	Elderly residential facilities	Health
C Opps 136	Senior citizen cottages close to town centre. Elm Haven not suitable because of distance from social activity - from personal experience (We are social beings)	Elderly residential facilities	Community
C Issue 132	Disabled & aged accommodation in CBD	Elderly residential facilities	Community
C Issue 169	Propose area for Senior Citizens Units	Elderly residential facilities	Community
CDAP 9	Consolidate emergency services and police in one area – with site appropriate for quick response to east and west of the town	Emergency services	CDAP
H53	Opportunity to allocate a site for ambulance, CFS & SES combined building	Emergency services	Health
H56	Cape Bauer development - how will this impact on the town e.g. emergency services	Emergency services	Health
EM 9	Should Council lead the way in relation to climate change strategies? Yes it can e.g. solar initiatives for Council properties and landowners	Energy	Elected Members
H58	Council to provide leadership role e.g. solar	Energy	Health
H59	Wind farms to service a desal plant – Back Beach site is an option	Energy	Health
C Issue 33	An evacuation plan that is well known and advertised	Evacuation plan	CBD
C Issue 32	Fire prevention strategy for CBD as well as the outskirts e.g. access roads and access to water etc.	Fire prevention	CBD

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Ref. #	Comments	CATEGORY	GROUP
CDAP 43	Foreshore lawns – needs to be smoothed out and made safer	Foreshore	CDAP
H61	Slipway area near Sailing Club - Beautify area	Foreshore	Health
H62	Slipway area near Sailing Club - There is old debris in the water which needs to be cleared	Foreshore	Health
Enviro 10	In front of Becks – something needs to be done. It is an eyesore	Foreshore	Environment
W26	Foreshore - BBQs	Foreshore	YAC - Written submission
W26	Foreshore - Seating	Foreshore	YAC - Written submission
W26	Foreshore - Lighting	Foreshore	YAC - Written submission
W26	Foreshore - Large shady trees – Native to our area	Foreshore	YAC - Written submission
W27	Foreshore – More people friendly 'liven it up' and utilise the open spaces better with increased:	Foreshore	Tourism - Written submission
W27	Foreshore lighting	Foreshore	Tourism - Written submission
W27	Foreshore seating	Foreshore	Tourism - Written submission
W27	Green infrastructure that is water friendly i.e. native garden beds and foliage that are in the most part common to this area	Foreshore	Tourism - Written submission
W27	Shade/ Shelter & BBQ Areas	Foreshore	Tourism - Written submission
W27	Pedestrian and cycle friendly (Bicycle Plan)	Foreshore	Tourism - Written submission
W27	Recreational / play areas – Where people can “do” things	Foreshore	Tourism - Written submission
W27	Signage Suite – Retain some standards for conformity with existing signage guidelines but have something uniquely Streaky Bay about the signs (Signage Suite Plan)	Foreshore	Tourism - Written submission
W27	Gym & fitness stations along foreshore in CBD and along Eyre Avenue	Foreshore	Tourism - Written submission
W27	Reiki “well being” Maze	Foreshore	Tourism - Written submission
W27	The part of the foreshore immediately to the east of the jetty which is privately owned: a) General consensus is that this won't happen; b) Area in front of Becks is State Government land; c) Area in front of the Hospital has possibilities; d) Suggestion for some sort of raised boardwalk/walking & cycle trail with potential to go further if possible; e) Connectivity problems - Privately owned area up to 30 metres into the water provides a stumbling block	Foreshore	Tourism - Written submission
W27	All infrastructures need to take into account unobstructed views over the bay	Foreshore	Tourism - Written submission
C Opps 27	Explore opportunity to purchase Alfred Terrace waterfront properties for public enjoyment	Foreshore	CBD
C Opps 49	Across front of Alfred Tce (foreshore) tidied up. View looking from Jetty back on town doesn't look good	Foreshore	CBD
C Opps 116	Shade at foreshore areas and playgrounds	Foreshore	Community
C Opps 118	Redevelopment of foreshore lawns (levelling) - better for community events	Foreshore	Community
C Opps 162	Flattened lawn area in front of hotels	Foreshore	Community
C Issue 42	Lack of beach access at Cul-de-sac by Lyn Zipple	Foreshore	FS Landowners
C Issue 127	Area between jetty & sailing club & further needs improvement - access fore everyone would be ideal	Foreshore	Community
W6	Support for public access along foreshore	Foreshore	Written submission
W6	Important part of the plan is the coastal reserve and pedestrian access along the foreshore	Foreshore	Written submission
C Pos 81	Increases access to foreshore for all (not just some)	Foreshore	Community
W3	Objection to bike and pedestrian path in front of Alfred Tce properties	Foreshore property pathway / boardwalk	Written submission
W25	Not an option to take boardwalk through private land on Alfred Tce	Foreshore property pathway / boardwalk	Written submission
C Pos 32	Foreshore boardwalk good idea, but need to change route for privacy??	Foreshore property pathway / boardwalk	FS Landowners
C Pos 37	Tourists may like it	Foreshore property pathway / boardwalk	FS Landowners
C Pos 41	If there is a walkway 100 meters out (end of private land) into sea then no privacy issues for landowners	Foreshore property pathway / boardwalk	FS Landowners
C Pos 42	Privacy issues for landowners	Foreshore property pathway / boardwalk	FS Landowners
C Pos 46	Re-route walkway onto Alfred Tce from Sailing Club to Bob Whetstone's	Foreshore property pathway / boardwalk	FS Landowners
C Pos 47	Interesting if security can be maintained	Foreshore property pathway / boardwalk	FS Landowners
C Issue 39	Potential storm damage to boardwalk	Foreshore property pathway / boardwalk	FS Landowners
C Issue 41	Loss of privacy on foreshore	Foreshore property pathway / boardwalk	FS Landowners
C Issue 46	No one on this table is for the path along front of houses. Tourists might not like looking in back yards	Foreshore property pathway / boardwalk	FS Landowners
C Issue 48	Walkway in front of foreshore houses:	Foreshore property pathway / boardwalk	0
C Issue 49	Walkway in front of foreshore houses: May encourage noise at night / graffiti / litter/ theft	Foreshore property pathway / boardwalk	FS Landowners
C Issue 50	Walkway in front of foreshore houses: Lack of privacy	Foreshore property pathway / boardwalk	FS Landowners

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Ref. #	Comments	CATEGORY	GROUP
C Issue 51	Walkway in front of foreshore houses: Who is going to cover public liability for land owners	Foreshore property pathway / boardwalk	FS Landowners
C Issue 52	Walkway in front of foreshore houses: No longer unique is pathway goes through	Foreshore property pathway / boardwalk	FS Landowners
C Issue 53	Walkway in front of foreshore houses: Water comes up too high during storms too dangerous. Very hard to build a safe path	Foreshore property pathway / boardwalk	FS Landowners
C Issue 54	Walkway in front of foreshore houses: Tourists / people walking past shops if going along back - less impulse buyers	Foreshore property pathway / boardwalk	FS Landowners
C Issue 55	Walkway in front of foreshore houses: Not feasible	Foreshore property pathway / boardwalk	FS Landowners
C Issue 56	Walkway in front of foreshore houses: Car access for Becks flats would need to be incorporated with path (trucks/utes).	Foreshore property pathway / boardwalk	FS Landowners
C Issue 57	Walkway in front of foreshore houses: If you have pathway, whose going to police this (are the landowners allowed to tell people	Foreshore property pathway / boardwalk	FS Landowners
C Issue 63	Bloody big problem - no rubbernecks in backyard	Foreshore property pathway / boardwalk	FS Landowners
C Issue 64	Safety issue / security	Foreshore property pathway / boardwalk	FS Landowners
C Issue 65	Forget boardwalk more tar on tourist road	Foreshore property pathway / boardwalk	FS Landowners
C Issue 66	If boardwalk exists more pollution of bay	Foreshore property pathway / boardwalk	FS Landowners
C Issue 68	Walkway route is problematic	Foreshore property pathway / boardwalk	FS Landowners
C Issue 69	Is there a need for walkway anyway? We have lots of walkways already	Foreshore property pathway / boardwalk	FS Landowners
C Issue 70	Can privacy issue be ensured	Foreshore property pathway / boardwalk	FS Landowners
C Issue 71	Litter along cliffs & shoreline especially broken bottles, cans. How will it be collected?	Foreshore property pathway / boardwalk	FS Landowners
C Issue 72	Alcohol and pets may detract from positive experience of extending bike / foot track	Foreshore property pathway / boardwalk	FS Landowners
C Issue 73	Will it be a dry area and how will it be policed?	Foreshore property pathway / boardwalk	FS Landowners
C Issue 74	In case of accident / injury how will patient be retrieved?	Foreshore property pathway / boardwalk	FS Landowners
C Issue 75	Ground / cliffs are very unstable - how will this be compensated for?	Foreshore property pathway / boardwalk	FS Landowners
C Issue 76	How will our wildlife and marine life be protected?	Foreshore property pathway / boardwalk	FS Landowners
C Issue 77	Up market holiday units (directly on edge above beach) under construction will often have visitors who will not want strangers wandering past and spoiling their holiday. Detracts from marketability of venture (10 Alfred Tce)	Foreshore property pathway / boardwalk	FS Landowners
W7	All new infrastructure to be stringently assess to ensure it does not leave future ratepayers with ongoing high maintenance and risk management issues.	Funding	Written submission
C Pos 79	More chance to attract funding	Funding	Community
W26	Golf Course - Is not technically recreational because it is accessible only to people who play golf.	Golf course	YAC - Written submission
W26	Golf Course - Need to be more user friendly for people to access through and around.	Golf course	YAC - Written submission
C Pos 94	Formalising planting around edges of golf course	Golf Course	Community
C Opps 111	Opportunity for Golf Course to be extended along Alec Baldock - so made into 18 hole course. Then Golf Club could possibly become part of new sporting complex	Golf Course	Community
Enviro 21	Extending green belt will create fire risks – so this needs to be considered	Green belt	Environment
C Pos 83	The green belt on rubbish dump area - see Jan 2004 submission to PAR. (Note: not suitable for urban development - not for industrial development either)	Green belt	Community
C Pos 91	Extend and development of linear park	Green belt	Community
C Issue 143	Sighting industrial land where land should be kept for green belt	Green belt	Community
C Pos 26	The use of recycled effluent looks great along the foreshore and golf course	Greening	CBD
C Pos 29	Highlighting greening areas	Greening	CBD
CDAP 32	How far do you grow? How far is too big – where you loose the character of the town	Growth	CDAP
H16	Increase community health building size and have Council assist as a partner	Health infrastructure	Health
C Opps 145	Helicopter pad required - possibly near Sailing Club	Helicopter pad	Community
CDAP 31	Character and heritage of the town is strong – need to preserve and highlight more	Heritage	CDAP
H57	Decide on what is historical and how we highlight this history	Heritage	Health

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Ref. #	Comments	CATEGORY	GROUP
W27	Sites of heritage importance; a) Priority Heritage Trail needs to be formally signposted and have supporting media, marketing and promotion through the tourism role; b) Long term objective to plan and implement a Cultural Heritage Centre containing managed and curated displays of items of cultural heritage from existing museums and collections. Benefits: a) Addressing the current limited number of volunteers for existing displays; b) Preserving and cataloging our heritage; c) Professionally displayed; d) Major visitor attraction – User pays providing a source of revenue to fund the project; e) Providing support for a more structured volunteer program and economic benefits to the town including employment potential.	Heritage	Tourism - Written submission
W27	Heritage, cont. Potential collections to be included: a) National Trust Museum; b) Poochera & District Historical Society Museum; c) Halsam Museum; d) Powerhouse Restored Engine Museum; e) Jean Grocke Shell Collection – Privately owned. Potential site: Old tennis courts. Potential drawbacks: a) Opposition to the idea from current organisations and volunteers; b) Perception that some items would never be displayed. This could be addressed by having an archive section which acts as a source for new and varied displays under a long term management plan; Funding options are limited – Tourism funding not available for collections, Heritage funding is limited	Heritage	Tourism - Written submission
W10	Historical/heritage important sites: a) Row of trees in front of dentist surgery; b) Hospital cottage; c) Tiered stone tank near One Tree Hill	Historical/heritage sites	Written submission
C Issue 170	Demolish Housing Trust units behind Church of England and rebuild	Housing Trust	Community
Enviro 11	Incorporate Indigenous history / story into interpretive signs	Indigenous	Environment
Enviro 12	Consultation with Indigenous community	Indigenous	Environment
CDAP 5	Eastern industrial – access road off Jubilee Road to gain access to industrial sites?	Industrial	CDAP
C Opps 32	The need for an information parking bay for caravans - possibly on police block or in Lions Park or Land near Catholic Church	Information bay	CBD
CDAP 38	Jetty – look at lighting and illuminate the jetty at night	Jetty	CDAP
H24	Jetty - improvements	Jetty	Health
H25	Jetty - Shading	Jetty	Health
H26	Jetty - Rest spots	Jetty	Health
H27	Jetty - How to make it safe for kids jumping off the jetty	Jetty	Health
H28	Jetty pool perimeter – provide extended areas for seating	Jetty	Health
H29	Jetty - Need the pool area and refurbished / rebuilt	Jetty	Health
H30	Jetty - Rubbish collection on the jetty	Jetty	Health
H31	Jetty - Dog poo bags on the jetty	Jetty	Health
H32	Jetty - Somewhere to store gear for the day (kids)	Jetty	Health
ED30	Jetty area could be looked at – sand in area, pool area	Jetty	Education
ED31	Good opportunities in front of jetty area for kids activities, family friendly, shaded areas	Jetty	Education
W23	Fix cement steps which lead to the beach under the jetty	Jetty	Written submission
W26	Jetty improvement	Jetty	YAC - Written submission
W26	Jetty - Identified as a priority project for YAC in 2010/2011	Jetty	YAC - Written submission
W26	Jetty - Want to have a say in the new pool structure	Jetty	YAC - Written submission
W26	Jetty - Still like the idea of the pool off the jetty V tidal pool	Jetty	YAC - Written submission
W26	Jetty - Shower at the jetty	Jetty	YAC - Written submission
W26	Jetty - Bins down the jetty	Jetty	YAC - Written submission
W26	Jetty - Pontoon	Jetty	YAC - Written submission
W26	Jetty - Shade on the jetty	Jetty	YAC - Written submission
W26	Jetty - Diving boards	Jetty	YAC - Written submission
W26	Jetty Platform	Jetty	YAC - Written submission
W26	Jetty - More accessible to young people	Jetty	YAC - Written submission
W26	Jetty - BBQ and supporting infrastructure	Jetty	YAC - Written submission

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Ref. #	Comments	CATEGORY	GROUP
W27	Jetty Platform: a) Needs to be made better use of by enhancing the space to encourage increased public and private use; b) Council to provide and hire temporary Infrastructure (such as seating, blinds and dividers etc) which could be hired to make the space more versatile and user friendly	Jetty	Tourism - Written submission
C Pos 20	Good to see the jetty getting done up	Jetty	CBD
C Opps 40	Jetty platform needs a bench seat all around the edge of it. That way it won't get in the way of things happening on platform	Jetty	CBD
C Opps 62	Shade on the Jetty	Jetty	CBD
C Opps 92	This map shows no interest in the Jetty. How do we ensure jetty and jetty pool existence for 50-100 years	Jetty	Community
C Opps 146	Fuel on Jetty	Jetty	Community
C Opps 157	Shade at Jetty parking area	Jetty	Community
C Opps 160	Upgrade Jetty Pool (main tourist attraction)	Jetty	Community
C Opps 161	BBQ at Jetty area	Jetty	Community
C Opps 181	Replace seawall and playground area at the foot of the Jetty. This was a well used feature in the past. There are playgrounds at the east and west of town but nothing in the centre. (Under the Jetty with kids on 40° days can't be beaten)	Jetty	Community
W5	Steps to access beach and under jetty area	Jetty	Written submission
C Issue 90	Commercial facilities of secondary port Streaky Bay Jetty. - No fuel. - No unloading access. - Jetty tracks decommissioned by Jetty repairs	Jetty	Community
W4	Loss of two wooden platforms/entrances for the Jetty Pool enclosure. Need to be replaced and Council to lobby DTEI	Jetty Pool	Written submission
W5	Upgrade of jetty pool to include access for all persons	Jetty Pool	Written submission
W12	Maintenance and repair of Jetty Pool	Jetty Pool	Written submission
C Opps 41	Jetty pool needs to have 2 platforms put up again with steps into pool, and permanent cover over it. (curved colour bond roof). Also a permanent cover and seats down the end of the jetty.	Jetty Pool	CBD
C Opps 158	Sporting complex to extended and a feature of the plan	Jetty Pool	Community
C Opps 159	Reinstate platforms to Jetty Pool	Jetty Pool	Community
C Issue 67	Fix swimming pool	Jetty pool	FS Landowners
C Issue 110	Jetty pool needs improvement and modernisation	Jetty pool	Community
C Opps 97	Reclaim land on blocks currently under water. Build in buffer for bike track/pedestrian access.	Land	Community
C Issue 116	Land along Jubilee Road is already in use (marked on map as not suitable for urban development)	Land	Community
CDAP 17	Cnr AB Smith and Back Beach Rd – needs some landscaping and trees	Landscaping & beautification	CDAP
CDAP 18	Sub-divisions do not have nice entrances	Landscaping & beautification	CDAP
CDAP 41	Apex park, RSL up light trees	Landscaping & beautification	CDAP
CDAP 42	End of Howard Street near Shepards hut – there is a reserve there which could be beautified	Landscaping & beautification	CDAP
H19	Between community services and Shepards Hut could be beautify the coastal area	Landscaping & beautification	Health
C Pos 104	More greening opportunities	Landscaping & beautification	Community
C Opps 35	A professionally designed landscaping plan and more uniformed for the CBD area	Landscaping & beautification	CBD
C Opps 172	Bay Road entrance - complete landscaping, water feature, picnic area	Landscaping & beautification	Community
C Issue 45	Ramp at car park opposite Hotel e.g. lawn levelling in front of Hotel (not leaning downhill - split level)	Landscaping & beautification	FS Landowners
CDAP 39	Silos – light at night	Lighting	CDAP
CDAP 40	Significant trees on foreshore – highlight with lights at night	Lighting	CDAP
CDAP 44	Lighting all way along the foreshore	Lighting	CDAP
H14	Footpaths and bike tracks near the Hospital will impact on security. Will there be lighting to provide greater security	Lighting	Health
H21	Street lighting around the town needs improvement	Lighting	Health
C Pos 11	Walkway lighting between car park and Bay Road	Lighting	0
C Opps 34	Light up silos (sell advertising space to people e.g. Happy Birthday etc.	Lighting	CBD
C Opps 44	Town needs more lighting, especially foreshore path and front of Police Station	Lighting	CBD
C Opps 121	Lighting of paths along foreshore and bike paths	Lighting	Community
C Opps 152	Better spotlight on Jetty	Lighting	Community
C Opps 153	Light on Eyre Avenue/Bike Track	Lighting	Community
C Opps 154	Lights on Bay Road/Skate Park/golf walking footpath	Lighting	Community

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Ref. #	Comments	CATEGORY	GROUP
C Opps 155	Spotlights on Silos	Lighting	Community
C Opps 156	Spotlights on major trees	Lighting	Community
C Opps 168	Footpaths and lights to Council sub-division	Lighting	Community
C Issue 112	Street lighting - some areas not lit - needs to be upgraded	Lighting	Community
C Issue 126	Dark corner of Eyre Avenue near police station fence - better lighting required generally along foreshore	Lighting	Community
C Issue 140	Street lighting throughout the town	Lighting	Community
H54	Great asset and can be used a focal point for the bike track	Mangroves	Health
Enviro 20	Arno Bay is an example of environmentally friendly mangrove interpretive enhancement. Yes there is support for this project after correct approvals etc.	Mangroves	Environment
W26	Moores Landing - Mangrove board walk	Mangroves	YAC - Written submission
C Pos 51	Will this make Streaky Bay more noteworthy? i.e. Mangrove Walk	Mangroves	FS Landowners
C Opps 19	Mangrove board walk past boat ramp	Mangroves	Developers
C Opps 33	Development of an interpretative centre re the Mangroves	Mangroves	CBD
C Opps 179	Plan should extend beyond boat ramp to mangroves with provision of boardwalk through the swamp - tourist magnet	Mangroves	Community
EM 8	Master Plan has no legal status – it is a visionary look at what Council would like to see in the long-term. As circumstances change Council could review the Master Plan. The Master Plan could be reviewed every 3 years.	Master Plan	Elected Members
C Pos 31	Overall very good	Master Plan	CBD
C Pos 52	Good holistic plan	Master Plan	Community
C Pos 53	Plan provides good focus for discussion	Master Plan	Community
C Pos 71	Whole process - it's a great idea	Master Plan	Community
C Pos 95	The whole concept is positive for our town but let's get it right the first time	Master Plan	Community
C Issue 1	Scope of the plan - larger plan - green paper. Racecourse - boat ramp - Lot 35 - Ayres Waterhole	Master Plan	Developers
CDAP 30	Physical attributes maintain	Miscellaneous	CDAP
H17	Assistance with accommodation for medical students	Miscellaneous	Health
H34	Razor fish - need to be better managed as it is spreading	Miscellaneous	Health
H55	Do we need a bigger car wash	Miscellaneous	Health
H64	Clear up old oyster racks in western side of the bay	Miscellaneous	Health
H65	Adequate marking of oyster leases	Miscellaneous	Health
ED32	Council may need to look at providing Library, internet access out of the school to reduce visitation of strangers to the school.	Miscellaneous	Education
W17	Animal, pest and weed management	Miscellaneous	Written submission
W17	Services on Wallschutzky Road	Miscellaneous	Written submission
W17	Dust due to lack of vegetation	Miscellaneous	Written submission
W20	Dust management - recommend Master Plan SA read entire document	Miscellaneous	Written submission
W20	Fire risk management - recommend Master Plan read entire document	Miscellaneous	Written submission
W21	Police presence during functions (N/A to Master Plan)	Miscellaneous	Written submission
W23	Improve street rubbish collection	Miscellaneous	Written submission
C Pos 2	Rehabilitate gravel pits at One Tree Hill	Miscellaneous	Developers
C Pos 48	Will give tourists something more to do	Miscellaneous	FS Landowners
C Pos 49	Will be attractive to all age groups	Miscellaneous	FS Landowners
C Pos 50	We need to provide something unique to this town, not the same things found elsewhere to be a true tourist attraction	Miscellaneous	FS Landowners
C Opps 68	Opportunity to share Streaky Bay's beautiful town & coast	Miscellaneous	FS Landowners
C Opps 180	Beware if becoming CBD and Foreshore centric to detriment of "Back Streets" - This neglect is already showing	Miscellaneous	Community
C Issue 10	Council plans (existing) unacceptable to environmentalists	Miscellaneous	Developers
C Pos 21	Monument newly done up on Bay Road looks good	Monuments	CBD
W26	Moores Landing Bike Path extension	Moores Landing	YAC - Written submission
W26	Moores Landing - Support the whole concept of extending the shared pathway	Moores Landing	YAC - Written submission
W26	Moores Landing - Shade/shelter	Moores Landing	YAC - Written submission

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SORTED DATA - LINKED TO SHEETS WITH GREEN TABS			
Ref. #	Comments	CATEGORY	GROUP
W26	Moores Landing - Bike rack	Moores Landing	YAC - Written submission
W26	Moores Landing - BBQ	Moores Landing	YAC - Written submission
W26	Moores Landing - Tables and chairs	Moores Landing	YAC - Written submission
W27	Moors landing Boat Ramp: a) Toilet facilities; b) Extend the bicycle and walking track out past Moors and provide supporting infrastructure (NB: This is in the draft Bicycle Plan and taken from the original Cape Bauer "Linking the Loop" Plan); c) BBQ; d) Seating; e) Shade / shelter; f) Bike rack; g) Boardwalk; h) Vegetation and foliage native to our area; i) Exercise stations	Moores Landing	Tourism - Written submission
W27	Moores Boat ramp by the towers. North side of the little Bay put in a 'breakwater' which extends out into deep water. This to be more than wide enough to comfortably take large trucks, semis and heavy cranes. The end and a 4 small' section of one side to be constructed so boats can tie up alongside. It also needs to be constructed with several 'culverts' on the rock ledge between the high and low water marks to allow tidal flow and not a seaweed catchment pond. Put in place some permanent mooring points for use by 'visiting' yachts and cruisers.	Moores Landing	Tourism - Written submission
C Opps 7	Boat ramp - toilet facilities	Moores Landing	Developers
C Opps 141	Toilets at boat ramp	Moores Landing	Community
C Issue 16	Toilet at Boat Ramp	Moores Landing	Developers
C Issue 145	Toilets at Boat ramp	Moores Landing	Community
C Pos 14	Grassed areas and nature strips	Nature strips & grassed areas	CBD
C Opps 189	Irrigate medium strip back to its former excellent state!	Nature strips & grassed areas	Community
CDAP 10	Could have aged care at the old tennis courts	Old tennis courts	CDAP
CDAP 11	Old tennis courts sites could be parklands	Old tennis courts	CDAP
CDAP 12	Old tennis courts as community space e.g. cultural centre, tourist centre etc. Combine this with moving emergency services to industrial area.	Old tennis courts	CDAP
EM 32	Opportunity for police, emergency services,	Old tennis courts	Elected Members
H35	More recreation in this area. Playground	Old tennis courts	Health
W26	Old tennis court space - Pool 50 metre	Old tennis courts	YAC - Written submission
W26	Old tennis court space - Permanent YAC/ Youth space	Old tennis courts	YAC - Written submission
C Opps 83	Utilise old tennis courts i.e. combined emergency services in future	Old tennis courts	Community
C Opps 134	Upgrade old tennis courts as Sports Oval Complex is too far out of town for children to go unsupervised	Old tennis courts	Community
C Opps 178	Old tennis courts future use as parklands not anything industrial	Old tennis courts	Community
C Issue 93	Tennis courts - keep those on Montgomerie Tce for easy town use (safety aspects)	Old tennis courts	Community
H20	Council to consider open space planning resources and documents (Jacqui Clark has reports)	Open space & recreation	Health
Enviro 30	How will spaces not being utilized? Can they be planted?	Open space & recreation	Environment
W27	Open space recreation and landscaping: How can the caravan park consolidate and expand. Love the take up of the open space native vegetation on the Eastern/ south eastern part of the plan.	Open space & recreation	Tourism - Written submission
C Opps 90	Apart from foreshore linear park there are no new proposed parks/open space/recreational areas/BBQ areas. What about skate parks, tennis courts etc. in other parts of the town and edge of town to service those on larger blocks and new sub-developments	Open space & recreation	Community
C Opps 91	Open space, recreation and landscaping	Open space & recreation	Community
C Issue 152	20 acre block on Sceales Bay - doesn't need to be retained as open space	Open space & recreation	Community
C Issue 163	48 Alfred Tce is not in master plan. Looks as though it is gone/demolished. Ref. open space recreation and landscape	Open space & recreation	Community
H11	Signing of disabled needs to be up higher (cutter or post)	Parking	Health
H18	Hospital car parking can be an issue and extending car park	Parking	Health
C Opps 38	Car park behind Clearwater/Browns could be designed better with some shade (sails / trees)	Parking	CBD
C Issue 79	Parking not addressed - this is a huge problem now - with all the developments happening this will get worse	Parking	Community
C Issue 111	Not enough parking or suitable car parking in CBD	Parking	Community
C Issue 120	Too many disabled car park in inappropriate positions	Parking	Community
C Issue 130	Car parking	Parking	Community

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Ref. #	Comments	CATEGORY	GROUP
C Issue 148	Parking	Parking	Community
C Pos 9	Looking into car parking presents as perfect opportunity to upgrade / build car park on Hotel land leased by Council	Parking	CBD
C Pos 18	Awareness of the need for more parking space	Parking	CBD
C Opps 84	Bus and caravan parking now	Parking	Community
CDAP 25	Council to keep and increase ownership around the site with long-term view to major development e.g. accommodation, shopping, civic centre. Civic centre cross reference to other comments i.e. Where could it go in the short-term	Parking - CBD	CDAP
CDAP 26	Short-term – keep as parking	Parking - CBD	CDAP
CDAP 29	Hotel car park – Hotel has leased back car park to the Council. It is an option for RVs	Parking - CBD	CDAP
W14	Car parking in CBD. Retain car parking in Council car park. Walkway to Bay Road. Time limits for parking on Alfred Tce. Parking particularly outside the wine cellar during major events is problematic	Parking - CBD	Written submission
W15	Car parking on Alfred Tce - creating additional spaces next to Bank SA, outside M'Ocean. Keep current car parking close to shops e.g. Council car parking area	Parking - CBD	Written submission
W25	Car parking in town is an ongoing problem. Improve current car parks and signage.	Parking - CBD	Written submission
W27	CBD needs to become more pedestrian friendly in balance with parking. Parking is an issue now. How to get that balance right?- Park V Walk. Some suggestions for long term parking solutions were: a) High-rise to utilise space in the CBD more effectively; b) User pays or a Car Park fund to assist to fund any infrastructure	Parking - CBD	Tourism - Written submission
W27	Priority Long term solution needed for caravan and RV parking near to the CBD – This is our major visitor target market. Streaky Bay's Target Market: According to the EP's regional profile the majority of people travelling through the region are: From Adelaide – 32%, From Regional SA – 46%, Aged 45-64 (33%), Aged 25-44 (31%), Are travelling in an adult couple (33%) or as a family with children (22%), Travelling in a private vehicle – 87%. Suggested site for Caravan and RV parking – Old tennis courts	Parking - CBD	Tourism - Written submission
C Opps 25	Identified additional car parking spaces in Alfred Terrace. Drive through at Elders Flat and M'Oceans	Parking - CBD	CBD
C Opps 37	Council car park should be two levels to three levels) or tiered car park. When built make sure there is opportunity to build up levels	Parking - CBD	CBD
C Opps 54	Parking opportunities - CBD	Parking - CBD	CBD
C Opps 55	Get ride of medium strip on Bay Road for centre street parking	Parking - CBD	CBD
C Opps 56	Increase parking along Alfred Tce i.e. don't have disabled & footpath zones together	Parking - CBD	CBD
C Opps 57	Sealing dirt areas in CBD	Parking - CBD	CBD
C Opps 58	Caravan parking in CBD	Parking - CBD	CBD
C Opps 59	Loss of parking through street scape	Parking - CBD	CBD
C Issue 17	Town Parking	Parking - CBD	Developers
C Issue 23	Existing car park is sloping and a hazard & dusty. Suggest 2 level car park on northern part servicing business needs both ends	Parking - CBD	CBD
C Issue 25	If Council sells Alfred Terrace car park then existing businesses on Terrace disadvantaged by losing car parks. Also community events are affected - Mardi Gras, NYE etc.	Parking - CBD	CBD
C Issue 27	No parking for customers of shops (Alfred Terrace) during community events	Parking - CBD	CBD
C Issue 34	Parking - access to shops across Alfred Tce - not user friendly	Parking - CBD	CBD
C Issue 35	Parking - Car park next to Council needs to be levelled at least in short term	Parking - CBD	CBD
C Issue 92	Parking problems (shortage) in Alfred Tce CBD	Parking - CBD	Community
C Issue 118	Car parking - lack of parking result of chicane in front of bakery	Parking - CBD	Community
C Issue 123	Acknowledge Council has plans for car park but needs to be made safe and suitable for car parking in meantime	Parking - CBD	Community
CDAP 14	Parking at school – make a road	Parking - School	CDAP
CDAP 50	Parking at school – make a road	Parking - School	CDAP
ED9	Option presented from tourism group would not work as the path on the oval restricts our running track.	Parking - School	Education
ED10	There are two parks at the front of the school and these should be sealed and marked	Parking - School	Education
ED12	Hard court area at the school is not an option for a car park	Parking - School	Education
ED14	Car parking for visitors and parents needs to be addressed	Parking - School	Education

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Ref. #	Comments	CATEGORY	GROUP
W27	Parking at, near school for school :Parking outside, at near caravan park entrance especially for the big units :Clearly defined and upgraded road connections which go 'around the town' so there is no necessity for 'heavy traffic' or some 'caravans' to go through town if they do not need to or want to. For example Jubilee Rd, Wallschutzky Rd, Alex Baldock Drive, Flinders Highway approach to town. Shift 80KM speed sign on flinders highway to south of Rubbish dump turn off and put a 60kin sign before Alcanabee Rd.	Parking - School	Tourism - Written submission
C Issue 11	Parking at school grounds & better access	Parking - School	Developers
C Issue 103	Concern re parking in front of school	Parking - School	Community
W23	Add more BBQ areas around town or at local beaches	Parks & Parklands	Written submission
W26	Parklands - Green all year round	Parks & Parklands	YAC - Written submission
W26	Parklands - Better use of effluent and storm water	Parks & Parklands	YAC - Written submission
W26	Pioneer (Lions) Park	Parks & Parklands	YAC - Written submission
W26	Pioneer (Lions) Park - Path is uneven	Parks & Parklands	YAC - Written submission
W26	Pioneer (Lions) Park - More people friendly vegetation – Lawn is not soft, shade is not great	Parks & Parklands	YAC - Written submission
W26	Pioneer (Lions) Park - BBQ – coin operated	Parks & Parklands	YAC - Written submission
W26	Pioneer (Lions) Park - Lighting	Parks & Parklands	YAC - Written submission
W26	Pioneer (Lions) Park - Kerbing	Parks & Parklands	YAC - Written submission
W26	Pioneer (Lions) Park - Potential are for an amphitheatre in an area in the Park that is prone to flooding	Parks & Parklands	YAC - Written submission
W27	The parklands surrounding the town; a) Watering system linked to our current effluent system (Stormwater Management Plan); b) Plan future re-vegetation with water friendly native foliage which is in the most part common to this area; c) Signage about availability of drinking water to direct enquiries to Council; d) Long term planning potential for more parklands as the town develops; e) Beautify and improve infrastructure in existing public parklands	Parks & Parklands	Tourism - Written submission
W27	Pioneer (Lions) Park: a) BBQ; b) Upgrade playground; c) Childproof fencing around playground; d) Road surfaced	Parks & Parklands	Tourism - Written submission
W27	Kerbing around parklands so that supporting infrastructure can be implemented	Parks & Parklands	Tourism - Written submission
C Opps 39	Part at front of Hotel should be tiered (2 levels) with shaded picnic areas	Parks & Parklands	CBD
C Opps 85	Parkland area between Shepherd Hut and Zipple Court	Parks & Parklands	Community
C Issue 4	Target Point Headland to be a reserve	Parks & parklands	Developers
H1	Council has been good having good footpaths	Pedestrian paths	Health
H2	Council needs to check there paths (e.g. on a gopher)	Pedestrian paths	Health
H3	Increased access for gophers	Pedestrian paths	Health
H4	There is no disabled parking at the hospital	Pedestrian paths	Health
H5	Coordination of path entrances off opposite sides of the street.	Pedestrian paths	Health
H6	Footpath connections from new developments into town	Pedestrian paths	Health
H7	Elm Haven to hospital footpath needs to be widened	Pedestrian paths	Health
H8	Elm Haven to town footpath is needed	Pedestrian paths	Health
H9	Wells street – footpath on both sides of the road	Pedestrian paths	Health
H10	New footpaths – width needs to accommodation 2 people with prams	Pedestrian paths	Health
W25	Pedestrian crossings on Bay Rd and Alfred Tce are non-existent or dangerous - need reconfiguring	Pedestrian paths	Written submission
C Opps 28	Current footpaths not wide enough or not level in Alfred Terrace	Pedestrian paths	CBD
C Opps 61	More input on pavers from CBD owners	Pedestrian paths	CBD
C Opps 109	Pedestrian access in front of Blancheport	Pedestrian paths	Community
C Opps 113	Blancheport and caravan park no pathway for pedestrians	Pedestrian paths	Community
C Opps 140	Footpath between new sub-divisions west of town school	Pedestrian paths	Community
C Opps 183	Widen verge on northern side of Alfred Tce & Eyre Ave slim current path and add bike track to the roadside	Pedestrian paths	Community
C Issue 12	Access for gophers / aged care form Elmhaven / Hospital to town	Pedestrian paths	Developers
C Issue 24	Proper marking of pedestrian crossing	Pedestrian paths	CBD
C Issue 26	Current private ownership of walking between car park & Bay Road. Insurance, safety, public liability, maintenance	Pedestrian paths	CBD

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Ref. #	Comments	CATEGORY	GROUP
C Issue 28	Wheelchair access used as skateboard ramps	Pedestrian paths	CBD
C Issue 117	Walking paths in the town all needs checking for tripping hazards - particularly Redding Road and widened for gophers	Pedestrian paths	Community
C Issue 119	Difficulty in crossing road on Alfred Tce	Pedestrian paths	Community
C Issue 121	Central access steps required at base of Bay Road to toilets	Pedestrian paths	Community
C Issue 141	Zebra crossing in CBD	Pedestrian paths	Community
C Issue 164	Footpaths in Blacheport Estate and rise. Access to school safely	Pedestrian paths	Community
CDAP 33	Enhance visual physical aspects of the town (e.g. toilet block in front of jetty)	Physical attributes	CDAP
Enviro 7	More uniformity throughout the town e.g. old buildings	Planning	Environment
Enviro 8	More continuity within CBD	Planning	Environment
Enviro 9	Thought needs to be given how the CBD can be planned for increased population	Planning	Environment
W26	Long term plan - Which would allow parking at the back and shop fronts	Planning	YAC - Written submission
W26	Long term plan - Council services to move to another location	Planning	YAC - Written submission
C Pos 68	Please to be looking ahead	Planning	Community
C Pos 69	Good to have long-term solutions/plans not short-term fixes	Planning	Community
C Pos 76	We have got a plan	Planning	Community
C Opps 12	Have projections & needs been analysed	Planning	Developers
C Opps 13	Projections & needs analysis - buyers where from? and needs / wants	Planning	Developers
C Opps 14	Projections & needs analysis - age of buyers / owner i.e. retirement / family	Planning	Developers
C Opps 15	Projections & needs analysis - shack owners? Permanent residents / weekend	Planning	Developers
C Opps 16	Projections & needs analysis - what size wanted	Planning	Developers
C Opps 17	Projections & needs analysis - determine size of blocks needs or opportunities	Planning	Developers
C Opps 18	National trends to be considered	Planning	Developers
C Opps 45	They need to get a plan and stick to it (Don't keep changing development plans)	Planning	CBD
C Issue 37	Priority proposals. Actual action on proposals not same meetings 5 years down the track	Planning	CBD
H39	Playground at Lion's park needs to be fenced	Playgrounds	Health
W18	Playgrounds - lack of fencing, gates and sun protection areas	Playgrounds	Written submission
C Pos 23	Playground at Doctors Beach looks great - needs gates, shade over main equipment	Playgrounds	CBD
C Opps 117	Shade at playgrounds	Playgrounds	0
C Opps 123	Redevelopment of Doctors Beach playground - more parking, shelter over BBQ and tables, lawn area	Playgrounds	Community
C Pos 6	Realignment Alfred Terrace at Police Station corner	Police Corner	Developers
C Pos 17	Opening up police station land	Police Corner	CBD
C Pos 35	No need to change Police Corner	Police Corner	FS Landowners
C Pos 38	Turn Police Station land into tourist development. Utilise old jail, Council Chambers	Police Corner	FS Landowners
C Opps 82	Utilisation of police block land e.g. retirements homes	Police Corner	Community
C Opps 104	Utilising land that Police Station is on and making a park with old jail as attraction. Relocate Police Station	Police Corner	Community
C Opps 190	Acquire portion of Police Reserve for Senior citizens	Police Corner	Community
C Issue 47	Police Station Corner / utilise old jail	Police Corner	FS Landowners
C Issue 168	Move Police Station to industrial area?	Police Corner	Community
C Pos 16	Bins that are labelled	Public rubbish bins	CBD
C Issue 106	Lack of rubbish bins in public areas (used by both tourists and locals) around town	Public rubbish bins	Community
C Issue 142	Garbage bin (stainless steel) to be kept clean	Public rubbish bins	Community
C Opps 128	Incorporate a fitness and well being area in conjunction with bike paths plan	Recreation & Open space	Community
ED6	Retention ponds in between the gym and oval is problematic in terms of links – element of ponds, kids, fences	Retention ponds	Education
ED7	Are there other areas for the retention ponds e.g. Jubilee road industrial area	Retention ponds	Education
C Opps 53	Need Streaky Bay added to all signs coming from Port Augusta	Road signs	CBD
CDAP 21	Flinders Highway split the road	Roads	CDAP
H13	Hospital Drive and Flinders Drive intersection – can they realign this intersection make it safer	Roads	Health

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Ref. #	Comments	CATEGORY	GROUP
W27	Streaky Bay By-pass Road; Pedestrian and cycle friendly. Council to work with DTEI to implement a walking and cycling path, signage and kerbing	Roads	Tourism - Written submission
C Pos 7	Realignment Alec Baldock Drive near Cemetery	Roads	Developers
C Pos 8	Heavy vehicle bypass review - Flinders Highway intersection with Alfred Terrace	Roads	Developers
C Pos 13	Width of Alfred Terrace	Roads	CBD
C Pos 25	The roundabouts have worked well with slowing traffic	Roads	CBD
C Pos 60	Sealing road to Sceales	Roads	Community
C Pos 61	Bike lanes	Roads	Community
C Pos 86	Bay Road / Flinders entrances upgrades	Roads	Community
C Pos 88	Realign Eyre Ave/Alfred Tce	Roads	Community
C Pos 89	Realign Alec Baldock Drive	Roads	Community
C Pos 90	On road bike land going pas Blancheport Risk	Roads	Community
C Opps 8	Road between proposed Residential & Country Living 51 & 52	Roads	Developers
C Opps 20	Seal road to Sceales Bay	Roads	Developers
C Opps 21	Seal road to Backs Beach	Roads	Developers
C Opps 22	Traffic surveys to prioritise sealing roads - Sceales / Back Beach	Roads	Developers
C Opps 26	Bicycle racing on median strip on Bay Road	Roads	CBD
C Opps 81	Realign Flinders Drive / Hospital Drive to remove sharp bend by Hospital	Roads	Community
C Opps 86	No upgrade to Wallschutzky Road:- Residents along there bought there deliberately because it was zoned rural residential and were seeking quieter parts of town. Don't want the increased traffic level and associated noise	Roads	Community
C Opps 87	No upgrade to Wallschutzky Road:- Don't want Wallschutzky Road to be arterial road, leading to Sceale Bay Road - with dump moving to the Sceale Bay Road, we don't want trailers full of rubbish going down this road	Roads	Community
C Opps 88	Changing corner at Cemetery/Sceale Road a good idea. This should remain the main feed road from Sceales	Roads	Community
C Opps 89	Look at bituminising or improving gravel road - Alcanabie Road	Roads	Community
C Opps 151	Road train left hand sweep at 5 mile to Ceduna Streaky Bay	Roads	Community
C Opps 177	Mudge Tce/Alfred Tce/Howard Street should have a roundabout	Roads	Community
C Opps 186	State of Wallschutzky Road nature strip. Unable to walk on due to overgrown weeds (box thorn) and broken tree branches. Not safe to walk in roadway due to volume of heavy goods vehicles and cars not observing speed limits.	Roads	Community
C Opps 187	Roundabout at Wells St/Bay Rd intersection. People not giving way to right using Wells St mainly as through road	Roads	Community
C Issue 21	Corner at Hospital - safety issue - Flinders Drive	Roads	Developers
C Issue 91	Lincoln Highway into town extremely rough with trailer on. Tourist with caravans get thrown all over the place	Roads	Community
C Issue 99	Should Alec Baldock Drive be fully bituminised and encourage usage by caravan park users - or else A.B. Smith Road should be bituminised if Council wants to continue encouraging usage of this road by caravan park users	Roads	Community
C Issue 100	Concern re tall tree boundary along Wallschutzky - should possibly be relocated to the bottom of A.B. Smith Road - as this is the road	Roads	Community
C Issue 102	Wells Street - Traffic concerns in front of school and caravan park. E.g. reduce speed - bituminise A.B. Smith Road for caravan use	Roads	Community
C Issue 105	Corner of A.B. Smith Road and Wells Street - a messy disgrace and should be tidied up	Roads	Community
C Issue 115	Need kerbing on Jubilee Road and Mudge Tce	Roads	Community
C Issue 124	Speed limits	Roads	Community
C Issue 125	Corner of Alfred Tce/Mudge Tce/Howard Street needs addressing - roundabout	Roads	Community
C Issue 133	Speed sign 80km needs to be shifted south of rubbish dump	Roads	Community
C Issue 135	60km sign put up before you get to Wallschutzky Road	Roads	Community
C Issue 138	Reduce speed in CBD to 40km	Roads	Community
C Issue 167	Investigate proposed road extension on end of Flinders Drive to Clearwater Cove Estate. Increase of traffic not popular with people on Flinders Drive, Hospital Drive, Williams Crescent	Roads	Community
EM 17	Area from RSL hall, craft shop there is no comment in the plan at present.	RSL Hall	Elected Members

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Ref. #	Comments	CATEGORY	GROUP
EM 18	It is an important and significant site – need for discussion to ensure it is taken care of.	RSL Hall	Elected Members
EM 19	Site not listed as a key site in the plan – Graham to address in draft plan	RSL Hall	Elected Members
W19	RSL flag pole	RSL Hall	Written submission
H50	Recycling, green and household rubbish as 3 separate collections	Rubbish collection	Health
H51	Hard refuse collection	Rubbish collection	Health
H52	As the town expands how will Council manage collection of rubbish	Rubbish collection	Health
C Issue 7	Rubbish dump rehabilitation fast track	Rubbish dump	Developers
C Opps 185	Sailing/Boating club	Sailing Club	Community
C Issue 40	Loss of boat ramp access to Sailing Club	Sailing Club	FS Landowners
CDAP 15	Open up as a recreational area and lagoon suitable for children.	Samphire Swamp	CDAP
CDAP 16	Investigation work completed and proposal on the table	Samphire Swamp	CDAP
H63	Expand foreshore park and set up a pond for water recreation	Samphire Swamp	Health
ED25	Two viewpoints on keeping it as it is or developing it into a recreation pond area.	Samphire Swamp	Education
ED26	Boardwalks for students would be beneficial	Samphire Swamp	Education
Enviro 13	Samphire Swamp	Samphire Swamp	Environment
Enviro 14	Samphire Swamp - Keep it, beautify its surrounds, functions as nutrient provider to the bay when rains come and flush into the bay.	Samphire Swamp	Environment
Enviro 15	Samphire Swamp - Put in a rock wall	Samphire Swamp	Environment
Enviro 16	Samphire Swamp - Get permission from Native Veg to remove rabbit harbour (grape bush).	Samphire Swamp	Environment
Enviro 17	Samphire Swamp - Put in sediment catches during rehabilitation process	Samphire Swamp	Environment
Enviro 18	Samphire Swamp - EPBC act states the bay area is protected under the act. Permission required for works which will impact on threatened species and especially shore birds.	Samphire Swamp	Environment
Enviro 19	Samphire Swamp - NRM act etc will impact on coastal plantings as well as developments and clearing	Samphire Swamp	Environment
W27	SBTP supports the concept which will improve connectivity with the existing walking and cycling track, town, Sports Precinct and Foreshore Tourist Park	Samphire Swamp	Tourism - Written submission
C Pos 87	Upgrade Samphire Swamp	Samphire Swamp	Community
C Opps 46	Swamp area near caravan park needs to be turned into little lake with walkways and bridges. Place for people to canoe and bird watch	Samphire Swamp	CBD
C Opps 115	Improvement of the amenity of Samphire wetland at Blancheport	Samphire Swamp	Community
C Opps 137	Walks through Samphire Swamp without compromising pristine environment	Samphire Swamp	Community
C Opps 164	Samphire Swamp should become a recreational lake and picnic area	Samphire Swamp	Community
C Opps 191	Create recreational lake in southern portion of Samphire Swamp	Samphire Swamp	Community
C Issue 14	Samphire Swamp greater aesthetic look	Samphire Swamp	Developers
C Issue 151	Samphire Swamp concept plan - is unknown to us	Samphire Swamp	Community
C Issue 104	Proposed wetland development - Samphire Swamp - totally inappropriate and process should be restarted	Samphire Swamp	Community
CDAP 49	As we expand will we need another school? Where will it be?	School	CDAP
ED8	270 students at present with population of 1000. 200 students are in town or close to town. If town population increases to 2,000 there will be 350-400 students. There may therefore be a need to look at additional sites.	School	Education
C Pos 82	Increased number of seats	Seating	Community
W23	Build shelters on the beach at Little Islands and Surfers Beach	Shaded areas	Written submission
C Opps 31	Shaded areas near foreshore / playgrounds - trees plus artificial shade structures	Shaded areas	CBD
C Opps 99	Shark net built across Jetty Bay	Shark net	Community
C Opps 129	For elderly swimmers - a shark proof enclosure near the beach - maybe near the Hospital with beachfront access	Shark net	Community
W21	Signs at eastern end of Wells Street directing people how to leave Streaky Bay at Mudge Tce and also Jubilee Road. Jubilee Rd/Mudge Tce intersection to show Port Lincoln one way and Ceduna/Poochera/Pr Augusta then other	Signage	Written submission
W23	Warning signs/flag for shark sightings in the Bay	Signage	Written submission
W26	Entrance signage be artistic and unique	Signage	YAC - Written submission
W26	Entrance statements at Sceale Bay Road and Cape Bauer Loop Road as well as main town entrances	Signage	YAC - Written submission

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SORTED DATA - LINKED TO SHEETS WITH GREEN TABS			
Ref. #	Comments	CATEGORY	GROUP
W26	YAC like the idea of movable signage structures as the town grows i.e. Elliston have a funky corrugated iron welcome sign.	Signage	YAC - Written submission
W27	Signage Suite: Some suggestions: a) Consistent with existing guidelines but in addition conveys a unique sense of place and ownership throughout the whole district; b) Interpretative; c) Educational; d) Directional	Signage	Tourism - Written submission
C Pos 10	Walkway signage between car park and Bay Road	Signage	CBD
C Opps 52	Sign to Poochera saying Ceduna via Streaky Bay only and extra kms	Signage	CBD
C Issue 155	Interpretive signs are ugly!	Signage	Community
W23	Add public toilets at Skate Park	Skate park	Written submission
C Opps 131	A tennis court and cricket net in the middle of the town near skate park	Skate park	Community
C Opps 132	Skate park desperately needs a shelter and water	Skate park	Community
C Opps 135	Toilets for skate park	Skate park	Community
C Issue 94	Skate park - Could benefit from tennis court, cricket pitch in same vicinity	Skate park	Community
C Issue 144	Toilets at Skate park	Skate park	Community
C Opps 120	Slipway area upgraded (maybe picnic area)	Slipway area	Community
CDAP 7	Alec Baldock drive & AB Smith – Council acquire land to south of AB Smith drive to have ability to extend education, recreation and public amenities area	Sporting Complex	CDAP
EM 16	Should sporting complex be extended southwards by moving Alec Baldock Drive south	Sporting Complex	Elected Members
H44	Entrance to sporting complex is wasted and can be beautified	Sporting Complex	Health
ED1	Need to pursue the Sports Complex project and look at linkage to education which would benefit the school	Sporting Complex	Education
ED2	Courts for netball and basketball are a good asset	Sporting Complex	Education
ED3	More focus in the Master Plan on developing the Sports Complex precinct	Sporting Complex	Education
ED4	Links between school and sports precinct	Sporting Complex	Education
ED5	Opportunity to purchase land to south of sports club with the view to ability to expand golf course	Sporting Complex	Education
Enviro 23	If expanded extend round to the Samphire Swamp to create a buffer for the swamp. Adelaide Uni architecture students completed plans for the whole area in terms of landscaping signage etc.	Sporting Complex	Environment
W26	Streaky Bay Sport Precinct Project - Support this concept wholeheartedly	Sporting Complex	YAC - Written submission
W26	Streaky Bay Sport Precinct Project - Leisure Centre – Strongly support this	Sporting Complex	YAC - Written submission
C Opps 10	Regeneration / landscape of sporting oval area	Sporting Complex	Developers
C Opps 173	Purchase land along Alec Baldock Road as open space / parklands - to enhance new sporting complex	Sporting Complex	Community
C Issue 81	Sporting complex not recognised on the map as a key site / feature	Sporting Complex	Community
C Issue 109	Sports and recreation facilities need upgrading	Sporting Complex	Community
C Issue 113	Sports oval lighting needs to be upgraded	Sporting Complex	Community
H40	Develop a horse riding trail	Sports & recreation	Health
H48	A lot of kids use the industrial zone for BMX and motor bikes – what alternative sites can be allocated	Sports & recreation	Health
Enviro 22	Needs to be a place for motorbike track area. At the moment they use the industrial area	Sports & recreation	Environment
W26	A legal Scramble track – An illegal one is currently on private land near the dump	Sports & recreation	YAC - Written submission
W26	A space for motocross and BMX etc.	Sports & recreation	YAC - Written submission
W26	Surf Lifesaving Club - foreshore location but not sure where	Sports & recreation	YAC - Written submission
C Opps 1	Sporting facilities - e.g. scrabble track, dirt circuit track	Sports & recreation	Developers
C Opps 149	BMX track	Sports & recreation	Community
C Opps 150	Dirt circuit track	Sports & recreation	Community
CDAP 19	Liner put into stormwater catchment areas cnr Wallschitzky Rd and Bay Road	Stormwater	CDAP
CDAP 46	Stormwater capture	Stormwater	CDAP
EM 10	There is not much in the new development area	Stormwater	Elected Members
EM 11	Any idea of % stormwater from roads & grounds and roofs	Stormwater	Elected Members
EM 12	A lot of development plans have provisions for capturing of stormwater – option for SB	Stormwater	Elected Members
EM 13	Runoff from roofs decanted from tank – why can we not use in recycling (Drew)	Stormwater	Elected Members

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Ref. #	Comments	CATEGORY	GROUP
EM 14	Blue existing open channels into the ocean are not captured by new drains There is a tank to west of jetty and Campbell's landing and redirect from tanks. (Drew, Graham comment).	Stormwater	Elected Members
EM 15	Water catchment around CBD and up to hospital – not existent – needs to be considered	Stormwater	Elected Members
H45	If there is any water available from stormwater catchment the hospital would like it to beautify the gardens and grounds	Stormwater	Health
ED20	Part of original plan was an extra inlet drain on Fleming Terrace. Needs to be included in the plan	Stormwater	Education
ED21	Great ideas of Wallschutzky and Jubilee ponds and connect to part of entire system	Stormwater	Education
ED22	Can our wetland cope with volume of water?	Stormwater	Education
ED23	If they want to go to 10 ml would you add on to current ponds or build other ponds?	Stormwater	Education
ED24	Linkages with sporting complex re stormwater?	Stormwater	Education
Enviro 25	Increase stormwater capture to ensure we can sustain community gardens, landscaped areas	Stormwater	Environment
Enviro 27	School car park - Run off into wetland would need to be managed – seal and proper guttering. Maybe divert it to the ponds.	Stormwater	Environment
W2	Stormwater harvest should be a priority to ensure current outward flow of water into the Bay is reversed	Stormwater	Written submission
W13	Stormwater problems with block at 14 Jubilee Road caused by bituminised streets running onto the land. Kerbing needed on Mudge Tce and landfill onto the blocks along Mudge Tce	Stormwater	Written submission
W25	Stormwater capture, collection and re-use (Recommend Master Plan SA and Tonkin Consulting read entire email)	Stormwater	Written submission
C Pos 15	Stormwater usage	Stormwater	CBD
C Pos 30	Stormwater improvement	Stormwater	CBD
C Pos 54	Jubilee Road stormwater catchment - priority	Stormwater	Community
C Pos 55	Drainage of sub-developments west of town along the coast - priority - Swales	Stormwater	Community
C Pos 56	Continue to develop existing drainage improvements into school wetlands. Current spoon drain doesn't cope - priority	Stormwater	Community
C Pos 57	Harvesting stormwater	Stormwater	Community
C Pos 58	Capturing stormwater	Stormwater	Community
C Pos 59	Re-use of stormwater	Stormwater	Community
C Pos 63	Good that catchment areas for stormwater are being increased	Stormwater	Community
C Pos 66	Addressing the stormwater situation	Stormwater	Community
C Pos 67	In short-term maximising stormwater re-use	Stormwater	Community
C Pos 72	Catchment/storage is essential and should be maximised. Unfortunately we do not have enough knowledge of local area to offer constructive alternatives	Stormwater	Community
C Pos 73	Pleased with proposed new drain along Jubilee Road/Mudge terrace - please make a priority	Stormwater	Community
C Pos 74	Good idea to pump water to Wallschutzky Road	Stormwater	Community
C Pos 78	Looking at water storage and conservation:	Stormwater	Community
C Pos 84	Commercial civic re-development opportunities (vacant block car park) also a stormwater issue	Stormwater	Community
C Pos 96	Very dry area with marvellous possibilities to turn water harvesting into tourist mecca (i.e. Salisbury) with wetland reed beds for purification of water and as a bird attractor	Stormwater	Community
C Pos 97	Is Drew aware of Salisbury?	Stormwater	Community
C Pos 98	Money spent on water conservation would potentially give Council a larger rate base and help Streaky Bay become more self-supporting	Stormwater	Community
C Pos 99	Stormwater catchment plan	Stormwater	Community
C Pos 100	Utilise dam at eastern basin	Stormwater	Community
C Pos 101	The opportunity to solve existing drainage problems	Stormwater	Community
C Pos 102	To stop "dirty" water entering the Bay	Stormwater	Community
C Opps 36	Should be a large underwater catchment under Council car park for stormwater to be used	Stormwater	CBD
C Opps 47	More rainwater tanks attached to businesses	Stormwater	CBD
C Opps 76	Catchment feeding into a pump by hospital / Flinders Drive / new development an including Bay Road	Stormwater	Community
C Opps 77	Small tanks collecting stormwater going out to sea (blue lines)	Stormwater	Community
C Opps 78	Catchment of the larger buildings in the town centre	Stormwater	Community
C Opps 79	Priority - to stop the large amounts of stormwater going out to sea	Stormwater	Community

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Ref. #	Comments	CATEGORY	GROUP
C Opps 80	Understand the drainage in the southern catchment area	Stormwater	Community
C Opps 93	Catch water from Philip Street	Stormwater	Community
C Opps 94	Divert as much as possible into catchment/storage areas	Stormwater	Community
C Opps 95	Provide additional storage areas	Stormwater	Community
C Opps 96	Reclaimed stormwater for domestic garden use	Stormwater	Community
C Opps 106	Additional areas good - especially linking (SW)	Stormwater	Community
C Opps 107	Long-term plan more effluent and stormwater ponds to other area? Rubbish dump area?	Stormwater	Community
C Opps 108	Swales both sides of road in front of Blancheport	Stormwater	Community
C Opps 110	Tides across road in front of Blancheport - occurred 3 times in 2 years	Stormwater	Community
C Opps 112	Collection of all stormwater for re-use as a long-term solution	Stormwater	Community
C Opps 124	Liaison with SA Water to incorporate stored water for general use	Stormwater	Community
C Opps 126	Roof catchment (private and Council owned) excesses after rainwater tanks have filled to be fed directly into road drains then into proposed storage areas. Could this provide additional storage in other areas of the town?	Stormwater	Community
C Opps 127	Council residential development and Love Shack will in future collect runoff should be pumped into storage areas not Samphire Swamp	Stormwater	Community
C Opps 142	Lots of stormwater runs into Sailing Club and dislodges gravel around footpaths and slipway	Stormwater	Community
C Opps 143	Pipe from Cash Place should be extended through to Park Ave	Stormwater	Community
C Opps 144	Blancheport areas to be bought into stormwater management	Stormwater	Community
C Opps 182	Extra catchment plan for Woodlawn to Bockelberg Hill & below	Stormwater	Community
C Opps 184	Make infrastructure suitable i.e. pipe size for future use and volume for growth (larger)	Stormwater	Community
C Opps 188	To overcome problems on the wetlands by putting in a pump station	Stormwater	Community
C Issue 9	Greater use of water runoff: i.e. silos e.g. Arno Bay	Stormwater	Developers
C Issue 13	Storm water from Blancheport - especially first section	Stormwater	Developers
C Issue 36	Storm water on Alfred Tce needs better drainage	Stormwater	CBD
C Issue 59	Philip St stormwater going out to sea, should be going into STEDS	Stormwater	FS Landowners
C Issue 60	Woodchips / gum trees blocking stormwater drains during storms	Stormwater	FS Landowners
C Issue 61	Since new curbing put in & medium strip all water goes down to Philip St & houses along foreshore (18 Alfred Tce insurance bill \$40,000 & rising)	Stormwater	FS Landowners
C Issue 62	Stormwater should be put into STEDS not into sea	Stormwater	FS Landowners
C Issue 78	Losing all freshwater runoff from developments - Blancheport Rise & Estate & Love Shack development	Stormwater	Community
C Issue 82	Dodgson Drive - Nature strip - current drainage issue - doesn't flow even through drain existing	Stormwater	Community
C Issue 83	Wallschutzky Rd, eastern end - more water collects on opposite side of road, basin dug has neither collected reasonable quantities or held water for quantity of time	Stormwater	Community
C Issue 84	Wells Street, around numbers 14-16 easement and dip in road doesn't cope with stormwater - runs back up residents driveways	Stormwater	Community
C Issue 87	Do not want any stormwater to flow directly into Bay	Stormwater	Community
C Issue 88	What does conserve and develop Samphire Swamp mean. Would like to see it conserved	Stormwater	Community
C Issue 89	Alfred Tce runoff through Sailing Club. Existing small stormwater pipe (blocked)	Stormwater	Community
C Issue 95	Capability/opportunity for filtration in school wetland of stormwater	Stormwater	Community
C Issue 96	What about the storage capability of the school stormwater pond - would it cope with extra water - is there room for more ponds?	Stormwater	Community
C Issue 107	Proximity of underground water to proposed catchment area on Jubilee Road	Stormwater	Community
C Issue 108	Alfred Tce northern side run-off from south side (Council car park). Stormwater can it be caught before it reaches the northern side	Stormwater	Community
C Issue 137	Finish gutter in front of 28 Alfred Tce	Stormwater	Community
C Issue 139	Check potential problems regarding taking stormwater from Jubilee Road instead of allowing it to keep underground channels open - See January 2004 submission to Council PAR (July 2003)	Stormwater	Community
C Issue 156	Provision for storage	Stormwater	Community

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Ref. #	Comments	CATEGORY	GROUP
C Issue 157	Dodgson Drive/Walch Road dam never effective due to porous bottom. Nor big enough to hold current reticulation of runoff	Stormwater	Community
C Issue 158	Eastern side of Jubilee Road could probably only be used for salt water wetland and some doubt about quality of water that currently runs off the Redding Road Jubilee Rd drain	Stormwater	Community
C Issue 159	All new developments should be required to provide plumbing for use of non-potable recycled water	Stormwater	Community
C Issue 160	Block off all current drains that empty directly into the Bay and divert to a holding area, school wetland?	Stormwater	Community
C Issue 161	Utilise water from catchments	Stormwater	Community
C Issue 162	Catch as much water as we can	Stormwater	Community
C Issue 165	Excessive storm water flowing from Centenary Road, Dodgson Drive, Feltus Street into Betts Street and ending on property 11 Wallschutzky Rd. Cannot flow into Wallschutzky Road because it is ½ meter higher than Betts Street	Stormwater	Community
C Issue 166	The drain along Alfred Tce would come further east to pick up the water that flows through the Hotel car park and Bay Road. Too much water is going out to sea	Stormwater	Community
C Issue 171	Any new drain put near 18 Alfred Tce will create problems with existing Boat Ramp (Don Steward) as we already have dead area with water flow as boat ramp prevents tidal flow	Stormwater	Community
C Issue 172	Existing boat ramp creates water flow problems. Any new stormwater drains into sea will create more problems e.g. rubbish, butts, bark etc.	Stormwater	Community
C Issue 173	Address drainage in CBD and Hospital area. Draining into the ocean (stormwater) - Twofold water is going into ocean and reuse	Stormwater	Community
C Issue 174	Retention basin - is it effective effort and does it actually hold water - Wallschutzky Rd	Stormwater	Community
C Storm 1	What are the priorities?	Stormwater	Community
C Storm 2	What should be done with captured water?	Stormwater	Community
C Storm 3	Catchment - catch as much water as we can	Stormwater	Community
C Storm 4	Runoff from Council car park to be reduced to avoid pedestrian hazards after rain and cars	Stormwater	Community
C Storm 5	Swampy Samphire Swamp goes across road - when floods/high tide	Stormwater	Community
C Storm 6	Stopping drift off land from development west of town (as discussed by Drew)	Stormwater	Community
C Storm 7	Raise road rather than swamp (vital to health of the bay)	Stormwater	Community
C Storm 8	Stop raw stormwater from entering sea and wherever possible	Stormwater	Community
C Storm 9	Maintain environment of Samphire Swamp	Stormwater	Community
C Storm 10	How to prevent mosquitos breeding in water catchments?	Stormwater	Community
C Storm 11	AB Smith Road - gravel runoff	Stormwater	Community
C Storm 12	Reduce odours from sewage ponds	Stormwater	Community
C Storm 13	Questioning value of watering the dentist lawns?	Stormwater	Community
C Storm 14	More water - Lions Park lawns	Stormwater	Community
C Storm 15	Green area between Zippel Court to Hospital	Stormwater	Community
C Storm 16	Jubilee Road catchment - priority	Stormwater	Community
C Storm 17	Concentrate on extra water for the school wetlands	Stormwater	Community
C Storm 18	Bladder of liner for soakage pit on Wallschutzky Road	Stormwater	Community
C Storm 19	Drain on Jubilee Road should enable land to remain residential to the east (proposed conservation area)	Stormwater	Community
C Storm 20	Stormwater should be financially viable	Stormwater	Community
C Storm 21	Continue drain on Redding Road, Bay Road in parts	Stormwater	Community
C Storm 22	Channel stormwater in Council car park	Stormwater	Community
C Storm 23	Cash PL to Reeding Road extended to Park Ave	Stormwater	Community
C Storm 24	Proposed pipe next to Philip Street Alfred Tce should be put in now development happening	Stormwater	Community
C Storm 25	Resolve existing flood problems on some residences	Stormwater	Community
C Storm 26	Ensure that Wallschutzky Rd Dam is utilised for storage and reticulation	Stormwater	Community
C Storm 27	Ability of school wetland to capture volume (increased)	Stormwater	Community
C Storm 28	Install automatic flow switch from school wetland to stormwater retention ponds	Stormwater	Community
C Storm 29	Purchase land along Jubilee Road to establish stormwater pond	Stormwater	Community
C Storm 30	Jubilee Road drain - priority	Stormwater	Community

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Ref. #	Comments	CATEGORY	GROUP
C Storm 31	Where should water be captured? Not in storage at back of school as its too close to the sea. Good on Wallschutzky Road - ponds need to be moved back inland.	Stormwater	Community
C Storm 32	Capture water south-east corner of town	Stormwater	Community
C Storm 33	No stormwater into ocean	Stormwater	Community
C Pos 19	Some of the street scaping has been good except for the lights	Street scaping	CBD
EM 2	Blancheport development provided land when there was little development. No policy set on future of excess land	Sub-divisions	Elected Members
EM 3	The Blancheport development has provided funds to develop the CBD – funds have gone back into improving infrastructure in the community	Sub-divisions	Elected Members
EM 4	Advantages of Council not paying rates and taxes is a perception as money is ultimately going back into the community	Sub-divisions	Elected Members
C Opps 170	Council to complete sub-divisions to a better standard with proper entrances	Sub-divisions	Community
ED33	School has major issues with the swimming pool. It is a community school but funded by the school. Pool is past its life-time and Department will not fund a new pool – so the community will need to fund it. Good opportunity to increase to a 25 meter pool.	Swimming pool	Education
C Opps 65	Swimming pool	Swimming pool	CBD
C Opps 130	If any new public pools are built they should be seawater	Swimming pool	Community
H33	Would be great to have a tidal pool	Tidal Pool	Health
Enviro 32	Tidal pool will result in loosing Doctors Beach. Doctors Beach is where all the sediment goes. Would not gain support. A floating pool could be possible.	Tidal Pool	Environment
W27	Tidal Pool V Floating Pool (To replace existing structure). Benefits of tidal pool: a) Utilising existing space along the shoreline more effectively; b) More user friendly as accessible from the shore line; c) Removes the risk of jellyfish and other harmful creatures; d) Provides the possibility for extensive recreational use beyond what is now possible – Laps, Caters for all ages, Larger pool /swimming area	Tidal Pool	Tourism - Written submission
C Opps 101	Build a tidal pool	Tidal Pool	Community
C Pos 27	CBD toilet observation correct.	Toilets	CBD
C Issue 122	Breastfeeding/baby feeding area/family change rooms - maybe at Rural Transaction Centre	Toilets	Community
C Opps 29	Build another CBD toilet block reasonably central on same side with the possibility of eventually removing the current one	Toilets - CBD	CBD
C Issue 15	Public toilet in front of jetty blocks view from Bay Road	Toilets - CBD	Developers
C Issue 31	Position of CBD toilet block	Toilets - CBD	CBD
CDAP 20	Incorporate lake on Bay Road as entrance statement	Town entrances	CDAP
CDAP 22	Strong entrance to town required – signage, water etc	Town entrances	CDAP
W27	The main town entrances; a) Signage suite which is uniquely Streaky Bay; b) Planned and consistent re-vegetation of the roadside areas up to five kilometres leading into all four major town entrances but in particular from the racecourse toward the township on the Streaky Bay Highway; c) Plan for consistency with all four exits / entrances; d) Review policy on existing private signage so the entrances do not look like a maze of individual signs; e) Feature signs and stonework walls at the exit / entrance to Sceale Bay Road and Cape Bauer Road highlighting the tourist drives and features on those routes	Town entrances	Tourism - Written submission
C Pos 4	Better aesthetics to town especially PL entrance	Town entrances	Developers
C Opps 3	Beautify town entrances	Town entrances	Developers
C Opps 43	Town entrances need to be improved (incorporate with landscape design for whole town)	Town entrances	CBD
C Opps 119	Town entrance statements - creating of	Town entrances	Community
C Issue 134	Town entrances upgrades	Town entrances	Community
H12	Clearwater Cove Estate we will have people driving up Flinders Drive and the increase in traffic near the hospital	Traffic management	Health
ED11	Buses are a big issue – bus zone in front of school can accommodate 4 buses. If it increases to 5 buses the entire front of the school would be car parks	Traffic management	Education
ED13	With residential expansion to the west traffic will be a major issue. The school has looked at an alternative entrance to the school. Take traffic off Wells terrace and create a road around the back of the school. Then put speed bumps on Wells Terrace to slow down traffic and encourage people to use back road.	Traffic management	Education

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Ref. #	Comments	CATEGORY	GROUP
C Issue 19	Access to caravan park / waiting zone / turn around zone	Traffic management	Developers
C Issue 22	Volume of traffic on Wells Street especially west side of bay	Traffic management	Developers
C Issue 30	Alfred Tce can be hazardous	Traffic management	CBD
C Issue 114	Traffic problems along Wells Street in front of school/caravan park/sports oval (including drain opposite Doctors Beach	Traffic management	Community
CDAP 23	Tall trees to form a barrier – it is private land and up to them what they do	Trees & plantings	CDAP
CDAP 34	Don't plant forests along coastal reserve	Trees & plantings	CDAP
CDAP 35	Shaded areas – increase	Trees & plantings	CDAP
CDAP 36	Tuart – attract and house white ant. Not suitable for town centre – good for walking tracks	Trees & plantings	CDAP
CDAP 37	White cedar is a possible tree for the area. Need to look at water requirements.	Trees & plantings	CDAP
Enviro 1	Plantings should be indigenous to the area Sheaoaks, mallee box (porosa), Tuarts drop branches, get thin and poor looking with age, platypus not viable, starlings and other birds attracted to bigger trees which are not native to the area. Pines are not suitable.	Trees & plantings	Environment
Enviro 2	Encouraging landholders to plant native plants in strategic areas	Trees & plantings	Environment
Enviro 4	Height of trees and plant species grown in revegetation areas will need to be looked at closely	Trees & plantings	Environment
Enviro 5	Native shrub lands may be appropriate for coastal landscaping	Trees & plantings	Environment
Enviro 6	Street tree plan (Ian Picken worked on this project) has information. Need to look at doing tree plan again to ensure tree choice includes consideration for water requirements and maintenance.	Trees & plantings	Environment
Enviro 24	NRM do plantings through golf course with scouts – golf club want large trees and these attract feral birds. Some changes in this area is required	Trees & plantings	Environment
Enviro 26	Use local expertise to purchase plants	Trees & plantings	Environment
Enviro 28	Needs a planting plan to replace Tuart trees. Needs small and bushier trees	Trees & plantings	Environment
C Pos 62	Tall tree vistas	Trees & plantings	Community
C Opps 105	Ensure survival of tall trees (Tuarts) through proper maintenance (Value of shade, aesthetics, influence on temperature, ground water retention)	Trees & plantings	Community
C Opps 171	Don't block sea views with trees/forests	Trees & plantings	Community
C Issue 129	Trees in front of M'Ocean unloved	Trees & plantings	Community
W27	Road train staging parking provision - Road train friendly left hand sweep at the five mile when going from Streaky to Ceduna.	Truck parking	Tourism - Written submission
C Issue 131	Road train parking/staging area	Truck parking	Community
CDAP 45	Water is a major issue for the growth and development	Water	CDAP
CDAP 47	SA Water liaison	Water	CDAP
CDAP 48	Desalination plant options	Water	CDAP
EM 5	Ensure sufficient water to service population increase	Water	Elected Members
C Pos 103	Ease water restrictions	Water	Community
C Opps 125	SA Water coverage in general is poor. Needs to be extended to areas like rural fringe	Water	Community
C Issue 8	More access to water	Water	Developers
C Issue 85	How come new sub-developments e.g. Clearwater Cove (around old boat ramp) but sub-developments above Samphire Swamp can't get water connection	Water	Community
Enviro 29	Garden escape weed controls	Weed control	Environment
Enviro 31	Grape bush on Doctors Beach on the top is an eyesore, feral birds, feral rabbits etc.	Weed control	Environment
C Opps 2	Develop wetlands - recreational lake	Wetlands	Developers
H36	There is little space for young people	Youth	Health
H37	Need more spaces in main township for people who don't have transport or bike	Youth	Health
H38	Where in the housing developments or nearby is there allocation for youth activity areas	Youth	Health
ED27	Master plan seems very adult orientated	Youth	Education
ED28	How will the kids be consulted in the process?	Youth	Education
ED29	Entertainment and recreation areas for kids	Youth	Education
W26	Radio in the streets - Radio through loudspeaker in the BD (like in Ceduna)	Youth	YAC - Written submission

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Ref. #	Comments	CATEGORY	GROUP
W26	Radio in the streets - Community groups etc. could have a half hour session each day	Youth	YAC - Written submission
W26	Radio in the streets - Otherwise Triple JJJ piped to the masses	Youth	YAC - Written submission
C Opps 133	A youth centre with volunteer parent shifts	Youth	Community
CDAP 1	Residential round to the boat ramp – Possible to implement as deferred urban in short term with long term view of residential development	Zoning	CDAP
CDAP 2	Coastal Ru(8) – Need to check coastal conservation zone issues. CDAP position – Ru(8) changed to deferred urban.	Zoning	CDAP
CDAP 3	Set the scene for residential development around the bay – via deferred urban	Zoning	CDAP
CDAP 4	Ensure coastal roads are in front of residential developments to ensure people can drive along the coast.	Zoning	CDAP
CDAP 6	West –cnr Woodlawn Road and AB Smith Rd. Make this corner residential. Maybe extend residential to the west as well	Zoning	CDAP
CDAP 8	Old tennis courts sites could to be re-zoned or should it remain as part of the recreational zone.	Zoning	CDAP
CDAP 28	CBD to be mixed uses, retail, commercial, residential	Zoning	CDAP
EM 6	Estimate 2000 people in Streaky Bay. State government philosophy is that a Council should have 15 years supply of Urban Reserve zoned land and 25 years of land suitable for Urban Reserve.	Zoning	Elected Members
H46	Heavy industrial allocation in zoning	Zoning	Health
H47	Should industrial in grey shaded area. It is very visible from town. Can we find one spot out of the way.	Zoning	Health
H49	Council plan to provide water to industrial sites	Zoning	Health
Enviro 3	Ru(8) to north east – need to clarify if private land	Zoning	Environment
W1	Zoning issues	Zoning	Written submission
W1	Industrial zone	Zoning	Written submission
W1	Rubbish dump	Zoning	Written submission
W6	Extension to residential zones that we would not support is the Ru(8) area at Target Point. The area is worthy of protection and preservation (as well as re-vegetation) and when combined with an extended coastal reserve will provide an important amenity for both residents and visitors for generations to come	Zoning	Written submission
W8	Objection to possible re-zoning of the Woodlawn Heights Estate from Country Living Residential. Read letter and attached map for greater detail.	Zoning	Written submission
W11	Change allotment 13 D20250 HD Ripon currently Rural Cat 7 to Rural Living	Zoning	Written submission
W16	Concern that there will be no further development south of Wallschutzky Road despite this land having been subdivided for smaller allotments already. As this land has been previously used for general farming, it is relatively degraded land that should be considered for further development and for future expansion within the town limits. There will be relatively little impacts on existing town infrastructure and indeed further carefully planned development and rehabilitation of this area would enhance the visual amenity of this southern aspect of the township. The proposed exclusion of development from Wallschutzky Road will force future development to continue along the more exposed and fragile coastal fringe creating potential impacts to the coastal environment as well as visually exposing more housing developments from across the bay. I urge the Council to reconsider this option to allow for future developments along already degraded land which offers more shelter from prevailing winds, prevents visual impairment from across the bay, fits in with existing town infrastructure and allows for a visual enhancement to the southern area and the southern approach of the town.	Zoning	Written submission
W17	Re-zoning south of Wallschutzky Road	Zoning	Written submission
W22	Proposed possible extension of the residential zone to include land north of Back Beach Road and West of Cape Bauer Rd should remain a priority. (More detail in letter)	Zoning	Written submission
W24	Flinders View Subdivision - remainder of land owned by B&R Enterprises which joins both A.B. Smith Road and Woodlawn Road should be zoned residential	Zoning	Written submission
W25	Shortage & placement of industrial and commercial land (Recommend Master Plan SA read entire email)	Zoning	Written submission
W27	Zoning ideas and possibilities - key sites and Features :Low lying and covered with Native vegetation -not suitable for urban development. This must include being not suitable for industrial development also. Industrial provision needs to be as suggested in the January 2004 submission to the councils PAR (July 2003) or perhaps an entirely new area needs to be looked at around the race course but it should be done from a road off the highway and not alongside the highway.	Zoning	Tourism - Written submission

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SORTED DATA - LINKED TO SHEETS WITH GREEN TABS			
Ref. #	Comments	CATEGORY	GROUP
C Pos 5	Set future development to town thus overcoming need for private zoning	Zoning	Developers
C Pos 28	Recognition of CBD / industrial expansion	Zoning	CBD
C Pos 92	Dean Whitford/Shane Kelsh sub-divisions be zoned Residential	Zoning	Community
C Opps 67	Re-zoning Section 3D RD Hundred of Rippon	Zoning	FS Landowners
C Opps 103	Consider changing zoning classification of Section 3D RD Hundred of Rippon	Zoning	Community
C Opps 165	Target point should be residential	Zoning	Community
C Opps 166	Industrial zoning should remain same (once stormwater is installed in Jubilee Road and OK for industrial zoning)	Zoning	Community
C Opps 174	William's sub-division should be residential not country living	Zoning	Community
C Opps 175	Land at Target Point should be Rural Deferred Urban	Zoning	Community
C Opps 176	Land along Wallschutzky Road between Lincoln Highway and A.B. Smith Road should be country living	Zoning	Community
C Opps 192	More proposed zoning changes need to be reviewed.	Zoning	Community
C Issue 2	Section 80 with approved sub-division in Jubilee Road	Zoning	Developers
C Issue 3	Possible obstruction to country living zoning (Sect 51 & 52 back to SA Water easement) should be rezoned Res 1	Zoning	Developers
C Issue 18	Land zone for commercial shops in town centre	Zoning	Developers

APPENDIX B

Second Round of Community Consultation (May 2010)

CONSOLIDATED SORTED DATA

SORTED DATA - LINKED TO SHEETS WITH GREEN TABS			
Ref. #	Comments	CATEGORY	GROUP
Issue 147	No provisions for an airport / air link improvement	Airport	Public workshop
Issue 62	Incorrectly named park by the silos (not Apex Park)	Apex Park	Public workshop
Youth 21	Generate more artwork around the town	Artwork	Youth
Youth 23	Lets transform some of the big walls on buildings in town with murals	Artwork	Youth
Youth 4	Back Beach needs bins. There are no bins in this area	Back Beach	Youth
CDAP 23	Bike track will not work in front of the caravan park – there is not enough room	Bike paths	CDAP
CDAP 24	Bike track going to the mangroves is great and is suggested as a priority	Bike paths	CDAP
CDAP 25	Bike track up to Little Island is good – suggest the track could follow the coast. Approval for this would need to be difficult to achieve.	Bike paths	CDAP
CDAP 26	Why does the bike track not go in front of the hospital?	Bike paths	CDAP
CDAP 27	Freddie Turners block – you will need to get around this freehold block	Bike paths	CDAP
CDAP 28	Bike track should be along the coast – all the way around the Bay	Bike paths	CDAP
Health 25	Use solar lighting along bike tracks	Bike paths	Health
Tourism 16	Overall the bike path plan is pretty good	Bike paths	Tourism
Tourism 17	Not sure of path going in front of caravan park. There is little room, there is movement of sand as well.	Bike paths	Tourism
Tourism 18	Priority of the bike plan should be the Montgomerie Terrace and the other side of the school coming in from Blanche Port for the kids. Re-kerb the road to make room for the bike path.	Bike paths	Tourism
Tourism 19	Flemming Terrace needs to be a priority of the bike path	Bike paths	Tourism
ED6	Bike lane at back of school is of concern due to security. Lighting would be needed.	Bike paths	Education
Youth 34	Bike rack at the end of the Jetty would be good. Current bike rack positions are in the wrong place. Need to reassess position of current bike racks.	Bike paths	Youth
Youth 40	If having bike tracks have seats, toilets and shady trees along the way.	Bike paths	Youth
Youth 69	Don't put the Bike Track through people's properties.	Bike paths	Youth
Enviro 1	Bike trail to Eyres Waterhole is a good concept - there is an SA Water easement and the main road. Between the two is vegetation. Will the track go through the vegetation? Can we use the SA Water easement track? Concerns about the clearing of this area for the track. Can the bike track be on the side of the old road. Need more detail on the specific plan for the track.	Bike paths	Environment
Enviro 2	Keep bike track on Little Island roadside and not through coastal vegetation	Bike paths	Environment
Enviro 4	Bike track in front of the caravan park - in the interest of less disturbance (people and bikes) the track should go behind the caravan park	Bike paths	Environment
Enviro 23	Bike track near proposed bus area at school. Need to consider small kids on bike.	Bike paths	Environment
Written 7 d	No bike path needs to be any wider than 2.5 metres	Bike paths	Resident
Written 8 c	I support the development of the bike tracks around the township including the extension to the mangrove area. Once again please refer to the attached photos to see the extent of the tidal movement in front of the caravan park. On many occasions during the year the water actually laps against the stone wall in front of the solid cabins in the caravan park and so having the bike track in front of the caravan park could be quite problematic.	Bike paths	Resident
Written 8 d	Beach-front Streaky Bay Caravan Park (photos attached) This was a fairly normal day at 1 hour after high tide, with a strong southerly wind blowing. If the conditions had been a northerly wind the impact of the high tide would have been significantly different with water actually lapping against the rock wall in front of the caravan park units. Even so it is possible to see from the photos just how close the water line gets to this rock wall. How could there possibly be room for a bike track that wouldn't regularly be under water. I really support the idea of the extension of the bike tracks around the town but local conditions need to be considered when planning their placement.	Bike paths	Resident
Positive 1	Extension of bike and walking trails	Bike paths	Public workshop
Positive 2	Idea of the "loop road" for school drop off and caravan park entrance	Bike paths	Public workshop
Positive 12	Nice idea to have bike track in front of caravan park	Bike paths	Public workshop
Positive 22	Bike track as a whole	Bike paths	Public workshop
Positive 31	Like the idea of incorporation of fitness centres along the bike tracks	Bike paths	Public workshop
Positive 37	Bike tracks good, but shouldn't encroach on private foreshore homes	Bike paths	Public workshop

CONSOLIDATED SORTED DATA

Ref. #	Comments	CATEGORY	GROUP
Positive 41	Extension of bike tracks around town a good idea	Bike paths	Public workshop
Positive 50	Bike path to Little Islands would have been better on the coast	Bike paths	Public workshop
Positive 54	Extension to bike track network a good idea	Bike paths	Public workshop
Positive 55	Bike track to mangroves / Board walk	Bike paths	Public workshop
Positive 64	Bike mangrove trail will have great educational value	Bike paths	Public workshop
Positive 68	Bike track OK	Bike paths	Public workshop
Positive 74	Upgrade bike tracks	Bike paths	Public workshop
Positive 78	Like walk/bike road on foreshore/caravan park	Bike paths	Public workshop
Positive 81	Bike tracks good	Bike paths	Public workshop
Positive 83	Think the extension of bike tracks looks great, especially out to new caravan park and to Eyres Waterhole	Bike paths	Foreshore landholders
Positive 88	Abandoned the walk/bike track path in front of foreshore properties	Bike paths	Foreshore landholders
Positive 90	Extend bike paths	Bike paths	Foreshore landholders
Positive 102	Bike ride tracks	Bike paths	Developers
Issue 1	Bike walking trail up Flinders Drive (narrow). Why not along the coastline? This would provide easy access to coastline	Bike paths	Public workshop
Issue 22	Like to see bike tracks focussed on kids safety first	Bike paths	Public workshop
Issue 58	Bike tracks to follow the coastlines as much as possible (37m of crown land)	Bike paths	Public workshop
Issue 59	Bike track in front of caravan park - spoil views, high tides to be considered	Bike paths	Public workshop
Issue 60	Bike track not to encroach on sailing club area - Dragon Boating area	Bike paths	Public workshop
Issue 77	Bike path from caravan park to back beach road should be on residential side	Bike paths	Public workshop
Issue 78	Bike tracks should be along the coast	Bike paths	Public workshop
Issue 79	Bike tracks should be next to road for safety reasons	Bike paths	Public workshop
Issue 80	Bike track won't work in front of caravan park	Bike paths	Public workshop
Issue 91	Longer bike tacks no needed. Who will use them?	Bike paths	Public workshop
Issue 92	Where will the water for fountains come from on the proposed bike tracks.	Bike paths	Public workshop
Issue 110	More toilets on bike tracks and shelters. Tanks for drinking	Bike paths	Public workshop
Issue 117	First priority of bike track should be mangrove area then new car park	Bike paths	Public workshop
Issue 130	No bike track in front of caravan park	Bike paths	Public workshop
Issue 145	Bike track should be coastal, hug the coast	Bike paths	Public workshop
Issue 156	Bike track walkway to mangroves causes public liability issues	Bike paths	Foreshore landholders
Issue 194	Lack of facilities on bike track and boat ramps	Bike paths	Developers
Issue 202	Will the bike paths physically fit on Alfred Terrace? If not, you may not be able to put the line marking down	Bike paths	CBD Businesses
Youth 57	More bins around town (i.e. Jetty, Back Beach, Hally's, along Bike Tracks).	Bins	Youth
Enviro 12	As a result of no additional formal ramps in the study area people are going to outlying areas and launching boats e.g. people going to "The Bushes" and informally launching their boats. A solution is for another boat ramp within Blanche Port e.g. at Little Islands or upgrade Slidy's	Boat ramps	Environment
Issue 42	Southern boundary of township to go along Pipeline Road (AB Smith Road) rather than half way up AB Smith Road	Boundaries	Public workshop
CDAP 8	Campbell's landing / slipway – would like to see some kind of activity e.g. boat hire, kiosk etc.	Campbell's Landing	CDAP
CDAP 13	Residential infill behind the Police Station. We need to look at this site for commercial. It is zoned at Town Centre so can attract commercial use. There is a question as to whether stipulating it as potential residential use is appropriate.	CBD	CDAP
Positive 53	Town centre upgrade Bay Road - Alfred Tce looks nice	CBD	Public workshop
Issue 191	New businesses to town face high up front costs to establish in the Terrace	CBD	Developers
Positive 14	Good idea to plan buildings on the street front and parking behind	CBD - infill areas	Public workshop
Positive 97	Residential infill at police reserve for aged persons	CBD - infill areas	Foreshore landholders
Positive 111	The idea of buildings on road frontage rather than car parks is good	CBD - infill areas	CBD Businesses
Issue 173	Proposed infill where existing parking is utilised will make those parking areas not visible and only create a need for more parks	CBD - infill areas	Foreshore landholders
Issue 190	Shopfronts in front of car parks	CBD - infill areas	Developers
Issue 15	Ensure planning for adequate cemetery extension	Cemetery	Public workshop
Tourism 31	The plan needs to have a focus on safety of kids	Child Safety	Tourism
Youth 18	A community arts centre which is open to young people	Community Arts Centre	Youth

Streaky Bay Master Plan - Consultation Outcomes - May 2010

CONSOLIDATED SORTED DATA

Ref. #	Comments	CATEGORY	GROUP
Youth 42	Proposed Civic Centre to be combined with a Community Art Centre.	Community Arts Centre	Youth
Health 27	Community Health Service – when expansion occurs there is a need for development assistance, additional car parks, traffic management	Community Health Service	Health
Tourism 34	New residential development in outside of town – the developers should provide services such as water and power.	Developments	Tourism
Written 13	Copy of submission to DCSB dated 8 Feb 2000 re. development proposals for Lots 144 and 385 Streaky Bay. The submission has detail with regard to: 1) Housing development; 2) Wastewater management; 3) Stormwater management. Refer to hard copy of submission	Developments	Resident
Enviro 24	Eastern end of Doctors Beach around the shelter. Traditionally this has been a family area. Positive to see the leashed dogs sign. During long weekends and summer holidays is the use of jet skies at this family beach. So families are moving to the western end of Doctors Beach. Need jet ski management policy for the Bay including Doctors Beach.	Doctors Beach	Environment
Positive 85	Doing up the area near Doctors Beach as park and BBQ area with lawns would be good for families and tourists	Doctors Beach	Foreshore landholders
Enviro 19	Area for dog exercise	Dog exercise area	Environment
Enviro 20	Dog and cat management plan uses most of the local beaches as default off leach dog areas. There are restrictions at Doctors Beach which is good. We need a discreet area within the town for dog exercise	Dog exercise area	Environment
Issue 25	Still concerned about smell from ponds/recycled irrigation. Can be smelled widely across town.	Effluent ponds	Public workshop
Issue 45	Could the effluent ponds be moved further out of town - could cause pollution of the Bay. Land would need to be acquired now.	Effluent ponds	Public workshop
Health 13	Streaky Bay Senior Citizens preferred site is Police Corner for elderly residential development	Elderly residential facilities	Health
Health 14	Extend Elm Haven to Hospital. Streaky Bay Senior Citizens want to maintain ownership of the buildings and land which currently house Elm Haven and have Health Service manage the site	Elderly residential facilities	Health
Health 15	Not sure the Police site will be able to provide sufficient space for 'open space' for elderly	Elderly residential facilities	Health
Written 14	Support for aged persons accommodation at Police Corner.	Elderly residential facilities	Resident
Positive 4	Suggestion of aged person accommodation in area that is currently "police reserve"	Elderly residential facilities	Public workshop
Positive 104	Aged on Police Reserve	Elderly residential facilities	Developers
Issue 70	Not enough room for aged care on Police Reserve	Elderly residential facilities	Public workshop
Issue 87	Need large - say 150 unit size block for aged care/independent living/retirement units not one or two house blocks for aged care	Elderly residential facilities	Public workshop
Issue 88	Aged care / independent living mentioned - concern over size of area for future development and facilities required	Elderly residential facilities	Public workshop
Health 1	Move ambulance in with other emergency services – combined facility	Emergency services	Health
CDAP 42	Eyres Waterhole needs to be cleaned out regularly.	Eyre's Waterhole	CDAP
CDAP 9	Council owns 3 blocks on the foreshore – should they develop or jointly develop this area with something which goes out into the water on pontoons	Foreshore	CDAP
Youth 19	Floating pathway (pontoon) from the Jetty to Doctors Beach	Foreshore	Youth
Positive 20	Good idea for Council to purchase foreshore properties for green space as it becomes available	Foreshore	Public workshop
Positive 77	Extended foreshore reserves	Foreshore	Public workshop
Issue 113	Split level railing on lawns opposite from Hotel for safety e.g. kids functions, stalls, elderly people etc.	Foreshore	Public workshop
Issue 123	We still need a playground on beach beside jetty	Foreshore	Public workshop
Issue 155	Foreshore area in front of Eyre Ave should stay the same (mainly lawn, doesn't need any more trees planted there)	Foreshore	Foreshore landholders
Enviro 9	Green belt	Green belt	Environment
Positive 59	Maintain and strengthen green belt through town.	Green Belt	Public workshop
Tourism 7	We could collect artefacts from the region and put together in a Cultural Heritage Centre	Heritage	Tourism
Issue 128	Buildings to be heritage listed officially	Heritage	Public workshop
Health 2	Refer to Wendy's report copy for detail including disabled access	Hospital car park	Health
Written 16	Verbal submission from Indigenous community member: There are Indigenous remains at Eyres Waterhole which are not to be disturbed. There are reserve areas just past the silos which need to be considered. Indigenous consultation is needed for all developments and site works.	Indigenous	Indigenous community member
CDAP 37	To put a road through the Industrial area	Industrial road	CDAP
Youth 38	Internet access is a major education hurdle for the school	Internet access	Youth
Youth 35	Internet café with coffee facilities (e.g. bakery or Moceans)	Internet café	Youth
Health 16	Shade on the jetty, platform,	Jetty	Health

CONSOLIDATED SORTED DATA

Ref. #	Comments	CATEGORY	GROUP
Youth 3	More bins near the Jetty	Jetty	Youth
Health 17	Jetty pool needs a platform with shade – make shade a quarter of the depth of the platform. Particularly given the fact that kids are using the jetty pool	Jetty Pool	Health
Tourism 29	It is planned that it be upgraded. Details such as, whether it can keep jellyfish out, has not be decided yet. Consultation regarding the detail of the jetty pool upgrade is required.	Jetty Pool	Tourism
Positive 32	Redevelopment of jetty swimming pool area to provide for a wider age group of people	Jetty Pool	Public workshop
Positive 48	Upgrade swimming enclosure	Jetty Pool	Public workshop
Positive 79	I like the pool being fixed	Jetty Pool	Public workshop
Positive 87	Can't wait to see the jetty pool done up for the kids with platforms and shades. Shades up the end of the jetty	Jetty Pool	Foreshore landholders
Issue 135	Jetty pool to be upgraded with more in and out steps	Jetty Pool	Public workshop
Youth 1	Jetty cage to be fixed and be able to walk around the edge. Plus another platform.	Jetty Pool	Youth
Youth 2	Jetty pool – a place to store gear e.g. towels, shoes etc.	Jetty Pool	Youth
Youth 9	Slide at the jetty pool	Jetty Pool	Youth
Youth 10	Pontoon at the jetty pool	Jetty Pool	Youth
Youth 44	Fix and maintain Jetty Pool.	Jetty Pool	Youth
Youth 45	Platforms back at the Jetty Pool.	Jetty Pool	Youth
Youth 58	Fix the Jetty Pool (add more platforms, a pontoon, fix up the wood bits around the edges and better steps so we don't cut up our feet).	Jetty Pool	Youth
Youth 68	Put a slide at the Jetty Pool to improve the area.	Jetty Pool	Youth
Positive 67	Upgrade kerbing of town streets.	Kerbing	Public workshop
Issue 38	Lighting on Eyre Ave walkway required as well as bike track	Lighting	Public workshop
Issue 69	Need lighting on Eyre Ave path	Lighting	Public workshop
Issue 132	More lighting on all our streets	Lighting	Public workshop
Issue 153	Would like to see more lighting along foreshore walk track especially along Eyre Avenue	Lighting	Foreshore landholders
Issue 154	Would like to see more lighting along streets in all the town centre	Lighting	Foreshore landholders
Youth 33	Lions Park used to be beautiful green grass, trees and shrubs. Path is being disturbed by tree roots. It was more of a family area. It has been neglected.	Lions Park	Youth
Issue 124	Still need direct access to little island - not 600m down wind of the islands	Little Island	Public workshop
Positive 57	Second caravan park and access to	Little Island Caravan Park	Public workshop
Issue 23	Is road to new caravan park going to be sealed?	Little Island Caravan Park	Public workshop
Enviro 16	Educational information at the sight to explain the significance of mangroves	Mangroves	Environment
Enviro 17	Close off access by vehicles to the mangroves. Access is available at the moment and this should be closed.	Mangroves	Environment
Positive 42	Can mangrove development be facilitated environmentally	Mangroves	Public workshop
Youth 7	Boardwalk through the mangroves	Mangroves Boardwalk	Youth
Youth 43	What environmental impact studies have been put in place for the Mangroves and Cape Bauer with the walk ways and bike track.	Mangroves Boardwalk	Youth
Youth 70	The boardwalk through the Mangroves seem to be a really good idea and attractive to students in this class.	Mangroves Boardwalk	Youth
Enviro 3	Streaky Bay is recognized as a nationally significant wet land. There has been drop of 25% in migrating birds due to disturbance e.g. razor fish collection. Therefore we recommend no boardwalk through the mangroves. EPBC report (Jane)	Mangroves Boardwalk	Environment
Positive 91	Boardwalk extension	Mangroves Boardwalk	Foreshore landholders
Issue 54	Mangrove bike track will be tricky and mozzies. Track should stop at boat ramp	Mangroves Boardwalk	Public workshop
Positive 34	Having a Plan	Master Plan	Public workshop
Positive 82	Bold vision plans	Master Plan	Public workshop
Positive 100	Very good plan	Master Plan	Developers
Positive 107	Adequately provides for growth	Master Plan	Developers
Positive 108	Aesthetically appealing	Master Plan	Developers
Issue 16	2011 too long to wait for info on population growth. Is there another source i.e.. Council records so the Plan can be based on accurate information now?	Master Plan	Public workshop
EM 1	Need for a statement at the front of the document explaining what the Master Plan document is used for and subsequent processes e.g. DPA	Master Plan document	Elected Members

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CONSOLIDATED SORTED DATA

Ref. #	Comments	CATEGORY	GROUP
EM 2	Population census data implications for future planning should be stated at the beginning of the document and combined with development approvals.	Master Plan document	Elected Members
Written 1 a	I firstly commend you on the content and presentation of the Streaky Bay Township Master Plan Draft. The meetings I attended yesterday were positive and appeared to be receptive to your plan in general with a few modifications.	Master Plan document	Developer
Written 1 b	In reference to my Master Plan Submission dated 1 July 2009 addressed to Mr Des Jennings I appreciate a large proportion of the content has been covered in your draft. I am very pleased with the outcome and only have a couple of observations to mention.	Master Plan document	Developer
EM 12	Toilets are needed at the boat ramp. Recreational fishers may be able to help with a grant. Option for a user pays system to use the boat ramp area.	Moores Ramp	Elected Members
Tourism 28	Toilets are needed at Moore's ramp	Moores Ramp	Tourism
Positive 23	Moores Ramp improvements - suggest more lighting	Moores Ramp	Public workshop
Positive 33	Toilets at boat ramp	Moores Ramp	Public workshop
Positive 56	Toilets / Seating Moores Ramp	Moores Ramp	Public workshop
Positive 63	Toilets near the boat ramp	Moores Ramp	Public workshop
Positive 105	Boat ramp toilets	Moores Ramp	Developers
Issue 107	BBQ facilities at boat ramp and shade area	Moores Ramp	Public workshop
Issue 189	Lack of fuel near Moores boat ramp	Moores Ramp	Developers
Youth 36	Motor bike track – but not sure people will use it as they currently use the sand dunes when they go out camping.	Motor bike track	Youth
Youth 50	Motorbike track. Insurance yeah but sand dunes?	Motor bike track	Youth
Enviro 18	Need and area for motor bikes (scramble track/dirt bike track)	Motor bike track	Environment
EM 7	Old tennis courts or back of Council car park could be used as a short-term solution for long vehicle car parking	Old tennis courts	Elected Members
Youth 15	Open space where tennis court is now with a roof over it could be good	Old tennis courts	Youth
Issue 20	Beautiful new seats. Why is it facing the monument?	Other	Public workshop
Issue 55	Beach access for residents is restricted.	Other	Public workshop
Issue 99	What is the maintenance plan for existing infrastructure?	Other	Public workshop
Issue 127	Where have out shark cray boats gone. We are losing because they have gone elsewhere	Other	Public workshop
Issue 136	What security does this all give us. Privacy / health	Other	Public workshop
Health 26	Outdoor fitness area – where is this in the plan	Outdoor fitness areas	Health
Enviro 21	Pull off areas are full of caravans – Council needs to enforce the bylaws	Overnight camping areas	Environment
Enviro 22	Need to look at how to manage campers who pull over for the night and do not use designated camping/caravan areas	Overnight camping areas	Environment
Tourism 27	We need a list of priorities for the parking	Parking	Tourism
Issue 36	Parking on Eyre Ave required and kerbing	Parking	Public workshop
Issue 43	Car park on Fleming Tce with walkway connection - too far to walk (maybe just for long-term parking)	Parking	Public workshop
Issue 50	Parking spaces need to be adequate width (dents)	Parking	Public workshop
Issue 146	Don't think Zipple Court is suitable place for car park	Parking	Public workshop
Issue 195	Some comments in the recommendations state that angle parking has increased capacity. Don't agree with this – we have actually lost some car parks	Parking	CBD Businesses
Positive 46	Short term parking for caravan park would like it to be extended	Parking - caravan park	Public workshop
CDAP 17	Good idea to have the car parking allocation listed in the draft plan. Until the car parking is permanent do we need to identify/designate the areas as parking for the long term.	Parking - CBD	CDAP
Health 8	45 angle on Wells Street need to make sure it is deep enough	Parking - CBD	Health
Tourism 26	Should businesses provide off-street parking when they have land available	Parking - CBD	Tourism
Written 3	Streaky Bay Community Hotel are planning to place accommodation units on the allotments fronting Wells Terrace. Refer to letter.	Parking - CBD	Streaky Bay Community Hotel
Written 7 j	The vacant allotment/car park next to the Council Chambers should be sealed, benched and landscaped to provide access from either Wells St or Alfred Tce, as decided when the upgrade of the Supper Room Studios was approved and undertaken by Council. The Supper Room Studios should once again be utilised instead of the Rural Transaction Centre. The Country Arts Officer should be relocated to this space so that this redeveloped asset is utilised instead of the Rural Transaction Centre.	Parking - CBD	Resident
Positive 9	Lots of parking planned for town centre	Parking - CBD	Public workshop

CONSOLIDATED SORTED DATA

Ref. #	Comments	CATEGORY	GROUP
Positive 16	Sealing Council car park	Parking - CBD	Public workshop
Positive 17	Alfred Tce upgrade on street parking	Parking - CBD	Public workshop
Positive 27	Council car park - but walkway to Bay Road needed	Parking - CBD	Public workshop
Positive 92	Sealing Council car park and lines.	Parking - CBD	Foreshore landholders
Issue 3	Parking - shortage in Alfred Tce area. This is acerbated by "curving" landscaping of footpaths	Parking - CBD	Public workshop
Issue 35	Foreshore and Town Centre - Hotel is going ahead with units on land next to Mobile service station	Parking - CBD	Public workshop
Issue 94	Relying on acquiring land that the Council does not own. Town Centre existing car park - new facility - new carpark behind hotel	Parking - CBD	Public workshop
Issue 102	Hotel car park is private land? Car park insufficient for future	Parking - CBD	Public workshop
Issue 104	Council office car park will flood Becks	Parking - CBD	Public workshop
Issue 137	Stateliner bus parking	Parking - CBD	Public workshop
Issue 165	New kerbing and footpaths in Alfred Tce have resulted in loss of car parks. Could be readjusted? In time no kerb in road. So could be more car parks in front of bakery. Have speed bumps instead for traffic calming.	Parking - CBD	Foreshore landholders
Issue 197	Car parking – 15 minute parking zones around town in front of key shops would help business owners	Parking - CBD	CBD Businesses
Issue 198	Need to structure car parking so workers park behind the main street to leave car parks in the streets for customers	Parking - CBD	CBD Businesses
Issue 199	Do you keep the car park at the front of the current Civic Centre and/or restrict parking times in Alfred Terrace	Parking - CBD	CBD Businesses
Issue 200	Need to understand Hotel's plans for the car park	Parking - CBD	CBD Businesses
Issue 201	We don't want car parks blocking the back of our shops	Parking - CBD	CBD Businesses
Health 28	Extend the Health Service car park towards Shepherds Hut and/or out the side of the hospital	Parking - Hospital	Health
Issue 7	Parking difficulties in Hospital, Community Health and Shepherds Hut areas	Parking - Hospital	Public workshop
Issue 74	Hospital Reserve should have angle parking	Parking - Hospital	Public workshop
Issue 172	Insufficient car parking still in town centre and hospital area. No future plan for Hospital area	Parking - Hospital	Foreshore landholders
EM 6	Option for long vehicle car parking is at the hotel	Parking - long vehicles	Elected Members
Tourism 21	Need parking for long vehicles. Key areas currently used are just before State Bank on Wells Terrace, the cutting by the toilets, near the RSL hall, in front of Landmark, in front of Becks, in front of hotel. Some people use the back of the hotel to camp overnight.	Parking - long vehicles	Tourism
Tourism 24	Old tennis courts along Montgomerie Terrace for parking of long vehicles as a short-term idea	Parking - long vehicles	Tourism
Tourism 25	Seal the back carpark of the Civic Centre site for long vehicles	Parking - long vehicles	Tourism
Issue 2	Lack of long vehicle parking in town	Parking - long vehicles	Public workshop
Issue 11	Western area of Alfred Tce be available for long vehicle parking	Parking - long vehicles	Public workshop
Issue 71	No main street parking for vans and buses - town centre	Parking - long vehicles	Public workshop
Issue 125	Car parks to be big enough for caravans and 4x4s	Parking - long vehicles	Public workshop
Issue 171	Proposed car parking does not adequately accommodate for long vehicles e.g. cars towing caravans & boats, buses	Parking - long vehicles	Foreshore landholders
Issue 105	No provision for road train parking - rest parks	Parking - road trains	Public workshop
Issue 182	No road train hook-up area	Parking - road trains	Developers
CDAP 1	School wetlands project – there is room in this area for parking	Parking - School Area	CDAP
CDAP 2	Visitor parking should be at front of the school not with the buses	Parking - School Area	CDAP
CDAP 3	Staff car parking could be up at the wet lands and have the current staff car parking allocated to parents and visitors	Parking - School Area	CDAP
CDAP 4	Move the caravan park short-term parking up to opposite the caravan park entrance	Parking - School Area	CDAP
CDAP 5	45 angle parking opposite the shelter sheds - would prefer to see the current triangle area upgraded and used for cars	Parking - School Area	CDAP
EM 10	Shift the staff carpark to the back with the buses and make the staff carpark a visitor carpark	Parking - School Area	Elected Members
EM 11	Staff carpark and visitor car park off Wells Tce could be swapped.	Parking - School Area	Elected Members
Health 9	Can the school come to an agreement to use netball/tennis courts. This would free up school courts for car parking	Parking - School Area	Health
Tourism 20	Bus parking at school is a good proposal. May need shade for bus area as this is a growing trend in rural communities	Parking - School Area	Tourism
ED2	Concept of the path through the oval – distances for students, weather	Parking - School Area	Education
ED3	Who will pay for the path through the school? Who will pay for extending the oval? Track used on sports day with 3 weeks set-up prior to the sports day	Parking - School Area	Education
ED4	Good to see some plans – need to make sure the maximum number of car parks are gained	Parking - School Area	Education
Youth 27	School bus path – too long for very small children who are carrying large bags. Running track goes to the edge of the wetlands fence. Issue with the lack of shelter along the path.	Parking - School Area	Youth

CONSOLIDATED SORTED DATA

Ref. #	Comments	CATEGORY	GROUP
Youth 28	Car park in front of the gym is a good idea – but how many additional spaces will be provided	Parking - School Area	Youth
Youth 29	Student parking – approximately 30 students at the end of each year –	Parking - School Area	Youth
Youth 73	The bus pull-in area should have a weather protection area.	Parking - School Area	Youth
Written 4	When the school first had the bike access via Montgomerie Tce - was as parents at this time were asked not to use this street for vehicle access to the school, thus making it safer for the children on their bikes. While I like the idea of the parking area on this new plan is this going to cause more vehicles to be using Montgomerie Terrace?	Parking - School Area	Resident
Positive 6	Lots more parking near school - decongestion of Wells Street	Parking - School Area	Public workshop
Positive 28	Car parks on Wells Street near school	Parking - School Area	Public workshop
Positive 29	A good idea for caravan park parking area off road near the caravan park entrance	Parking - School Area	Public workshop
Positive 35	School drop-off zones	Parking - School Area	Public workshop
Positive 45	School bus drop off	Parking - School Area	Public workshop
Positive 47	Angle parking at Doctors Beach	Parking - School Area	Public workshop
Positive 75	Car park proposed / school caravan park	Parking - School Area	Public workshop
Positive 89	School parking with loop could extend	Parking - School Area	Foreshore landholders
Positive 96	Off-street school drop off zone	Parking - School Area	Foreshore landholders
Positive 98	School traffic idea opposite school oval	Parking - School Area	Developers
Positive 99	Parking opposite caravan park kiosk good idea	Parking - School Area	Developers
Positive 101	School zone excellent. All needed urgently	Parking - School Area	Developers
Issue 9	Proposed parking area opposite caravan park entrance be one way only. Enter at east end and exit at west end	Parking - School Area	Public workshop
Issue 39	Parking near school gym	Parking - School Area	Public workshop
Issue 40	Teachers parking area to be used by parents. \	Parking - School Area	Public workshop
Issue 44	A much more inventive way of using the 3 allocated car park areas on Wells Street near school	Parking - School Area	Public workshop
Issue 64	Buses should load in school grounds	Parking - School Area	Public workshop
Issue 65	Parent visitor parking too far away. Should be in front of school, library etc.	Parking - School Area	Public workshop
Issue 66	Caravan parking - short term parking is difficult to enter park for large buses	Parking - School Area	Public workshop
Issue 67	Angle parking at Doctors Beach should still be able to park on beach as well	Parking - School Area	Public workshop
Issue 166	Suggestion - carpark opposite caravan park be one way only access	Parking - School Area	Foreshore landholders
Issue 167	Suggestion - walkway from school bus drop-off be covered	Parking - School Area	Foreshore landholders
Issue 185	45 degree parking at Doctors Beach. No good	Parking - School Area	Developers
Issue 131	More open parklands	Parklands	Public workshop
Health 6	Need a safe crossing from the Hotel to green open space area on the foreshore	Pedestrian crossings	Health
Issue 134	Zebra crossing in each main street	Pedestrian crossings	Public workshop
Issue 163	Need some zebra crossings in main streets.	Pedestrian crossings	Foreshore landholders
Issue 206	Should we have dedicated pedestrian crossing in the town centre. There has been an attempt but it is not a pedestrian crossing.	Pedestrian crossings	CBD Businesses
Health 3	Wells to Caravan park needs double footpath due to people traffic (school, tourists)	Pedestrian paths	Health
Health 4	From Elm Haven to Town Centre there is no footpath/gopher continual uninterrupted access	Pedestrian paths	Health
Health 5	Walking access from Hospital carpark to Community Services building	Pedestrian paths	Health
Positive 5	Great to see many bike and pedestrian paths for safe riding and walking	Pedestrian paths	Public workshop
Positive 19	Like new crossing road access points throughout CBD	Pedestrian paths	Public workshop
Positive 76	Path extension from hospital either side	Pedestrian paths	Public workshop
Positive 106	Pavement from school to Blanche Port	Pedestrian paths	Developers
Issue 10	Proposed new walkway connection be covered. Sign-posts to guide	Pedestrian paths	Public workshop
Issue 29	Council car park - but walkway to Bay Road needed	Pedestrian paths	Public workshop
Issue 101	Footpaths need upgrading and widening	Pedestrian paths	Public workshop
Issue 106	Entrance to Bank SA - wheel chair access	Pedestrian paths	Public workshop
Issue 207	Pedestrian refuges could apply in the island section	Pedestrian paths	CBD Businesses
Issue 208	No access for prams and trolleys on Alfred Terrace	Pedestrian paths	CBD Businesses
Issue 196	How can we connect via a walkway to the west of Bay Road?	Pedestrian walkways	CBD Businesses

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Ref. #	Comments	CATEGORY	GROUP
Tourism 22	Can we find a way for people to pull into Pioneer park. On the draft plan map it is called Apex Park – this needs to be corrected. Apex park is at Doctors Beach	Pioneer Park	Tourism
Health 12	Playground up in the centre of town – possible site at old tennis court site	Playgrounds	Health
Youth 14	A playground like Port Noarlunga which is designed for older young people	Playgrounds	Youth
Youth 32	For smaller kids they need better maintained and bigger playgrounds.	Playgrounds	Youth
Issue 149	Need provision for bigger playgrounds/recreation areas	Playgrounds	Public workshop
CDAP 15	Identify the entire Police site rather than L-Shaped. Council has approached the Police in the past with the view to freeing up this area of land. Master Plan to identify this initiative.	Police corner	CDAP
CDAP 16	Police require a solid fence around sensitive area	Police corner	CDAP
EM 9	Police site – Council has pursued purchasing this site. There is therefore the option to look at development on the whole site rather than L-shaped proposal in the Draft MP. VIC Centre & RTC building could be a long-term option if the Council moves it's chambers.	Police corner	Elected Members
Issue 179	Vision improvement on Police street corner	Police corner	Developers
Youth 59	Add a movie theatre and get it happening as much as possible (i.e. once a fortnight/week).	Recreation	Youth
Youth 66	The Supper Room should hold regular discos.	Recreation	Youth
Youth 67	Organise a Paint Ball area/session/service.	Recreation	Youth
Youth 71	Canoe, Paddle Boats, Paddle Bikes and Kayak rentals should be available in town.	Recreation	Youth
Tourism 30	Recreational, reserve and green areas - There has been no suggestion for formal protection of east side of Jubilee Road and the salt pan. Could it be turned into community land via purchase?	Recreation & Open Space	Tourism
Written 12 a	Not enough space to expand recreation and parkland areas - please refer to detail in the hard copy of the letter.	Recreation & Open Space	Resident
Written 12 b	Zoning to allow for recreation and parkland areas - please refer to detail in the hard copy of the letter.	Recreation & Open Space	Resident
Issue 30	Gateway to Cape Bauer ring route - unnecessary	Road	Public workshop
Issue 47	Is the bituminising of Alex Baldock Rd a consideration as it is very dangerous in wet or dry conditions in its present state and it is used by a lot of traffic	Road	Public workshop
Issue 49	We want Sceale Bay Road to keep its charm and country living feeling	Road	Public workshop
Written 7 f	Flinders H/way/East Tce/Hospital Dr Intersection: Due to increased flow of traffic along Hospital Dr from new residential allotments utilizing Flinders Highway to access the CBD, consideration be given to establishing a ROUNDABOUT at this intersection. Expected outcomes: Round about at Flinders Hwy ..intersection - 1] will slow traffic entering the town; 2] be safer for the high percentage of older people using this corner for access to the senior citizens residences; 3] accommodate the increased traffic flow from urban development south of the Hospital; 4] direct tourist visitation to the public toilets, sullage dump & recreational area.	Road improvement	Resident
Tourism 11	Wells Street is going to be upgraded by the caravan park	Road improvement - Wells Street	Tourism
Tourism 12	Wells Street from Bay Road on needs upgrading	Road improvement - Wells Street	Tourism
Tourism 13	Spoon drain needs to be widened, shallowed on Wells Street	Road improvement - Wells Street	Tourism
CDAP 21	Put a caldersac Mudge Terrace and Howard Street end. This may discourage people from using it. (1)	Road improvement #1	CDAP
Tourism 8	Mudge Terrace becomes one-way traffic therefore it would be helpful for Wells Street to have right of way going onto Mudge Terrace. This would be good for caravans to direct them to the bypass road.	Road improvement #1	Tourism
Tourism 9	Mudge Terrace and Jubilee Road intersection needs work at the give-way sign to make it safer and improve viability	Road improvement #1	Tourism
Tourism 10	Put a caldersac Mudge Terrace and Howard Street end	Road improvement #1	Tourism
Written 7 e	Alfred Tce/Mudge Tce/Howard St intersection: Recommended treatment for Mudge Tce to be reconsidered, alternate suggestion as follows: - Close Mudge Tce to all through traffic at both the Howard St & Wells St; - This section of Mudge Tce to be a service road for residents/utilities etc.; - The 45degree intersection at the Wells St/Mudge Tce stop sign can then be realigned as a bend. Expected Outcomes: Eliminate a 5 way intersection Alfred Tce/Mudge Tce/ Howard St. The Tonkin Proposal only realigns the situation. Provide a safer extension by way of a bend at Wells St/Mudge Tce instead of a 45 degree intersection. As there is a playground reserve between Flinders Hwy and Mudge Tce, closing through traffic to Mudge Tce will provide a much safer outdoor play area for children	Road improvement #1	Resident
Issue 33	Howard to Mudge rather than Mudge to Howard. Visibility from Howard to Alfred poor	Road improvement #1	Public workshop
Issue 57	Mudge Tce Wells Street intersection. If proposed Mudge Tce termination is at right angles to Howard Street, effectively making it a one way street, Wells Street traffic should have right of way onto Mudge and northern Mudge should have a stop sign and southern Mudge a give way sign	Road improvement #1	Public workshop

CONSOLIDATED SORTED DATA

Ref. #	Comments	CATEGORY	GROUP
Issue 140	No through road Mudge Tce. Incorporate round about on Alfred Tce	Road improvement #1	Public workshop
Issue 178	Shut Mudge Tce off at Wells Street - Alfred Tce	Road improvement #1	Developers
CDAP 22	If Flinders Ave becomes a major thoroughfare to Clearwater Cove the following option could be explored - Close off the top Williams Court, shave off the sharp bend by Hospital entrance, close access at that point	Road improvement #4	CDAP
Issue 170	Increase of car traffic past hospital if Clearwater Cove were to be opened up to Flinders Drive. Bike, pedestrian or bus traffic - is there enough room on Flinders Drive?	Road improvement #4	Foreshore landholders
CDAP 19	Could there be a roundabout at this area? (6)	Road improvement #6	CDAP
CDAP 20	Kerbing and line making may be a more economical solution to Flinders Hwy/Park Ave/Redding Road	Road improvement #6	CDAP
Issue 76	Junction 6 seems like overkill	Road improvement #6	Public workshop
Issue 141	Slipway to turn left on Park Ave (diagram 6)	Road improvement #6	Public workshop
CDAP 18	Footpath is a problem at Alfred Tce and Eyre Ave (8)	Road improvement #8	CDAP
Issue 75	Junction 8 needs to be straighter	Road improvement #8	Public workshop
Issue 143	Proper T-intersection at diagram 8	Road improvement #8	Public workshop
Positive 15	Realigning dangerous intersections	Road improvements	Public workshop
Positive 36	Intersection redesigns	Road improvements	Public workshop
Positive 39	Intersection upgrades good	Road improvements	Public workshop
Positive 60	Re-routing of roads around multiple intersections	Road improvements	Public workshop
Positive 69	AB Smith Rd and Alec Baldock Rd be upgraded to cope with more traffic	Road improvements	Public workshop
Positive 103	Road configurations excellent	Road improvements	Developers
Issue 56	Mudge Tce - bypass (Jubilee Rd) intersection has not been included. In a car or long nose truck when parked at stop sign you cannot see far enough in either direction. The bypass is used by road trains	Road improvements	Public workshop
Issue 96	New roadway extending Flinders Drive to Clearwater Cove estate will become a speedway	Road improvements	Public workshop
Issue 100	Could a roundabout be put at Park Ave and Flinders Hwy. Also at Mudge Tce and Howard Street	Road improvements	Public workshop
Issue 114	Local road improvements roundabouts?? Cheaper than rezoning roads and slow down the hoons	Road improvements	Public workshop
EM 5	Suggestion from other consultation meetings to put a caldersac at the end of Mudge Tce and Howard Street. Council will need to consider whether to undertake this and next year's budget has allocation for stormwater works in this area.	Roads	Elected Members
ED7	Roads out to Little Island Road – need to cut across to Flinders Highway up from the racecourse	Roads	Education
Youth 25	Sceals Bay road needs to be sealed	Roads	Youth
Youth 31	Wells Street will become busier as the western area of towns develops. Can there be a road developed behind the school?	Roads	Youth
Written 1 d	Although minor in significance my other observation is that in most probability the safest access to the new residential zone proposed east of the Poochera Road will be directly opposite the entrance to Clearwater Cove. Given this area is identified as vegetated swale in the Stormwater Plan do you think it should be noted on the plan?	Roads	Developer
Written 8 e	The bituminising of Alec Baldock Drive and AB Smith Road/Pipeline Road must be included in the overall plan as was originally planned, as these service roads are used frequently by locals and tourists, often towing vans. Yes the new caravan park development should be supported but the plan to bituminise that road has only been a recent plan and should not be seen as a higher priority than the above mentioned roads. Perhaps the developers of the new park should subsidise the costs for the road to be bituminised!	Roads	Resident
Issue 6	Do not permit vehicular access from Flinders Drive to Clearwater Cove Estate	Roads	Public workshop
Issue 34	Need road straightened and tree removed on Alfred Tce near "Hair by Jane"	Roads	Public workshop
Issue 115	Change speed limit from caravan park from 50km to 60km towards boat ramp	Roads	Public workshop
Issue 169	How a shared car/bike access is to be incorporated in the extension of Flinders Drive into new sub-division - Clearwater Cove	Roads	Foreshore landholders
Issue 177	Upgrade Alec Baldock Drive AB Smith Rd for safety heavy vehicles	Roads	Developers
Issue 193	Roads (coastal) need to be upgraded	Roads	Developers
Tourism 6	RSL hall – no identification in the plan. Area at the back of RSL should be tagged for possible expansion (e.g. Council office, hall and amenities)	RSL	Tourism
EM 8	Sailing Club building becoming an activity area with a floating pontoon e.g. boat hiring, kiosk etc.	Sailing Club	Elected Members
Issue 61	Sailing club has disappeared off the maps	Sailing Club	Public workshop

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Ref. #	Comments	CATEGORY	GROUP
Written 6	The Streaky Bay Sailing Club, and affiliated Dragon Boat Club presently have a 3 year lease for the "old Council Chambers", which is used for storage of equipment, and club rooms for both groups. The boat ramp associated with this building was upgraded at the beginning of 2009. This was made possible through an outside grant of \$8,000 for improved disability access. At present this area is utilised a minimum of 3 times a week, launching boats for training, conducting "come'n'try" sessions and holding regattas with club outside of Streaky Bay. It has been noted in the Master Plan on "Foreshore and Town Centre" map the extension of the foreshore reserve including the "old Council Chambers", surrounding block and boat ramp. While neither the Sailing Club nor Dragon Boat Club is against this concept, we would like to ensure that the only public boat ramp for recreational use within the township (CBD) of Streaky Bay remains. This boat ramp encourages people to launch small vessels such as kayaks, canoes, sailing boats and dragon boats supporting a physically active community utilising its beautiful setting.	Sailing Club - boat ramp	Streaky Bay Sailing Club
Enviro 10	Leave the Samphire Swamp area is its natural state	Samphire Swamp	Environment
Enviro 11	Do not support the Samphire Wetland Concept Study – this should not be pursued. The area is part of the whole eco-system (wet land system)	Samphire Swamp	Environment
Enviro 25	The environmental group suggest the Planner contact Shari Detmar – Coastal management – Western Liaison Person DEH 8124 4893 or 0428 113 096 re the Samphire Swamp	Samphire Swamp	Environment
Written 7 a	"Report suggests that implementing the Alternative Concept Plan is likely to be expensive. Excavation costs alone are expected to be significant, subject to the desired depth of the lake, whilst ongoing management of the lake would represent a significant responsibility and financial liability for Council". The Master Plan talks of the Concept Plan, which has it in mind, concept Plan 1, 2 or 3? They are very different I support concept plan 1 as it is in the true nature of improving an environmental area with bird, fish and lastly, people considered. Concept plan 2 which is very similar to the map on pg 14 would require a high level of excavation and ongoing responsibility as discussed above, both physical and financial. Unfortunately, this Township Plan continues to support the concept that dredging a significant area of marine environment be a prerequisite for enhancing this area.	Samphire Swamp	Resident
Written 7 b	This environmental vandalism is unacceptable and will continue to be fought on a local, state and national level. If Council wishes to enhance the site then it needs to be on the premise that Samphire is a valuable asset both economically and environmentally. Assuming this, funding and support should be sought from Government agencies to conduct soil testing of the intertidal zone to establish if in fact the old Council dump site is leaching into the marine environment. Following this, an environmentally based Plan including the degraded area of Coastal zone to the North can be reworked.	Samphire Swamp	Resident
Written 8 a	This area should be enhanced as was suggested in Concept plan 1- maintaining the area to its natural state, by tidying it up and respecting the bird and fish life. Boardwalks to the new development areas could be included whilst still being environmentally conscious. Much of the area was the site of the original dump and so before any dredging was considered further soil testing would need to occur to ensure waste products from the dump were not leaching into the marine environment. My personal comment on this issue: I regularly use the walking/bike track and talk frequently to tourists as I meet them on the path. The general consensus being that they like the samphire area as it is, because it is natural and a little rough but they enjoy walking from the caravan park through this area. One comment summed it up beautifully, " If we wanted to walk through parklands we would have stayed home". There are not too many places close to a town and the coast that are still in their natural state.	Samphire Swamp	Resident
Written 8 b	Please refer to the attached page of photos which will give you an idea of the tidal movement that can occur in this area. It may only happen once or twice a year but it does happen. This movement has to be taken into consideration when making any sort of plans for this area. It may only happen once or twice a year but it does happen. This movement has to be taken into consideration when making any sort of plans for this area.	Samphire Swamp	Resident
Written 11	Significant submission on Samphire Swamp and Mangroves. Several documents provided: 1) A 3 page document titled "Samphire Wetland Concept Study"; 2) Significant impact guidelines for 36 migratory shorebirds species - Migratory species Draft EPBC Act Policy Statement 3.2.1 (17 pages); 3) Significant impact guidelines for 36 migratory shorebirds species - Migratory species - Background paper Draft EPBC Act Policy Statement 3.2.1 (35 pages); 4) Blanche Port Streaky Bay_species list (2 pages)	Samphire Swamp	Environment
Positive 44	Samphire Swamp - Recreational lake, picnic area!	Samphire Swamp	Public workshop
Positive 73	Upgrade to wetlands	Samphire Swamp	Public workshop
Positive 84	Would be great to see the wetlands near caravan park made family friendly/tourist attraction (used by canoes etc.)	Samphire Swamp	Foreshore landholders
Positive 112	Need to progress with plans on Samphire Swamp area	Samphire Swamp	CBD Businesses

CONSOLIDATED SORTED DATA

Ref. #	Comments	CATEGORY	GROUP
Issue 85	Samphire Swamp should be recreational lake	Samphire Swamp	Public workshop
Issue 157	No discussion about Samphire Swamp Reserve	Samphire Swamp	Foreshore landholders
Issue 188	Samphire Swamp wetland? Not included	Samphire Swamp	Developers
Positive 58	Redeveloping of school oval	School	Public workshop
Youth 72	Bigger school buses for use by school.	School buses	Youth
Positive 8	Area around Shepherds Hut to be developed as park area	Shepherds Hut	Public workshop
Issue 14	Develop and improve area around Shepherds Hut	Shepherds Hut	Public workshop
Issue 18	Shepherds Hut needs to be cared for as a significant site. First building in Streaky Bay	Shepherds Hut	Public workshop
Youth 20	Wooden poles outside RTC – not clear what they are. Need to have signage to explain	Signage	Youth
Youth 22	Directional signs around the town	Signage	Youth
Youth 26	Use the schools to generate signs for the town e.g. large sign highlighting key locations and features	Signage	Youth
Youth 54	Signs to look after the beaches and environment. Could be school project?	Signage	Youth
Youth 55	Information bay about Streaky Bay. Eg. The ones where you can pull up in car park and tells you things to do.	Signage	Youth
Enviro 13	Township identity section – there needs to be reference to conservation, nature and biodiversity. The area between caravan park and Moores Landing is a good area for these types of signs.	Signage	Environment
Enviro 15	There is a need for clear directives to visitors – this can be achieved with a combination of “welcome” messages and statements regarding “prohibited activities”. Example sign is: “We would like you to enjoy your time in our community. In the interests of our environment and for enjoyment or all there are some things which are not permitted: Unleashed dogs (add symbol); Fires; Camping	Signage	Environment
Issue 108	Lions Park - need information centre on 'One Tree Hill'	Signage	Public workshop
Issue 133	Need interpretive signs at entrances to town	Signage	Public workshop
Health 19	Drink fountain at skate park	Skate Park	Health
Health 20	Rubbish bins at skate park	Skate Park	Health
Tourism 1	Expansion at the skate park is a good part of the plan. Maybe put up a long fence with one side is plane for tennis and the other side have cricket net, basketball hoop.	Skate Park	Tourism
Tourism 2	Skate Park would need toilet provision.	Skate Park	Tourism
Tourism 3	Skate park – could be made into a family focus area with BBQ, basketball ring, seating etc. to encourage families to use the park and have parental supervision	Skate Park	Tourism
Tourism 4	Skate park – short term improvement e.g. BBQ. Long term – golf club and bowling club amalgamating at the bowling club site. This would release the Golf Club building which could be a good youth centre	Skate Park	Tourism
Tourism 5	Will require upgrade in 18 months for safety reasons	Skate Park	Tourism
Youth 11	Shelter, BBQ, water fountain, street lights (so we can skate at night) at the skate park	Skate Park	Youth
Youth 12	Continue to upgrade the skate park	Skate Park	Youth
Youth 46	Toilets, Drink fountain and shade at Skate Park.	Skate Park	Youth
Youth 61	Add lights to the skate park and add more lights to street areas (add protection to the lights so that they are not able to be damaged by people throwing rocks at them).	Skate Park	Youth
Youth 74	There should be shelter at the Skate Park too.	Skate Park	Youth
Positive 40	Extra facilities at the skate park - basketball net, cricket hitting wall, toilet facilities. Caters for a large range of kids - whole family can be in one spot. Include toilet facilities	Skate Park	Public workshop
Issue 93	Need a water fountain at the skate park	Skate Park	Public workshop
Issue 120	Slipway sight - needs urgent upgrading as a priority - before reserve en route to Hut and Medical Centre	Slipway sight	Public workshop
Youth 30	Cape Bauer Road – 50km speed limit needs to be increased	Speed Limits	Youth
Health 7	Look at speed limits around town. Some areas are 50 when these could be increased	Speed limits	Health
Tourism 23	The Sports precinct may be an option for overflow issues caravans	Sports Complex	Tourism
Youth 24	Finish the new netball courts – things get started but not finished off quickly	Sports Complex	Youth
Youth 62	Finish what you start (i.e. the Netball courts).	Sports Complex	Youth
Youth 63	Add a gym for individual fitness (weights, sign up for training sessions, etc).	Sports Complex	Youth
Issue 181	Utilise oval precinct free Council land for commercial development	Sports Complex	Developers
Health 11	Linkage from school to sporting precinct	Sports Complex & School	Health
CDAP 29	Good to have the collection points e.g. Wallschultz Road	Stormwater	CDAP

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Ref. #	Comments	CATEGORY	GROUP
CDAP 30	Collection pits should be lined.	Stormwater	CDAP
CDAP 31	Rather than the proposed swales, could we have smaller lined collection areas with pumps. Council has looked at this in the past and the viability did not stand up. Viability would need to be checked.	Stormwater	CDAP
Youth 65	Don't have drains leading directly into the bay because rubbish and pollution will go straight into the bay (i.e. Zipple/Burke St).	Stormwater	Youth
Written 7 g	The draft Plan should acknowledge the "INTEGRATED WATER MANAGEMENT FOR SELECTED RURAL TOWNS AND COMMUNITIES OF SOUTH AUSTRALIA" Report undertaken in 1996. The Plan fails to acknowledge or address the issue of stormwater discharge from over 10000 square metres of bitumen road catchment into the samphire wetland or the 4 stormwater pipes from the Blanchepoint Council subdivision. Consideration should be given to directing all stormwater back to the existing effluent distribution network so that when the use of effluent water on the foreshore lawns is no longer permitted the sprinkler system can be switched over from effluent to stormwater use.	Stormwater	Resident
Positive 7	Idea that Streaky Bay will be able to catch lots of water before it hits the bay is fantastic	Stormwater	Public workshop
Positive 25	Stormwater catchment positive if remove grape bush	Stormwater	Public workshop
Positive 38	Fixing stormwater hot spots, some of which should have been designed properly in the first place	Stormwater	Public workshop
Positive 51	Stormwater storage for Walshutsky and Flinders Highway	Stormwater	Public workshop
Positive 65	Trying to catch more stormwater good for environment. The more we can catch the better	Stormwater	Public workshop
Positive 66	Will stormwater be filtered before it enters the bay through planned drains? If so how will it be filtered?	Stormwater	Public workshop
Positive 70	Stormwater system OK	Stormwater	Public workshop
Positive 86	Stormwater VIP would be good especially to be re-used on park lawns and foreshore lawns	Stormwater	Foreshore landholders
Positive 94	Saving stormwater	Stormwater	Foreshore landholders
Issue 4	Inadequate drainage for stormwater (e.g. new drain in Alfred Tce)	Stormwater	Public workshop
Issue 26	Stormwater plan is difficult to follow - need different symbols/colours in legends	Stormwater	Public workshop
Issue 28	Will stormwater management plan be implemented and prioritised particularly in regard to polluted water that may occur from business/factories?	Stormwater	Public workshop
Issue 31	Stormwater plan - Wells Street/AB Smith entrance to oval - mosquito breeding area - option with park or other	Stormwater	Public workshop
Issue 32	Alfred Tce stormwater runoff?	Stormwater	Public workshop
Issue 53	Build treatment plant near storage pond	Stormwater	Public workshop
Issue 97	Can we recycle more of the stormwater instead of simply storing it in the swales	Stormwater	Public workshop
Issue 103	Stormwater system expensive	Stormwater	Public workshop
Issue 112	Vegetated swale to be shifted to the coastal reserve on west side of town	Stormwater	Public workshop
Issue 118	Harvesting stormwater should be top priority. Also it should be mandatory for new developments to be plumbed for future use (like Mawson Lakes)	Stormwater	Public workshop
Issue 148	Some drainage areas don't seem to have swales for natural filtration (Zipple Court)	Stormwater	Public workshop
Issue 174	Stormwater strategy will be put in too hard basket by Council due to it being highlighted that strategies will only be implemented when funds become available. Therefore not a high priority	Stormwater	Foreshore landholders
Issue 176	Don't understand the stormwater plan	Stormwater	Foreshore landholders
ED1	Our pond was built for the schools wetlands capacity of 5megs. We use it to top up the wetlands in summer. There is no additional capacity for the general community. Would need to discuss expansion of the pond. School needs to be consulted re this section of the stormwater plan	Stormwater - School	Education
Youth 37	Street radio (e.g. like at Ceduna where there are speakers in the town). Music in the town will create an atmosphere	Street radio	Youth
Positive 11	New street scaping excellent	Street scaping	Public workshop
Health 10	Swimming pool 25 meter needed for community	Swimming Pool	Health
ED8	Community pool at school – increase to 25 meter pool	Swimming Pool	Education
Youth 17	25 or 50 meter pool would be good	Swimming Pool	Youth
CDAP 10	Toilet block – in its current site is insignificant when compared to the whole precinct	Toilets - foreshore	CDAP
CDAP 11	There is a need for a toilet on the jetty side	Toilets - foreshore	CDAP
CDAP 12	Dropping the roof is an option which is less expensive than relocating the current toilet	Toilets - foreshore	CDAP
Tourism 14	For the long-term there will definitely need to be toilets on the foreshore	Toilets - foreshore	Tourism

CONSOLIDATED SORTED DATA

Ref. #	Comments	CATEGORY	GROUP
Tourism 15	Compromise is to lower the roof of the current toilets (change roof height and maybe also remove 1 row of besser blocks) which will open up the views. Could put security screen in the roof area at the same time to stop kids playing and pulling blocks down on themselves	Toilets - foreshore	Tourism
Youth 6	Toilets on foreshore – if they are moved – put them further down in front of current site	Toilets - foreshore	Youth
Youth 39	Move public toilets down bottom near Jetty near shed?	Toilets - foreshore	Youth
Youth 64	Fix the toilets at the Jetty (don't move them, just update them with attach doors, fix the flush, fix the holes in the doors, someone has vandalised the boys toilet sign). They are in the perfect position and it is a waste of money moving them from one spot elsewhere - use the money for something else.	Toilets - foreshore	Youth
Written 7 k	As much as I agree that the toilet block at the end of Bay Rd was erected in the wrong spot, I am very much against wasting considerable amount of money to move it for aesthetic reasons!	Toilets - foreshore	Resident
Positive 13	Great idea to move toilets	Toilets - foreshore	Public workshop
Positive 26	Toilet block being moved	Toilets - foreshore	Public workshop
Positive 30	Movement of toilets and levelling off of the area opposite the hotel, would be better for Farmers Markets	Toilets - foreshore	Public workshop
Positive 71	Shift toilet 50m west and reduce height with flat roof (retain in same area)	Toilets - foreshore	Public workshop
Positive 72	Existing toilet could have flat roof	Toilets - foreshore	Public workshop
Positive 80	Toilets stay where they are	Toilets - foreshore	Public workshop
Positive 110	Moving the public toilets	Toilets - foreshore	Developers
Issue 5	Position of toilet - unsuitable. Probably have to leave for the present	Toilets - foreshore	Public workshop
Issue 13	Plan for information bay (as earlier planned) in "toilet area"	Toilets - foreshore	Public workshop
Issue 21	Expense of moving toilets. Possibly drop roof 60cm. Possible roof garden. Possibly not move toilets if greening of roof.	Toilets - foreshore	Public workshop
Issue 46	If toilets are moved, will (should be in place of tanks) the current site be developed and made safe/vandal proof and include showers. Must stay on northern side of Alfred Tce. What happens to the 'cutting' road	Toilets - foreshore	Public workshop
Issue 51	Toilet needs to stay on beach side	Toilets - foreshore	Public workshop
Issue 63	Toilet block to be erected at cemetery	Toilets - foreshore	Public workshop
Issue 72	Toilet block should not be shifted	Toilets - foreshore	Public workshop
Issue 73	Toilet block should not be a post office. Children would have to cross the road	Toilets - foreshore	Public workshop
Issue 95	One of the proposed locations for the public toilets will interrupt the view from the hotel	Toilets - foreshore	Public workshop
Issue 109	Leave the toilet block as it is don't need to spend more money on another one as it was too expensive	Toilets - foreshore	Public workshop
Issue 116	Advantage to have on seaward site to enable no road crossing for children at the beach. We feel the destruction of toilets is misuse of public money at this stage, but if it needs serious renovation down the track suggest site should be in the vicinity of old water tank on foreshore lawns. If toilet is to be destroyed roof structure could remain as shade/shelter.	Toilets - foreshore	Public workshop
Issue 138	Toilets dropped lower	Toilets - foreshore	Public workshop
Issue 139	No toilet on post office site	Toilets - foreshore	Public workshop
Issue 162	Waste of money to move toilets	Toilets - foreshore	Foreshore landholders
Issue 164	Wasting money on moving toilets (too late). When necessary OK	Toilets - foreshore	Foreshore landholders
Issue 168	Suggestion - information bay to be incorporated into existing toilet block on foreshore	Toilets - foreshore	Foreshore landholders
Issue 186	Don't shift the toilets	Toilets - foreshore	Developers
Issue 187	Toilet should stay	Toilets - foreshore	Developers
Issue 203	Do not see any reason to move the toilets especially in front of the hotel	Toilets - foreshore	CBD Businesses
Issue 204	Henley Hotel is an example of looking out from a hotel onto a toilet block	Toilets - foreshore	CBD Businesses
Youth 53	Composting toilets at camping sites. Eg. Hally's and Tractors.	Toilets at camp sites	Youth
CDAP 40	Move both town entrances further out – Graham has documented this on his map	Town entrances	CDAP
CDAP 41	Gateway on Cape Bauer and Sceale Bay Road – take these out.	Town entrances	CDAP
Enviro 14	Township entrance signage should include words such as "Our beaches are precious please respect our biodiversity".	Town entrances	Environment
Positive 24	Town entrance gateways	Town entrances	Public workshop
Positive 109	Town entrance recognition	Town entrances	Developers
Issue 122	Why do we need a "Gateway" on the Cape Bauer Road	Town entrances	Public workshop
Issue 184	Gateway at Eyre's waterhole	Town entrances	Developers
Issue 17	Concerns about possible increased traffic flow on Richardson Land due to new bus/visitor parking at school	Traffic	Public workshop
CDAP 6	Question use of Tuart trees	Trees & plantings	CDAP

CONSOLIDATED SORTED DATA

Ref. #	Comments	CATEGORY	GROUP
CDAP 7	Shaded areas attract starlings	Trees & plantings	CDAP
CDAP 14	Bottlebrush trees are suggested for trees in the foreshore and town centre area. Keep Tuarts out of this area.	Trees & plantings	CDAP
Health 24	Put trees down the centre of roads rather than sides	Trees & plantings	Health
ED5	Big avenues of trees down the footpath. Big large trees near schools are too dangerous. Need to be careful about the type of trees chosen to account for ongoing maintenance.	Trees & plantings	Education
Youth 8	No trees planted in front of resident houses as this blocks the views	Trees & plantings	Youth
Youth 41	More local trees planted around the town.	Trees & plantings	Youth
Youth 47	More trees planted around town.	Trees & plantings	Youth
Youth 48	When cutting trees only trim them instead of cutting the whole thing down.	Trees & plantings	Youth
Youth 49	Need professional arborists/trimmers. Incorrect trimming causes all the problems that we are having.	Trees & plantings	Youth
Youth 56	Stop chopping trees down and put more in (i.e. Cemetery, Scout Hall, Clearwater Cove).	Trees & plantings	Youth
Youth 60	No trees planted in front of resident's houses because you are wrecking their view, and they bought those houses for the view.	Trees & plantings	Youth
Enviro 5	Norfolk Island pines – they drop pine needles, birds eat the top and then the trees die. Starlings nest in them.	Trees & plantings	Environment
Enviro 6	The Arbortech Tree Services report is not suitable for decision making. Some suggested species are declared weeds. Master Plan needs to recommend Council consider Ian Picken's report when deciding the most appropriate trees and plantings for the township. There needs to be a consistent methodology developed and implemented for the choice of plantings. The Arbortech report is old (1999) and needs to be reviewed as there have been many changes e.g. water availability and climate change in the last 11 years.	Trees & plantings	Environment
Written 7 c	This Strategy was adopted by a previous Council with the understanding that the angst caused by the ad hoc removal of Tuarts would be replaced by undertaking the recommendations of the Report and to quote a past District Clerk "unhealthy trees will be replaced by healthy avenues of trees"	Trees & plantings	Resident
Written 15	Consideration should be given to most appropriate trees for the area. Ian Picken and Robyn Tape completed a Specimen Data Collection Manual of trees and larger shrubs of the Streaky Bay Streetscape. People have recommended this is used as a guide to tree and shrub selection. DCSB has an electronic copy. The first few pages of the document are supplied as the written submission to illustrate the data contained within the manual.	Trees & plantings	Environment
Positive 3	Shade trees necessary in as many areas as possible	Trees & plantings	Public workshop
Positive 10	Great emphasis on greening/trees	Trees & plantings	Public workshop
Positive 18	Love new trees on street scaping	Trees & plantings	Public workshop
Positive 49	Trees along Alfred Tce	Trees & plantings	Public workshop
Positive 61	More street trees	Trees & plantings	Public workshop
Positive 93	Would be great to have shade trees in car park	Trees & plantings	Foreshore landholders
Positive 95	Recommendation that new avenue of Tuarts be planted. Bravo!	Trees & plantings	Foreshore landholders
Issue 8	Removal of tall mature trees (as in Bay Road)	Trees & plantings	Public workshop
Issue 12	Maintain / water shade trees	Trees & plantings	Public workshop
Issue 37	Tuart planting on northern side of Wells Street - impact on views, damage to roads and footpaths	Trees & plantings	Public workshop
Issue 68	Trees - not enough water - foreshore and town centre	Trees & plantings	Public workshop
Issue 86	Don't block out the coastal views with trees	Trees & plantings	Public workshop
Issue 90	Why to all the trees need to be the same	Trees & plantings	Public workshop
Issue 98	Existing trees removed to plant new ones	Trees & plantings	Public workshop
Issue 119	Rethink the choice of trees - Tuarts and Norfolk Pines quite unsuitable	Trees & plantings	Public workshop
Issue 121	Are the street trees to be on road or foot path? Will they reduce parking? Will the roots bugger up road surface. Will this mean digging up the footpaths again?	Trees & plantings	Public workshop
Issue 129	Why plant trees along the foreshore	Trees & plantings	Public workshop
Issue 142	Large Tuart gum trees to be heritage listed Bay Rd/Alfred Tce	Trees & plantings	Public workshop
Issue 144	Change in coastal views for residents where replanting occurs	Trees & plantings	Public workshop
Issue 152	Would like to see the grape bush removed from all coastal areas and deemed as a noxious vine (as its feed for starlings, rabbits, and wild cats - All Pests)	Trees & plantings	Foreshore landholders
Issue 180	Leave Bay Road trees as are	Trees & plantings	Developers
Issue 205	With the amount of foliage along Alfred Terrace will there be enough room to see through to the bay?	Trees & plantings	CBD Businesses

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CONSOLIDATED SORTED DATA

Ref. #	Comments	CATEGORY	GROUP
Youth 5	Vet – recruit someone for the community	Vet Services	Youth
Health 21	Wheelie bins become a component of the Waste Management Strategy	Waste Management	Health
Health 22	Wheelie bin compatible truck	Waste Management	Health
Health 23	Health Services have to take rubbish out to the dump. Why can it not be picked up from the hospital	Waste Management	Health
Tourism 33	The plan needs to have a focus on Waste Management	Waste Management	Tourism
Issue 150	No bins or plans for rubbish collection at popular tourist destinations (e.g. Back Beach, Hallys Beach etc.). Means these areas are badly polluted	Waste Management	Public workshop
Issue 52	Waste water lagoon land could be part of sports complex or school parking	Waste water lagoons	Public workshop
Youth 51	Need water storage and tanks for back up water supply.	Water	Youth
Youth 52	Drinking water for tourists to access.	Water	Youth
Written 2	SA Water wishes to advise that we do not have any comments on the Streaky Bay Township Master Plan (Draft for Community Consultation May 4 2010). The Master Plan shows a strong commitment to designs that is sensitive to the local water cycle and a commitment to water conservation. Streaky Bay Councils' contribution through the Water Security Reference Group that guided the development of SA Water's Long Term Plan for the Eyre Region was greatly appreciated and we look forward to continuing to work with your council as part of the annual review of assumptions built into our Long Term Planning process.	Water	SA Water
Issue 19	Where is the water coming from? How can we support the increase in population?	Water	Public workshop
Issue 24	Where will the water come from to sustain new caravan park? Is the water from Poochera pipeline drinkable?	Water	Public workshop
Issue 27	Is everyone aware of water that exists beneath Streaky Bay?	Water	Public workshop
Issue 126	Not sure about water security	Water	Public workshop
Issue 151	How can we supply fresh water for the planned increases in population and number of blocks.	Water	Public workshop
Tourism 32	The plan needs to have a focus on Water Conservation	Water Conservation	Tourism
Issue 48	Enlargement of 'school wetland' pond is unrealistic as planned on eastern side (due to height and rock). Only possible way is west or south west.	Wetland - school	Public workshop
Health 18	Youth centre at old tennis court site	Youth Centre	Health
Youth 13	Need a space to hang out e.g. a youth centre	Youth Centre	Youth
Youth 16	Preferred site is to turn the old tennis club into a youth centre	Youth Centre	Youth
CDAP 32	Like the compactness of the southern, west and east for residential	Zoning	CDAP
CDAP 33	Suggestion to change the CL area North of Blanch Port Heights to Residential	Zoning	CDAP
CDAP 34	Suggestion to change 3 x CL to the South of Blanch Port Heights to Residential	Zoning	CDAP
CDAP 35	Suggest Coastal area to the north all be zoned residential	Zoning	CDAP
CDAP 36	Industrial area – one view – keep Bronte Williams block eastern side of Jubilee road as Industrial and not change it to RuF.	Zoning	CDAP
CDAP 38	TCe no change to Coastal	Zoning	CDAP
CDAP 39	Rural Fringe changes are good.	Zoning	CDAP
EM 3	Converting TCe to a combination of Cst and TCe – Suggestion that Council look at this issue from a planning policy point of view	Zoning	Elected Members
EM 4	Provided the capability that converting TCe to Cst does not preclude people using their title to establish moorings or the like	Zoning	Elected Members
Enviro 7	Concern with residential spread around the Bay	Zoning	Environment
Enviro 8	Residential should be further back to unsightly effect of houses so close to the coast	Zoning	Environment
Written 1 c	The new township boundary in the Overview plan would isolate a portion of our property in Section 51 as RuF as indicated on the enclosed plan. Perhaps this could be rezoned Ru(DU) to blend in with the adjoining land in Sections 51 and 52 which is already of that same zoning.	Zoning	Developer

CONSOLIDATED SORTED DATA

Ref. #	Comments	CATEGORY	GROUP
Written 5	I have been instructed to submit to you my client's request that the Residential zone be extended to include portion of his land. To that end I attach a location plan and a plan showing contours which we have taken on site. The contour plan indicates the preferred location of the zone boundary. Land south of this boundary would be in the Residential zone and that to the north could be in either Country Living or Rural (8) as is currently the case. You will note that immediately south of the proposed zone boundary the contours have located a ridge which runs South West to North East. The ridge forms a natural divide with the land to the south having views over the bay and township. It could be argued that this natural feature forms a logical boundary for the residential part of the town. The land to the north has views over the bay and surrounding agricultural land but is visually isolated from the town itself.	Zoning	Developer
Written 7 h	Figure 1 on page 23 does not include the 18 allotments adjacent Moores Landing and is assumed to be outside the scope of this Township Plan.	Zoning	Resident
Written 8 f	Questions need to be asked and answered as to why the land on the western side of town have been changed to residential when the land to the south of the town adjoining AB Smith Road which is closer to the CBD and provide views and access to the town have not been considered for rezoning. The current 20 acres allotments could realistically be divided into 2-3 acre allotments and still provide a country feel/living style for those wanting this rather than living in a residential area on a small urban allotment and yet still have easy access to town facilities.	Zoning	Resident
Written 9 a	Please find attached soft copies of maps and plans and comments regarding Mabie Road extension for inclusion in the papers and notes as requested by Graham last week. As discussed, the intersection of Mabie Road and the Flinders Hwy creates a natural entrance point to the town which is also practical for Mabie Road's proximity and direct access to the new caravan park at Little Islands. The road is already gazetted and the adjacent land (Lot 35) is balance rural land from previous development and available now for development itself. Our original idea for this road and land coming into these discussions was for the road to be developed as direct access to the new caravan park and the land to hold some Commercial/Industrial blocks along that intersection with some residential blocks behind that development (as drawn in the diagrams enclosed).	Zoning	Developer
Written 9 b	Graham indicated that the road extension to provide a town entrance point and direct access to caravan park holds large appeal but a better outcome for the land is probably some sort of mid-sized (essentially) recreational/residential blocks (say the size of Lot 7 in adjacent Streaky Heights development) rather than the Commercial/Industrial suggestion already put forward. We would actually concur with this and may we even suggest that this location may prove to be a great spot for a tourist information bay/respice point.	Zoning	Developer
Written 10 a	This hard to write submission is about ongoing encouragement to provide for the ongoing sensible orderly planning of Streaky Bays potential future development in the industrial zone as originally identified and documented in 2003 but not fully adopted in the zoning changes map presented to the May 2010 consultations.- Let me first tell you a little story about the public toilets in the middle of town at the end of the jetty. The council of the day decided to build a new set of toilets and public consultation was held [it included many other things but the toilets were part of it.] and aspects of the design suggestions were taken on board and the sighting was generally approved. However the sight had a huge sign between it and the main street and the trees and bushes had grown up far beyond the hight of the now existing toilets.	Zoning	Resident
Written 10 b	Many long years had passed the population knew the bay and jetty were there but had forgotten there was a view to be had. After all the planning had taken place and approvals given; all the trees bushes and the sign were removed and suddenly people realised they had a view they hadn't missed until they saw it. There were some protests, but proper due process had taken place and it was all over red rover, the toilets were build as planned.	Zoning	Resident
Written 10 c	Now back on track, [you really should read the originally 14 page submission with all its maps and detail] the Eastern side of Jubilee Rd, [also known as the bypass or now Flinders Highway] One of the original maps you sent out at the beginning of the year was called open space, recreation and landscaping. Hopefully the quickest way to go about this is to refer you on from that one to the map called zoning Changes presented at the May 2010 consultations. The land next to the road which has been changed from Industrial to Rural Fringe, very roughly I would like to see the same amount of land to the north also taken out of the Industry zone. However I would prefer the council or the government buy it to become just another part of the original tree scape, only it would be preserved forever this way.	Zoning	Resident

CONSOLIDATED SORTED DATA

Ref. #	Comments	CATEGORY	GROUP
Written 10 d	Redding road of course would need to be extended through it to provide access to the newly created industrial ground because there would be no other access. Whilst I can see it is possible 'to get away with' changing the industrial ground identified to become rural fringe, that stuff is different and as identified back in 2003 serves a different purpose. I do not believe you can necessarily rely on anyone being prevented from removing the trees on the majority of the northern section against jubilee rd. Then again if you are so sure that nobody would be allowed to remove any of those trees then why continue to call it industrial?	Zoning	Resident
Written 10 e	My argument is not for saving the trees as such, however there is no reason not to save them as they are original and they are there. [And these days if the council did own them they can put a \$ valuation on them as part of the carbon stuff] The ground is plum pudding limestone. The cost to put in underground services is so restrictive it is really not on. If we are 'really in truly' talking about a coordinated approach to planing and having industrial blocks available for use then lets put the road into the area that is already cleared, relatively flat and acceptable for the undergrounding of all services. Knock down those daggy old mallee trees that have been around forever and it is to late, they are gone forever; but suddenly people will realise they were there and then there will be a hell of a stink.- To late, due process has taken place, or has it?	Zoning	Resident
Positive 21	Rezoning plan is good for future development	Zoning	Public workshop
Positive 43	Good idea to consolidate development zones in orderly views	Zoning	Public workshop
Positive 52	Residential around back of southern side of town	Zoning	Public workshop
Positive 62	Keep the green zones	Zoning	Public workshop
Issue 41	Concern re possible re-zoning of land up AB Smith Road - could be deferred residential as properties here have better views than other proposed areas (zones) and same distance to CBD	Zoning	Public workshop
Issue 81	Williams's subdivision should be residential (Loveshack Ridge)	Zoning	Public workshop
Issue 82	Target point should be residential	Zoning	Public workshop
Issue 83	Foreshore should remain Town Centre not Coastal	Zoning	Public workshop
Issue 84	Industrial should remain industrial not Rural Fringe	Zoning	Public workshop
Issue 89	Too much new residential at once. Slow down the new releases	Zoning	Public workshop
Issue 111	Zoning changes to be extended on the north west side of town from deferred urban to residential	Zoning	Public workshop
Issue 158	Concern re effect of Coastal rezoning on land value (foreshore properties in Town Centre)	Zoning	Foreshore landholders
Issue 159	What is allowed under freehold vs. coastal zones (foreshore properties in Town Centre)	Zoning	Foreshore landholders
Issue 160	Zoning change map. Cape Bauer Rd - Coastal zoning?	Zoning	Foreshore landholders
Issue 161	Don't change zoning of properties in the water to Coastal (foreshore properties in Town Centre). No benefits, leave it as it is.	Zoning	Foreshore landholders
Issue 175	Rezoning of foreshore blocks (where did recommendation actually come from?)	Zoning	Foreshore landholders
Issue 183	No heavy industrial area	Zoning	Developers
Issue 192	New industry to town will be largely invisible - aesthetically pleasing but commercially problematic	Zoning	Developers

APPENDIX C

Arbortech Tree Services – Recommendations for Streaky Bay
Core Area

District Council of Streaky Bay

VEGETATION MANAGEMENT STRATEGY

**For the Townships of Streaky Bay,
Haslam, Poochera, Wirrulla, Sscale Bay
& Baird Bay**

Prepared by Kym Knight
Principal Arboricultural Consultant
for

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NOVEMBER 1999



HARBOURS HEAD RESERVE: STREAKY BAY

Located between the Main street and the Jetty, this reserve is a focal point for much of the activity within the town, by both tourists and locals alike. Of all the parks in Streaky Bay this one is in greatest need of a green upgrade. New amenities and landscaping have been recently constructed and these are of an excellent standard. Other areas in the reserve need similar attention.

The following list of suggestions are provided as a starting point for discussion on the continuing redevelopment of this important public space.

- Plant a dense row of low shrubs along the back of the retaining wall at the end on Bay Rd., to screen the concrete wall from view. Suggest a staggered double row of *Cistus x purpureus* at 1m centers.
- Interplant the large lopped **Tuarts** in front of the Hotel with new **Tuarts** in preparation for their removal following a 3 year establishment period.
- Interplant the row of existing trees at the east end with *Melaleuca nesophylla* and *Myoporum insulare* to screen off buildings and define the perimeter. Prune & tidy the trees in this row.
- Plant 2 **Tuarts** on the western end of the amenities block to balance existing trees on eastern side.
- Ongoing maintenance required in new areas planted around amenities block. Replace dead & dying plants. Lightly prune shrubs following flowering.
- The largest **Tuart** by amenities block requires structural prune for safety but is hampered by the presence of Bud lighting throughout the canopy. This will have to be removed at some stage to accommodate this work or public safety will be put at risk.
- Lift the canopy and tidy the **Tamarisk's** on waterfront to enhance views and approachability.
- More screening shrubs are required around water tank and shed.
- The main lawn area needs more shade. Plant 8-10 large shade trees. Either *Ficus macrophylla*, the **Moreton Bay Fig**, **Tuarts** or **Norfolk Island Pines**, or a combination of these species.
- Plant a row of medium height trees along the western side of the reserve, in line with existing trees.
- Remove dying *Eucalyptus woodwardii*.

CARAVAN PARK: STREAKY BAY

The amenity value of this park is high, resulting from well established tree cover of a variety of ages and an excellent location and aspect.

The most pressing issue facing the park managers is the potential threat to site users via limb failure. This problem was identified in our previous report on Tuart Management indicating the need for action on safety grounds at this site to be dealt with as a priority.

Maintaining the health and adequate growth rates of park trees in a less than ideal growing environment is a challenging task. Strategies for protecting and improving at least some portions of tree rootzones must be developed and implemented in conjunction with site improvements for safety.

Safety:

The majority of mature trees in the caravan park are **Tuarts**.

Nearly all are of questionable structure, largely as a result of inadequate formative pruning through their early years of growth.

Pruning of older trees has also been of poor quality and was limited to the lopping of at risk limbs and trees back to stubs, which then produce weakly attached regrowth.

It is only in recent times that attempts have been made to correct some of the problems which exist in the caravan park **Tuarts** with more up to date remedial pruning techniques.

Other tree species in the park have similar problems and are in need of corrective pruning also.

Solutions for these problems are as per our previous report on **Tuarts**:

All trees should be regularly assessed for safety and management requirements. This should comprise in order of priority:

- Remedial pruning of the multi-trunked trees (codominant leaders) with included bark crotches to establish dominance and control weight/vigor.
- Reduction and thinning of large epicormic regrowth arising from previous lopping points to control weight and vigor.
- Reduction and thinning of side limbs and leaders tending horizontal to control weight and foliage density. This should occur in the largest and structurally poorest individuals first.

Streaky Bay Caravan Park: Cont.

- Formative pruning of younger trees regularly, (every 2 years) until a sound structural framework is developed.
- Other pruning for safety, including removal of dead wood, stubs, cracked limbs and other similar problems as listed above, in the smaller, less dangerous trees. (all other park trees)

Health:

When an open park management style is used in caravan parks with unrestricted vehicular access, there is a degradation of the growing environment over time. Soil compaction steadily increases from the ongoing passage of vehicles and people moving across it, compounding the effects of any other growth limiting problems present at the site.

These include poor soil fertility, irregular irrigation, competition from turf grasses and low soil micro-organism activity. The presence of airborne salt will further degrade the growing environment.

A slow steady loss of tree health and vigor, with reduced lifespans for individual trees will result where a number of growth limiting factors occur together.

Solutions to these problems include:

- Provision of a regular water supply for all trees. This does not have to be excessive. It could be one good drink every 2 weeks, provided it is regular.
- Control of vehicle access to some areas should be undertaken. Minimise access via vehicle barriers over as much of the site as possible.
- Dividing rails or other barriers between sites would have a marked effect on the way the site is used, minimising soil compaction beneath and immediately adjacent to them.
- The setting aside of areas between sites wherever possible to increase the quality of at least a portion of the rootzone. These sites will be shared by all surrounding trees. The irrigation, organic mulching of the soil surface and control of fertility will all be much easier in these areas.

Streaky Bay Caravan Park Suitable sp. List:

It would be worthwhile using other species in the caravan park as per the list below, slowly reducing the number of **Tuarts** growing in the camping areas in particular. Most of the species listed require some additional water for best growth.

- | | |
|-------------------------------------|-----------------------------------|
| • <i>Acacia baileyana</i> | Cootamundra Wattle |
| • <i>Agonis flexuosa</i> | Weeping Willow Myrtle |
| • <i>Allocasuarina verticillata</i> | Drooping Sheoak |
| • <i>Araucaria heterophylla</i> | Norfolk Island Pine. |
| • <i>Casuarina glauca</i> | River Sheoak. (suckering) |
| • <i>Cinnamomum camphora</i> | Camphor Laurel |
| • <i>Cupaniopsis anarcardioides</i> | Tuckaroo. |
| • <i>Cupressus glabra</i> | Arizona Cypress |
| • <i>Koelreuteria paniculata</i> | Golden Rain Tree |
| • <i>Leptospermum laevigatum</i> | Coastal Tea Tree |
| • <i>Melaleuca nesophylla</i> | Island Paperbark |
| • <i>Melaleuca styphelioides</i> | Pricky Paperbark |
| • <i>Metrosideros excelsa</i> | NZ Christmas Tree |
| • <i>Phoenix canariensis</i> | Canary Island Date Palm |
| • <i>Pinus canariensis</i> | Canary Island Pine |
| • <i>Schinus areira</i> | Peppercorn |

LIONS PARK: STREAKY BAY

Bordered by roads, this reserve is an island of vegetation in a hot, arid and exposed location.

Recent modification to the landscaping has improved the park considerably. Raised garden beds, paved pathways and new native plantings have been installed and are of excellent quality. The mix of flowering native shrubs and groundcovers has attracted many species of birds to the area.

- Further work of a similar nature is needed in the remaining undeveloped areas.

The heat load from the surrounds will reduce growth of plants within this area. Radiating heat from the bitumen roads and the bare soil areas of the park dramatically increases the water and energy requirements if the trees and other plants within. Plant energy requirements double for every 10 degrees Celsius rise in the heat load. (Prof. K. Coder. Personal communication.)

- Covering the soil with mulch and planting additional shrubs, ground covers, and trees will modify the local microclimate, making it a more pleasant park to be in and easier to manage in the long run.

The combination of additional tree cover from new plants, growth in existing trees and the use of soil coverings such as organic mulches will have dramatic effects on the overall growth of plants and the parks future success as a dryland oasis.

Other suggestions for site improvements include:

- Managing the trees on site through formative and remedial pruning on a regular basis improving the quality and safety of the overstorey.
- Regular maintenance of garden beds to remove dead and dying plants with replanting of bare areas.
- Replanting of more **Tuarts** along the northern edge further enhancing the park, giving more user friendly sheltered space. Approximately 20 trees.
- The *Eucalyptus spathulata* at the western end of the reserve should be removed for safety reasons. It is in very poor health.

RSL PARK: STREAKY BAY

Mature **Tuarts** form the foundation of this reserve, which is in a semi-formal style, focusing on the RSL hall and row of *Cupressus sempervirens*, or **Italian Cypress** either side. The lawn beneath the trees is struggling in the low light, high competition environment. The **Italian Cypress** are thinning on the southern side of the hall, exposing the area behind them which is open to uncontrolled access by vehicles, causing a deterioration of their rootzone growing environment.

The main focus for this site should be the improvement of growing conditions for the trees, which in turn will improve the park for users.

Suggestions for improvement include:

- Replacement of some sections of turf with mulched garden beds planted with native groundcovers and smaller understorey plants.
- Controlling vehicular access behind the **Italian Cypress** by the use of timber or other barriers to minimise further soil compaction. Areas cordoned off should then be mulched.
- The planting of an additional 6 **Tuarts**.
- Replanting of 10 sites in the pavers across the front of the building with *Cassia artemisioides*, the **Silver Cassia**.
- Pruning of the existing trees for health and safety.

PLANTATION RESERVE:

This area is characterised by low vegetation density and broad expanses of turf grass in a long thin reserve adjacent to the sea.

It has considerable potential for enhancement with the planting of additional large spreading trees to provide shade and shelter for park users.

The low tree density would appear to be driven by the desires of local residents to have uninterrupted sea views, rather than of a wall of greenery.

- The planting of approximately 20 **Tuarts** at 20m centers, 4.5m in from the edge of the bitumen road will maximise the value of this high value reserve. None of the new trees should be planted closer than 15m to another existing tree, in order to maintain the open park character of this area.

Trees should be carefully maintained so as to promote rapid growth and reduce as much as possible any inconvenience or disruption to adjacent residents vista's.

- Formative pruning, (which carefully follows the AS 4373 guidelines on the amount to be pruned from the tree) to lift and thin the developing canopies should be undertaken every twelve months.

Within a relatively short period of time the trees will be quite tall and vista's will again be uninterrupted beneath the canopies, with the added benefits of good tree cover in the park.

Thorough site preparation prior to planting is critical to the long term success of this landscape. See Appendix 1

Howard Street North: Cont.

- A number are structurally unsound.
- Some are suckering and will cause considerable management problems in the future.
- All are growing poorly as a result of overcrowding.

Management of this site by council will now be very difficult and the final outcome if the site is left as is would be unsatisfactory. The random placement of various large growing trees, palms and shrubs all within an area only big enough for one or two mature trees requires drastic action to correct the situation.

I propose the removal of all plants except the **Norfolk Island Pine**, including those on the edge of the road.

Replace the **Melaleuca** and **Palms** on the roadside with 2 more **Norfolk Island Pines**.

Lightly terrace the area, into 2 or 3 levels and plant turf to form a small 'Look out' style reserve with seating.

A row of screening shrubs should be planted immediately adjacent to the neighbouring property with a row of either *Myoporum insulare*, *Leptospermum laevigatum*, or *Melaleuca nesophylla*, or all of the above, in consultation with the resident.

The final result will be much more in keeping with the needs of the locals and visitors to the area.

RECREATION RESERVE 303: STREAKY BAY

This avenue of **Tuarts** needs some replanting to bring it back to life.

- At least 8 new trees are required to fill in the gaps.
- The open nature of the site and vista's to the sea can be preserved with regular canopy lifting.
- Tree appearance can be improved with the removal of dead and dying limbs during this process.

Objections to the planting of additional trees by residents at this site are likely. Park upgrades in sensitive sites should involve consultation with affected parties as a part of the process in establishing large trees.

- Pruning the newly planted trees for minimum impact on views as they establish is essential. **Care must be taken not to overprune them.**
- As time and finances allow the area could receive upgrading similar to that begun in apex park, minus the larger shrubs.

Meanwhile the area can be managed as for any open space reserve.

Howard St., North.

Wherever planting of public space is undertaken by local residents without permission, council runs the risk of having inappropriate species planted. Such plantings are carried out with little understanding of the communities needs and with little thought to the management requirements of the plants involved as they mature.

The area at the end of Howard St., Streaky Bay is a classic case in point:

- The species chosen do not form a part of any plan or theme., for the most part they are entirely unsuitable for the location.
- The site is heavily overplanted, restricting access to public park land.
- Tree guards of various shapes, sizes and materials, the majority in poor condition, add nothing to the amenity of the area.
- Many of the plants are in poor health.

APEX PARK:

Only one large **Tuart** graces this exposed foreshore reserve together with a sun shelter.

- The planting of large well spaced shade trees and the establishment of a small area of turf would dramatically improve conditions for site users.
- **Norfolk Island Pines** at 20m spacings, in a double row would make a dramatic contrast to other trees in the area.
- A plan controlling the movement and parking of vehicles on site is needed in conjunction with any site upgrade.

STREAKY BAY GOLF COURSE:

The golf course has an important influence on Streaky Bay, helping to create the sense of a well vegetated coastal town.

Its size and influence on the broader aesthetics of the area stretches across several main access routes and lesser roads, dominating views from many quarters. All is not well however for trees on and around the course.

Dead and dying trees are common, particularly **Tuarts** on the fringes of the course.

There are many groups of younger trees which are clearly thinned by planting failure and windthrow, well beyond the normal attrition rates of group plantings in such situations.

Other areas are devoid of trees or very sparsely treed.

The quality of many younger trees in the ground is poor for a variety of reasons, resulting in a large number of non performing trees, resulting in wasted time and energy.

All of the following need to be examined carefully to avoid further tree losses and poor performance in any future tree planting.

- The quality of planting stock used on site.
- The species being planted to particular sites.
- The effort put into site preparation.
- Site planting techniques.
- Follow-up maintenance.

Species which regularly fail to windthrow in strong winds, such as *Eucalyptus platypus*, the **Round Leaved Moort** should not be planted in this area.

Tuarts should not be planted in the higher exposed areas where water is a limiting factor to growth. Either the **Canary Island Pine** or the **Aleppo Pine** would be better candidates where larger trees are needed for screening.

Golf Course Species List:

The use of smaller more drought tolerant trees, such as the species below should be considered at the harsher golf course sites.

<i>Acacia papyrocarpa</i>	Western Myall
<i>Allocasuarina decaisneana</i>	Desert Oak
<i>Callitris columellaris</i>	White Cypress Pine
<i>Eucalyptus oleosa</i>	Giant Mallee
<i>Eucalyptus foecunda</i>	Narrow Leaved Red Mallee
<i>Eucalyptus socialis</i>	Red Mallee
<i>Geijera parviflora</i>	Wilga
<i>Heterodendrum oleaefolium</i>	Bullock Bush
<i>Capparis mitchellii</i>	Native Orange
<i>Melaleuca lanceolata</i>	Black Tea-tree
<i>Myoporum insulare</i>	Boobialla
<i>Pittosporum phylliraeoides</i>	Native Apricot

Other suitable species can be selected from the Streaky Bay List in Appendix 2.

It is my understanding that the entire course may be irrigated in the future. This would clearly expand the number and diversity of species which can be planted successfully. However very careful consideration must be given to the location of irrigation trenching to avoid serious harm to existing trees root systems. Staying well outside the dripline of trees will ensure minimal effects from the installation of underground services.

- For those recently planted trees on the course which are non performing, it will be best in the long run to replace them as early as possible.
- I estimate the course will need approximately 5000 trees and shrubs, planted over the next 10 years to achieve an acceptable density of vegetation between fairways and in bordering plantings.
- Larger trees throughout the course require routine maintenance for health and aesthetics.
- Trees overhanging high use areas should be assessed for safety.
- Dead trees can be left as habitat with new trees and shrubs planted around them.

Tree planting for this site is addressed in Appendix 1 of this report.

STREAKY BAY RESERVES:

Prioritised on their need for risk management works.

CARAVAN PARK: STREAKY BAY: Remedial and formative pruning of all trees.

STREAKY BAY OVAL: Remedial pruning of all trees & removal of structurally unsound individuals as listed in Tuart Management report.

HARBOURS HEAD RESERVE: STREAKY BAY: Remedial pruning of Tuarts and other species. Removal of dying tree.

RSL PARK: STREAKY BAY: Remedial pruning of Tuarts.

PLANTATION RESERVE: Remedial pruning of all trees.

RECREATION RESERVE 303: STREAKY BAY: Remedial pruning of Tuarts. Removal of unauthorized planting.

LIONS PARK: STREAKY BAY: Remedial & formative pruning of Tuarts. Removal of *Eucalyptus spathulata*.

STREAKY BAY GOLF COURSE: Assess high use areas for safety of larger trees.

APEX PARK:

STREAKY BAY STREETSCAPES:

Core Study Area: Streaky Bay.

The core area is bordered by Montgomerie Terrace to the south, Eyre and Alfred Streets to the north, Flemming Terrace to the west., and finally East Terrace. A total of 18 streetscapes.

A limitation was placed on the size of the area to be inventoried so as to enable an assessment of the value of the information and its format by council in their works management programs.

Further additions to this inventory of street trees outside of the nominated area, can either be made by council or Arbortech staff if and when the system is tested and approved as the basis for directing future street tree management works.

Tree Planting Priority - Township of Streaky Bay				
CORE AREA			NON CORE AREA	
STREET	PRIORITY	NUMBER OF TREES	STREET	PRIORITY
Alfred Terrace	1	50	Wells Street. W of Flemin	2
Bay Road	1	20	Flinders Highway	2
Wells Street West	2	60	Park Avenue	4
Fleming Terrace	3	8-10	Elizabeth Street	4
Bourke Street	3	5	Flinders Drive	5
Eyre Avenue	3	15-30	Yanerbe Road	5
Linklatter Street North	4	10-12	Betts & Feltis Streets	6
Mudge Terrace	4	12	Jubilee Road	7
Williams Street	4	12	Campbell Road	7
Stuart Street	4	18-20	Redding Road	8
Baxter Street	4	10	Dodgson Drive	8
Howard Street	5	15	Centenary Road	9
Wells Street East	5	26	Alec Baldcock Drive	9
Crawford Terrace	5	15	East Terrace	9
Phillip Street North	6	12	Speeds Avenue	9
Hospital Drive	7	9	Bockelburg Street	9
Montgomerie Street Wes	8	12	Bellenger Way	10
Phillip Street South	9	3	Mudge Terrace	10
Montgomerie Street East	9	14	Wallschutsky Road	10
Linklatter Street South	9	13		

Streaky Bay Core Area: Cont.

A total of 341 trees are required in the core area.

- Replants in Alfred Terrace and Bay Road will require infrastructure changes to road and verge/footpaths to accommodate new trees at a number of sites.
- The preparation of some of the planting sites in existing car-parking spaces with protective bollards may be the best option in the circumstances.

Tree Maintenance.

All street trees in the core area are included in the tree inventory, with their general maintenance requirements and any recommended removals outlined, together with additional street planting requirements.

A complete listing of this information sorted separately by Location (street), or Priority, or Tree Health is included on a hard copy of the inventory in Appendix 3. Sorting the information by other priorities is possible for various management purposes.

Over 100 trees are listed as having urgent or high pruning requirements in the core area. These problems should be addressed this year.

Trees currently listed as having a moderate pruning priority (159) in the core area, will become high the following year.

Low priority trees, (171) likewise become moderate or high priority trees over time.

Unless this need is addressed regularly tree maintenance falls behind, while the quality of the resource and its functionality decline.

Streaky Bay Core Area: Cont.

CORE STREETS PRUNING PRIORITY				
STREET	URGENT	NUMBER OF LOCATIONS		
		HIGH	MEDIUM	LOW
Alfred Terrace		3	6	4
Bay Road	1	6	4	2
Bourke Street		2	2	3
Crawford Terrace		6	1	4
Hospital Drive		8	2	4
Howard Street	1	13	9	5
Linklatter Street		2	9	9
Montgomerie Terrace	1	12	29	60
Mudge Terrace		7	1	2
Phillip Street	1	2	7	13
Stuart Street		1	1	
Wells Street	1	8	23	57
Williams Crescent		3		4
TOTALS:	5	73	94	167

The table above gives an overview of the pruning needs by priority of streets in the core area of Streaky Bay. Council pruning operations can be directed at the areas with greatest need, based on the current tree assessment. It should be noted the table gives priority to locations, with the number of trees at these sites and their requirements obtained from the tree inventory hardcopy.

Future pruning needs for moderate and low priority sites can be planned for following seasons from the table.

Streets Outside of Core Area: Streaky Bay

Alec Baldcock Drive

Currently unplanted on the southern side, there is an opportunity to establish an avenue of trees to improve the entry to the town from this side. Select from the species list.

The northern side of the drive is well vegetated parkland.

Wells Street :(Fleming to School)

Interplant existing **Tuarts** where required. Priority 2 replant.

Extend this planting beyond the existing area, also with **Tuarts**, Priority 5 planting.

Avoid the area to the east under the HV/LV power lines.

Crawford Terrace:

The line of **Tuarts** either side of the road require basic maintenance. Several new trees are needed to fill in gaps in the row. Priority 6 planting.

Yanerbee Road:

Requires vehicle barriers adjacent to the cemetery reserve.

Weeds are invading the indigenous vegetation section and there is a large amount of dumped rubbish which should be cleared from this site. Native vegetation qualities currently under threat.

Priority 5 planting.

Centenary Road:

Low priority replant. Still a few gaps. Priority 9 planting.

Dodgson Drive:

Plenty of trees. Some space for additional planting. Too many species used offering little continuity.

Maintenance of existing trees is poor. Requires formative pruning and tidying ASAP. Priority 8 planting.

Wallschutzsky Road:

Well planted on the bitumen section, with all trees in need of formative pruning and tidying.

Only gap replacement of missing trees needed at this stage. Priority 10 planting.

The remainder is mostly indigenous vegetation in need of heritage and aesthetic value protection.

Streets Outside of Core Area: Streaky Bay

Campbell Drive:

Approximately 15 replants required. Priority 7 planting.
Replace verge shrubs in street with trees over time.

Betts and Feltis Streets:

Adjacent indigenous vegetation with actively regenerating roadsides. Encourage and protect this process, through active participation. Weeding, additional planting with local species only, roadside barrier installation where needed and education of natural heritage values to local residents via information leaflets, or possible involvement of local Landcare group/s.

Redding Road.

There are many trees requiring formative pruning in this street. Too many species have been used for best landscape effect. Another 30 to 50 trees needed to finish street tree planting. Priority 8 planting.

Bellenger Way

Protect and enhance native vegetation values. See 'Vegetation Management Procedures'. Priority 1.

Park Avenue

A wide very open street adjacent to the Golf course with a low density of street trees.

There are many gaps on the south side of the street for replanting and no trees at all on the northern side.

An opportunity exists to plant an avenue of larger trees the length of the street on the northern side to border the golf course and give a wonderful landscape effect.

The use of either **Tuarts** or **Canary Island Pine** would be suitable. The south side of the street could use at least 15 or more trees to fill in the gaps.

Existing trees need formative and general tidy pruning. Priority 4 planting.

Streets Outside of Core Area: Streaky Bay

Flinders Highway

A very pleasant entrance to the town.

New landscaping work adjacent to the Golf Course is excellent. Matching stone work on the north-eastern corner of Park and Flinders would improve the area even further.

The northern verge has had recent replants, but still requires another 20 trees. Priority 2 planting.

East Terrace

Well planted for the majority of its length.

The area adjacent to the Golf Course has been heavily replanted recently. The whole street could use a total of 15 new trees.

Priority 9 replant.

Mudge Terrace

Well treed over the majority of its length. Some recent replants.

In need of general tidy and formative pruning.

Could use another 30 street trees. Priority 10 planting.

The section of the street opposite the Lions Park requires the removal of 3 large **Tuarts** which are in poor health and structural condition.

This section of the street should be planted with new **Tuarts** at existing spacings. 7-8 trees. Priority 4 planting.

Flinders Drive

Very few larger trees with a few replants. Possible conflict with sea views. Could easily use 50 trees strategically located for minimum disruption. Priority 5 replant.

Bockleburg Street

Well treed at present. Approximately 12 trees required to fully plant street. Excellent outlook through adjacent reserve.

Park needs some additional replants also. Priority 9 planting.

Elizabeth Street

This is a narrow street requiring some consultation with residents on the number and species to be replanted.

Approximately 75 trees could be used.

There are no recent replants. Priority 4 planting.

Streets Outside of Core Area: Streaky Bay

Speeds Avenue

13-15 replants required. Pruning maintenance also needed.
Priority 9 planting.

Jubilee Road

Most of the western side of the road has indigenous remnant vegetation sections in a variety of conditions.

This vegetation should be protected and enhanced with weed control, careful pruning, replanting and site protection as outlined under 'Vegetation Management Procedures'.

The section of the road between the Ceduna Road and Mudge Terrace needs an additional 20 trees. Priority 5 planting.

Planting the eastern side of the road between Mudge Terrace and the Flinders Highway will be more difficult, requiring 100 or more trees, the majority with sturdy individual protection in the form of timber bollards or rails and tree guards. Priority 7 planting.

APPENDIX D

Draft Strategic Bicycle Plan 2010



District Council of Streaky Bay

Strategic Bicycle Plan

Draft for Consultation

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1 Introduction

Tonkin Consulting has been engaged by the District Council of Streaky Bay to develop a strategic bicycle plan to encourage more cycling within the township of Streaky Bay and the immediate surrounds.

The preparation of this draft plan has been based on community and visitor surveys of the extent and nature of cycling including the identification of common cycling routes. The plan has regard to cycling land use generators (eg school and caravan park), as well as factors that inhibit cycling (as perceived by the community).

Site observations have been undertaken to review existing cycling infrastructure (and its compliance with relevant standards), and to assess the feasibility of new bike lanes and paths.

The draft plan has been prepared having regard to the concurrent development of a Strategic Master Plan for Streaky Bay.

This draft plan is presented for consultation with key stakeholders including DTEI, the Office of Cycling and Walking, and Council's Bicycle Steering Committee. Further community consultation will be coordinated as part of consultation for the overarching Strategic Master Plan.

2 Cycling in Streaky Bay – Current Status

2.1 Overview

Streaky Bay is an attractive rural township on the Eyre Peninsula that provides important services to the local community and business district. The population of the township is estimated to be around 1,500 permanent residents. The demographics of the township (as represented by the whole Council District) include a high percentage of children under 14 years of age (21%). The percentage of residents over 65 years (13.5%) is slightly less than the State average (15.1%).

Main features of the town as they relate to cycling include :

- A strong tourism sector with many families visiting Streaky Bay during school holidays and alike
- An area wide primary and high school, with many children riding their bikes to/from school
- Magnificent coastal scenery that is readily accessible on bike, particularly along an existing shared path
- Relatively low traffic volumes throughout the town making cycling reasonably safe and accessible

Council has developed a Strategic Management Plan for the period 2009-2012. Relevant aspects of the Plan include :

Vision Statement

The District will be widely recognised for its quality lifestyle, pristine rural and coastal environment and expanding economic base.

Mission Statement

Council is committed to:

- Responsibly managing the natural and built environment and maintaining the highly valued character of the district
- Facilitating economic prosperity, sustainable growth and employment throughout the district
- Nurturing a sense of community amongst residents and enhancing their quality of life by actions that support their health and safety and through the provision of social and recreational opportunities
- Providing leadership and ensuring efficient and effective management of its resources
- Working collaboratively with other governments and other bodies.

Key Result Area : Infrastructure And Other Assets

Goal: Well managed, appropriate stock of assets that meets the community's affordable service needs and preferences. Prepare Infrastructure Master Plans that incorporate the following elements:

- Road and Transport network needs
- Pedestrian and Cyclist linkages

The development of the Strategic Bicycle Plan is therefore integral to Council's overarching Management Plan and Vision for the future.

2.2 Existing Cycling Infrastructure

Existing cycling infrastructure within Streaky Bay provides a basis for development, although the existing paths and on road lanes are fragmented and do not provide a complete connection between facilities. The following plan shows the extent of existing cycle paths / lanes.

Existing Cycle Network



Moores' Boat Ramp Coastal Shared Path

An off road path has been developed by Council and extends from Wells Street (adjacent the caravan park) to approximately 200m south of Moore's Boat Ramp, a distance of almost 5 km. The path is 2.5m wide and follows the coast line providing exceptional views of the cliff line, bay and township. While the path is in reasonable condition there is a lack of user facilities along the route such as seats/shelters, tourist information and distance markers. Either end of the path has poor connectivity with the surrounding road network. The northern end in particular simply "peters out" into the main road.



Northern end of shared path.
No signage or connectivity to main road



Typical view of shared path



Southern end of shared path. Note the lack of information/directional/distance signage.

Montgomerie Terrace School Bike Lane

A bike lane has been marked along the southern side of Montgomerie Terrace between East Terrace and Fleming Terrace, connecting into the off road path leading to the school. The path is not signposted appropriately and only provides for cycling towards the school (westbound). A similar lane is not marked for eastbound movements away from the school. The lane lacks continuity across the intersection with Bay Road. At this location the lane simply starts / ends with no other facilities to aid cyclists crossing the intersection. Parking occurs within the bike lane opposite the child care centre, while a protuberance has been built within the lane adjacent Linklater Street and the bowling greens.



Typical view of bike lane along
Montgomerie Tce



End of Bike lane approaching Bay Road



Kerb protuberance adjacent bowling greens

Bay Road Bike Lanes (Park Avenue – Montgomerie Terrace)

A bike lane has been marked on the western side (only) of Bay Road between Park Avenue and Montgomerie Terrace. The lane is not signposted and simply starts / ends between the respective intersections.



Start of bike lane north of Park Ave



End of bike lane approaching Montgomerie St

School Off Road Path

There is an off road shared path that connects Fleming Terrace and Montgomerie Terrace to the rear of the school oval and bicycle storage area. The path is in relatively poor condition and should be widened and resurfaced. Poor drainage at the connection with Montgomerie Terrace causes gravel to wash over the path area.



Connection to Montgomerie Terrace (note gravel wash over path)



Typical view of off road path condition

Cycle Racks

Only a small number of bicycle racks are provided within the town as part of the main street upgrading completed in recent years. Additional racks should be provided at key locations around the business centre.



2.3 Who Rides Bikes in Streaky Bay – Community Consultation

Through discussion with the Streaky Bay Bicycle Committee there are three main cycling groups in the township.

- Youth : school travel and social / recreational riding
- Tourism : visitors travelling within the town for facilities and recreationally (particularly along the coast)
- Recreational : residents riding for social / pleasure / fitness

While some people ride to/from employment within the township this is not a primary market group at present, although represents an opportunity to promote. Three separate questionnaires were circulated within the community. The first was distributed during the October school holidays to visitors at the Caravan Park and Tourist Information Centre. The second was distributed directly to school students later in Term 4, while the third was a community wide questionnaire publicised through Council's bi-weekly newsletter and on line web site.

The following comments summarise the collective responses. This snap shot of cyclists in Streaky Bay reveals a diverse range of ages and genders, from young school children to mature men and women.

Number of Responses Received

Visitors	8
School Students	6
Community	18

Age of Respondents

Under 12	3
12 to 26	9
26 to 40	7
41 to 60	8
Over 60	5

Gender

Male	14
Female	18

School Students and the Community were also asked how often they ride a bike and where they usually ride. Most respondents indicated that they ride a bike at least once or a few times a week.

How Often Do You Ride ?

Rarely	2
Once a month	1
Once a week	6
Few times a week	10
Every day	3

Where are you Riding ?

School	11
Shopping	7
Sports	3
Work	3
Friends	9
Jetty	6
Beach	6

A number of respondents also commented that they ride for fitness and recreation, and cited using the boat ramp shared path as a common route.

All of the surveys asked respondents to rate the quality of information/directional signage for cyclists, the availability of bike racks and lock up areas, and the provision of off road paths.

How would you rate : Directional and Information Signage for Cyclists ?

Very Good	4
OK	12
Poor	12

How would you rate : Bike Racks and Lock-Up Areas ?

Very Good	4
OK	14
Poor	13

How would you rate : Off Road Paths ?

Very Good	2
OK	17
Poor	12

Many of the additional comments made by respondents supported the desire for additional designated paths, on road bike lanes, tourist information, and supporting cycling infrastructure particularly bike racks in the shopping and business precinct.

Comment	Number of Responses
More distance markers	1
Need for bike lanes	2
More bike paths / designated tracks	9
Better map for cyclists	1
Improved signage	2
Free bikes for hire	2
More Jumps (for BMX Riders)	1
Drinking taps	2
Training for students and drivers to share the road	1
Improve skate park	1
Bike track to Back Beach	2
Bike track to Eyres Water Hole, Perlubie Beach	3
Better street lighting on main roads	1
More bike racks (near shops and jetty precinct)	5
Bike paths along Poochera Road or Lincoln Highway	1
Cycle track to Cape Bauer, Back Beach and Little Islands	6
Students don't use path in Montgomerie	1
Bike tracks to Ceduna and Elliston	2
Mountain bike event for January Mardi Gras along Cape Bauer Loop	1
Continue coastal path around Hospital, Flinders and Redlyn	1
More room for bikes on Lincoln Highway	1
Continue path around bay in front of hospital and Elm Haven to Slidy Beach	1

3 Cycling in Streaky Bay – Opportunities

There is great potential to increase the convenience and attractiveness of cycling within and around Streaky Bay. The development of a cycling network within the township should have regard to current and future demands and the potential for residential and business growth. Council is concurrently developing an overarching Master Plan for Streaky Bay to guide future development within the township.

The following plan provides an overview of the proposed cycle network, which is specifically directed at improving the network for recreational and school based riding. All cyclists also benefit from the proposed bike lanes along major corridors on the approaches to the township.

Proposed Cycle Network



- Off Road Shared Path
- On road – Signposted Route
- On Road Lane / Path

Plans showing the proposed cycling network have been included in Appendix A. The following suggestions should be read in conjunction with the plans.

3.1 Moore's Landing Boat Ramp Shared Path

The existing shared path between Wells Street and the boat ramp could be extended in both directions to form a complete coastal path around the western side of the bay between the jetty precinct and the point north of the boat ramp. The development of this path would provide Streaky Bay with a feature recreational bike route for visitors and the community. Works required to develop the path have been summarised below :

- A board walk structure should be developed to pass around the cove south of the boat ramp. The path currently ends before the Cove and there is no connection to the boat ramp or beyond.



- The path could be extended north of the boat ramp to the next bay and point further north around the bay. Informal tracks already exist in this area that could be sealed / formalised to a similar standard as the existing path.
- Additional facilities should be provided along the path including :
 - Seats / shelters
 - Signage and distance markers
- The path should be extended around (or through) the caravan park to connect with the existing footpath along Eyre Avenue. We understand that Council is reviewing the layout, size and operation of the caravan park. As part of this review we recommend that consideration be given to an alignment of the shared path. The path should ideally follow the foreshore and be separate from direct interaction with caravan park activities (eg camping).

- The footpath around Eyre Avenue should be widened to 3.5m and developed as a shared path. While the alignment of the path is ideal as it meanders through the reserve area, it is too narrow (only 1.2m) for operation as a shared path.
- The Eyre Avenue footpath currently ends just before Alfred Terrace. The path could be extended along the northern side of Alfred Terrace to connect into the Jetty precinct and reserve.

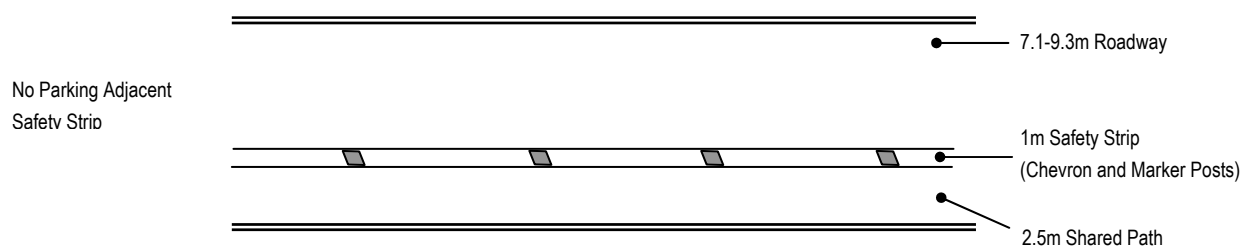


- Associated works would include :
 - A connection between the existing path and on road bike lanes proposed along Back Beach Road and Cape Bauer Drive
 - A connection over Wells Street between the existing path and a proposed off road path through the recreation and sports precinct
 - A connection between the proposed path and Fleming Terrace

3.2 Montgomerie Terrace Shared Path

The existing 'bike lane' along Montgomerie Terrace should be upgraded to provide a formal two-way shared path along the southern side of the road. This path will provide the backbone for east-west cycling across the township and improve cycling facilities for students at the school. The existing lane is 2.3-2.4m wide and the overall carriageway width varies between 10.6-12.8m.

A 2.5m (minimum) two-way shared path could be marked along the southern side of the road, separated from the traffic flow by a 1.0m safety strip as shown conceptually below. This would leave a 'roadway' between the safety strip and northern kerb of 7.1-9.3m which should be generally adequate for traffic flows and parking on one side of the road.



Parking would need to be prohibited along the southern side of the road adjacent the shared path. Where the parking demand requires parking on both sides of the road (eg adjacent the child care facility), localised road widening may be required, or consideration given to realigning the shared path onto the edge of Golf Course.

Montgomery Terrace – Schematic Concept Layout for 2-way Shared Path

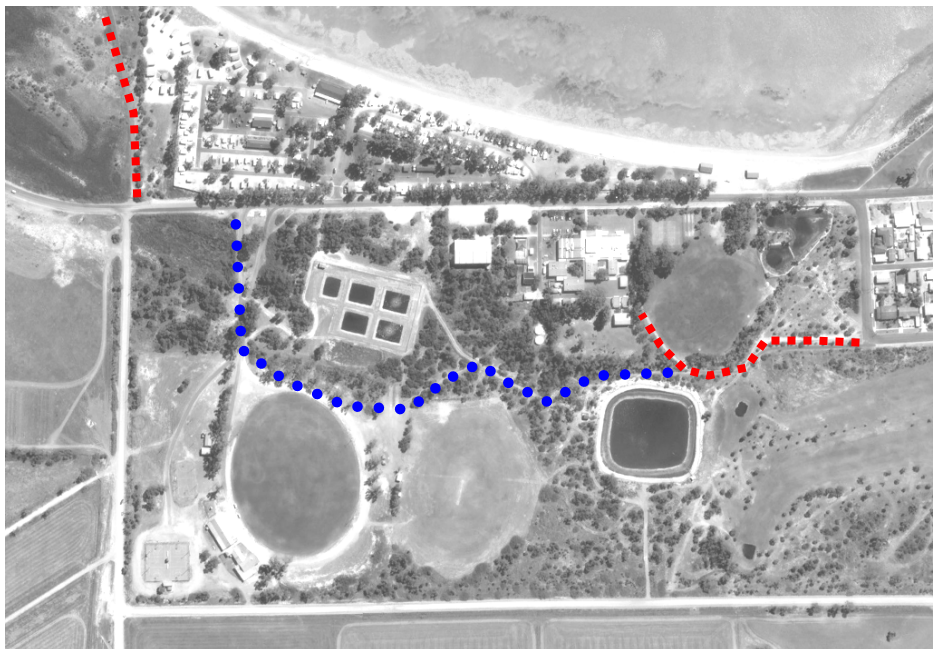


- Associated works would include :
 - Improved crossing facilities over Crawford Terrace and Flinders Highway
 - Additional regulatory signposting to formally establish the shared path
 - Additional directional signposting (noting that the path will provide connectivity to the proposed Eyre Waterhole Trail)

3.3 School and Recreation Precinct Shared Path

The existing path between Montgomery Terrace and the School is in poor condition and should be resealed. The path is currently 3.0m wide which is considered adequate. Signage is required to legally establish shared path. We note that there is some scouring of the road shoulder in the vicinity of Fleming Terrace which should be addressed.

Further investigation is required to identify a preferred path alignment between the School and the Recreational Precinct. The path should ultimately provide an off road connection between the School, Recreational Precinct, Caravan Park and Moore's Landing Boat Ramp Path.



3.4 Wells Street – Back Beach Road – Cape Bauer Road

On road bike lanes are recommended for Wells Street – Back Beach Road – Cape Bauer Road. The provision of bike lanes along Wells Street should be considered as part of an overall Corridor Management Plan for the road which should seek to address parking and access issues associated with the caravan park and school. The Corridor Management Plan should also improve the streetscape along the roads.

Back Beach Road and Cape Bauer Road have an 8.0m carriageway seal with varying unsealed shoulder widths. Road widening to construct a 10.5m carriageway would enable the provision of 3.5m traffic lanes and 1.5m bike lanes. This would provide an on road connection between the developing residential areas and the town centre. Road widening could be undertaken as / when the road is reconstructed as part of normal asset maintenance programs.

- Associated works would include :
 - A connection between the existing coastal shared path and the proposed on road bike lanes
 - A connection over Wells Street between the coastal shared path and the proposed off road path through the recreation and sports precinct

3.5 Slidy Boat Ramp (and Little Islands) Shared Path

In the longer term, and subject to land use and planning changes, consideration could be given to extending the coastal shared path from the Jetty precinct to the east of the town centre. The path could provide an extended coastal recreational trail, as well as provide connectivity to the developing residential area between Flinders Drive and the Boat Ramp. A further extension of the trail to Little Islands could ultimately realise an 'around the bay' recreational trail.

This should be considered a long term prospect as there are no feasible alignments for the path between the Jetty and Streaky Bay Hospital along the foreshore. There would have to be significant land use changes in this area to enable the provision of the path in front of the various private properties that front the foreshore.

Further consideration is also needed into the possible extension of the trail to Little Islands to address the environmental impact on coastal environments. While the path could be located within the wide road reserve along Little Islands Road, this route is some distance from the coast and does not provide the views / environment needed for a quality recreational trail.

3.6 Eyre's Waterhole Trail

An off road recreational trail could be established along the southern side of the Flinders Highway to Eyre's Waterhole a distance of approximately 2.5km.

The trail could be constructed to a similar standard as the Moore's Boat Ramp path (2.5m wide) and meander through the road reserve verge area on the southern side of the road.



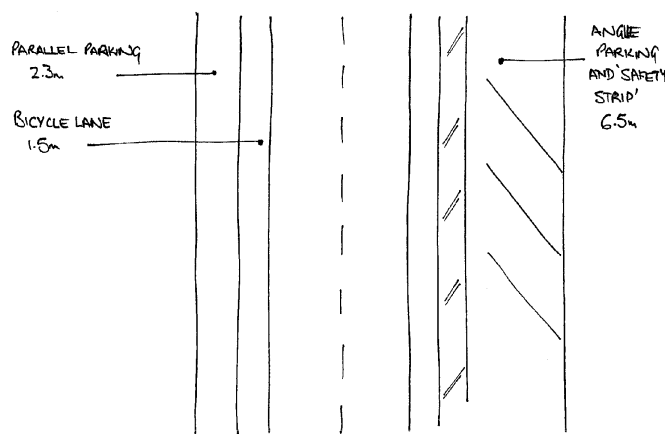
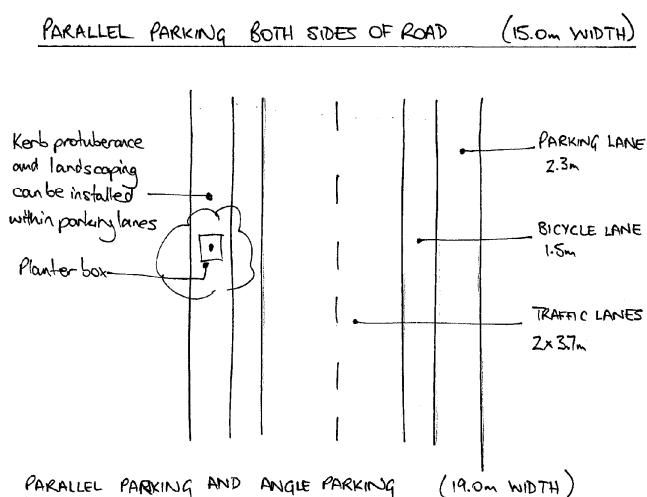
Within the Streaky Bay township the trail could be simply signposted via Park Avenue, Anderson Place and Dodgson Drive. Directional signs and bike logos on the pavement would suffice. A separate bike lane or off road path are not considered needed in this streets due to the low traffic volumes. The path would connect with the proposed paths along Crawford Terrace – Montgomerie Terrace – Fleming Terrace – Wells Street to provide connectivity with the Caravan Park, as well as bike lanes along the Flinders Highway between Park Avenue and Montgomerie Terrace for access to the town centre.

- Associated works would include :
 - The construction of a cycling connection between Park Avenue and Anderson Place as part of an overall reconstruction of this intersection with the Flinders Highway
 - The construction of a cycling link between Anderson Place and Dodgson Drive including a crossing point over Centenary Road
 - Directional signposting and distance markers along the route
 - Seats / shelters

3.7 Supplementary Connections

- Construct a shared use contra-flow path along west side of Crawford Terrace between Montgomerie Terrace and Park Avenue. This could be a similar layout to that proposed along the southern side of Montgomerie Terrace.
- Construct an off road path through reserve area between Crawford Terrace and Yanerbie Road, including a crossing point over Park Avenue
- Construct a shared path on west side of Fleming Terrace connecting Montgomerie Terrace, Wells Street and proposed foreshore shared path
- The provision of bike lanes (wider sealed shoulders as a minimum) on Flinders Highway (Bay Road) between Park Avenue and Montgomerie Terrace. The design of this treatment should be undertaken as part of an overall re-design of the intersection of Flinders Highway / Park Avenue / Redding Road and Anderson Place. For example, a median strip could be installed in Flinders Highway to provide protected right turn lanes into the various side roads. This treatment would also serve to establish an entry statement to the town centre.
- Bike lanes on Alfred Terrace – Flinders Highway between Jubilee Road (bypass road) and the District Centre Precinct. While Alfred Terrace between Phillip Street and Bay Road has been reconstructed with angle parking and streetscape elements, the section of road between Phillip Street and Mudge Terrace is very wide and open. There is very little by way of street scaping or formalisation of on street parking arrangements.

The road width varies between 15.0 – 19.0 metres where angle parking is provided along the northern side of the road. Parking and bicycle lanes could be marked as shown on the opposite plans.



Between Mudge Terrace and Jubilee Road the existing carriageway will need widening to accommodate on road bike lanes. This could be undertaken as part of other traffic management works proposed for the area, including the reconfiguration of the Mudge Terrace intersection and rationalisation of the service road along the northern side of Flinders Highway.

4 Summary of Recommendations

Moore's Landing Boat Ramp Shared Path	Priority	Further Investigation Needed
Develop design options for constructing an elevated board walk (or similar) to connect the existing end of path to Moore's Boat Ramp	High	*
Construct path north of Moore's Boat Ramp to next cove.	High	
Provide seating / shelters at regular intervals along the path	High	
Investigate alternative alignments for continuation of shared path around the caravan park	High	*
Eyre Ave Reserve Path	Priority	Further Investigation Needed
Widen the existing footpath to 3.5m and signpost accordingly as a shared path	High	
Extend the existing footpath from Linklater Street to the northern footpath along Wells Street	High	
Signpost the northern footpath along Well Street (between Linklater Street and the Jetty Reserve) as a shared path	High	
School and Recreation Precinct	Priority	Further Investigation Needed
Reseal the existing shared path between Fleming Terrace and the school oval and install appropriate regulatory signage	High	*
Investigate alternative alignments for continuation of shared path to connect the school path through the recreational precinct and on to Well Street	Medium	*

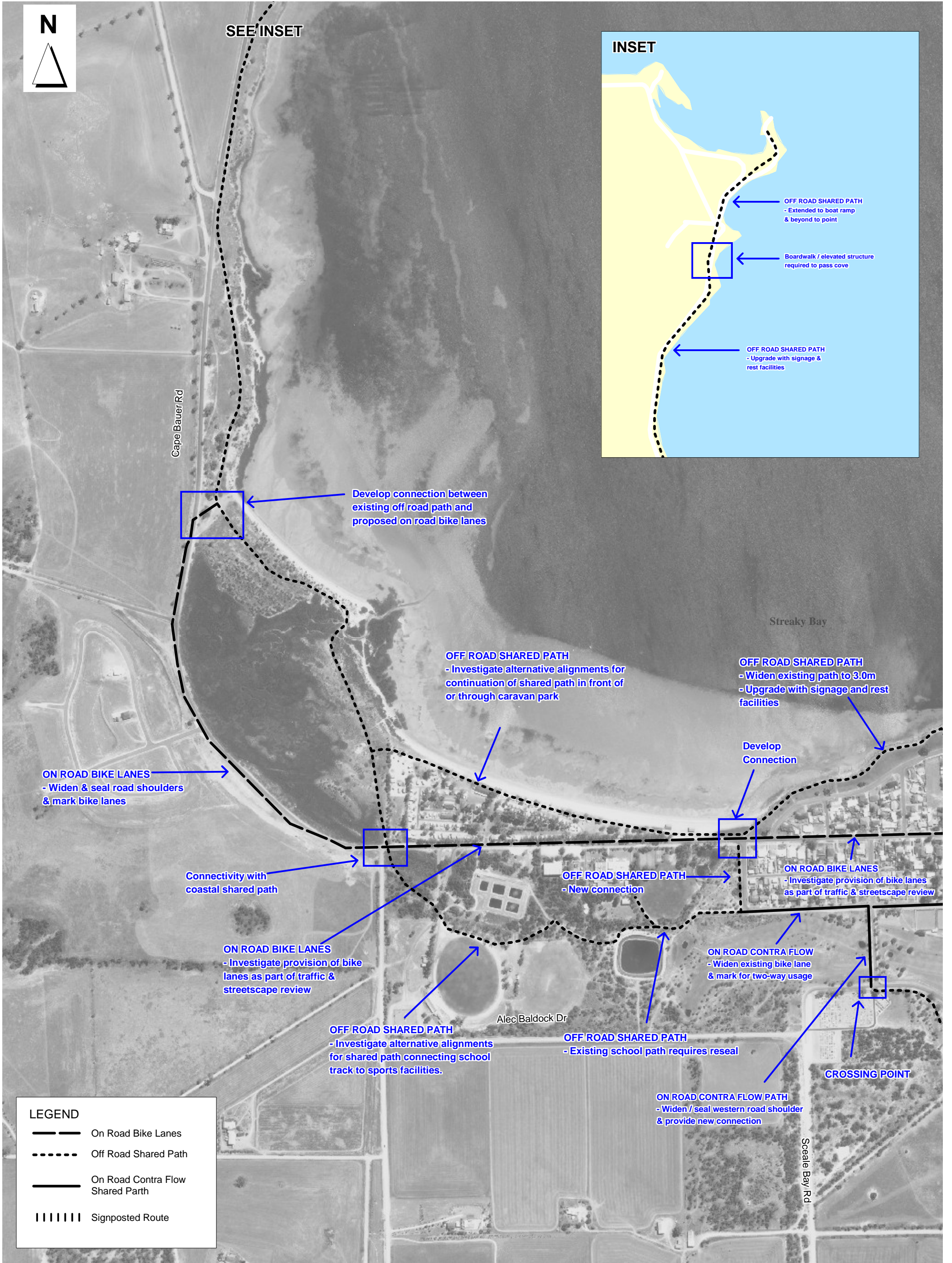
Montgomerie Terrace Shared Path	Priority	Further Investigation Needed
Widen the existing 'lane' to 2.5m and provide a safety strip configuration as shown in Section 3.2. Signpost the path as a shared path.	High	
Remove the kerb protuberance within the lane opposite Linklater Street	High	
Investigate alternative alignments of path or road widening on the southern side of Montgomerie Terrace in the vicinity of the child care centre to maintain parking on both side of the road in this area	High	*
Develop crossing facilities over Crawford Terrace and Flinders Highway	High	
Wells Street – Cape Bauer Road	Priority	Further Investigation Needed
Develop a corridor management plan for Wells Street including the provision of on road bike lanes between Bay Road and Back Beach Road	Medium	*
Widen Cape Bauer Road and Back Beach Road and provide on road bike lanes (this could be undertaken when the roads are next resealed)	Low	
Slidy Boat Ramp – Little Islands Shared Path	Priority	Further Investigation Needed
Monitor developments with land use in this area with a view to developing a coastal shared path between the Jetty precinct and Slidy's Boat Ramp – potentially extending to Little Islands	Low	*
Crawford Terrace	Priority	Further Investigation Needed
Construct a shared path along the western side of Crawford Terrace between Montgomerie Terrace and Park Avenue	Low	
Construct an off road path through the reserve between Crawford Terrace and Yanerbie Road	Low	

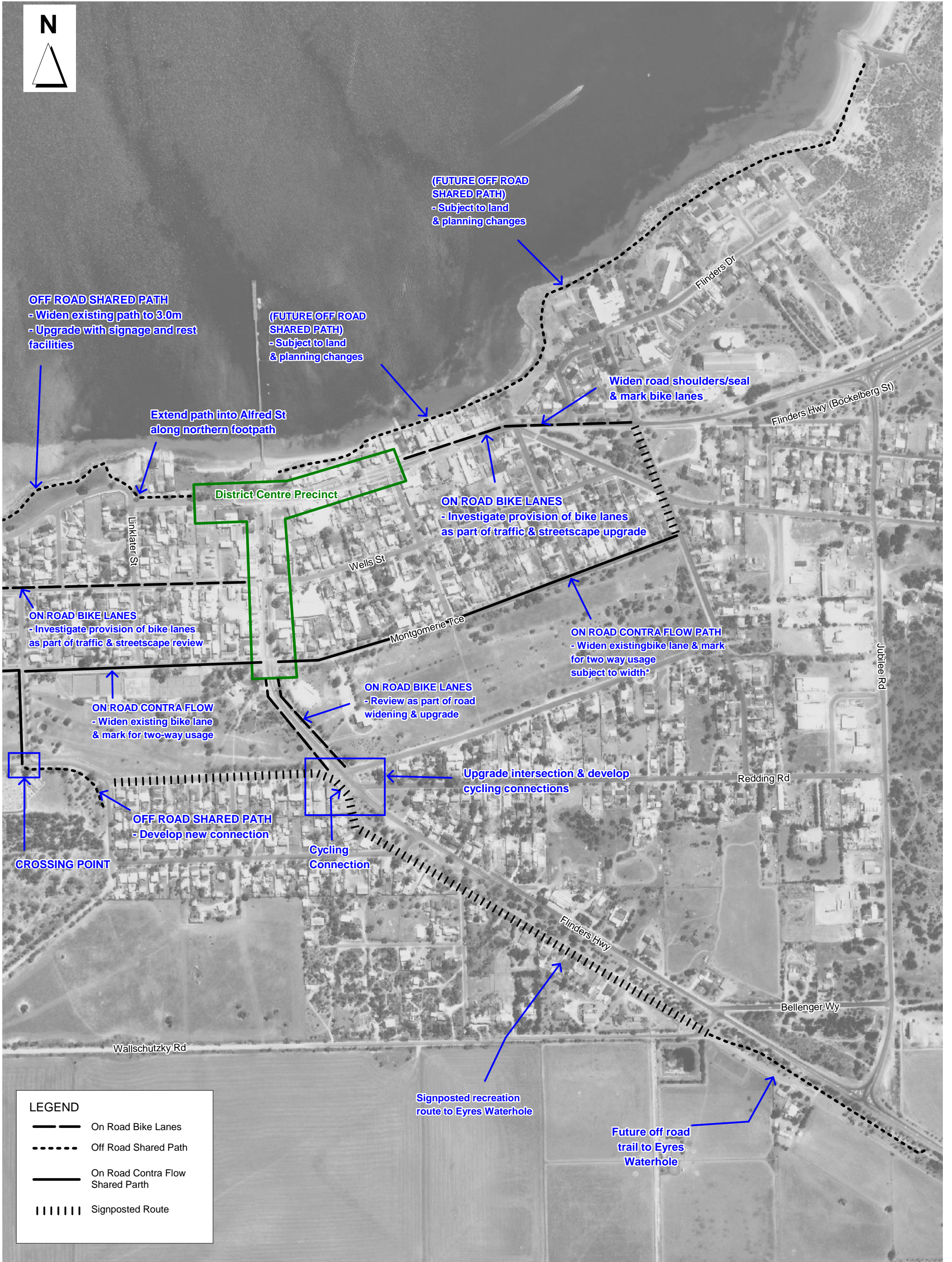
Fleming Terrace	Priority	Further Investigation Needed
Construct a shared path along the western side of Fleming Terrace between Montgomerie Terrace and Wells Street	Low	*
Eyre's Waterhole Trail	Priority	Further Investigation Needed
Develop an off road trail through the road reserve on the southern side of Flinders Highway between Dodgson Drive and Eyre's Waterhole	Medium	*
Signpost the recreational trail on road via Park Avenue, Anderson Place and Dodgson Drive	Medium	
Provide a connection between Park Avenue and Anderson Place as part of an overall reconstruction of this intersection with Flinders Highway	Medium	*
Flinders Highway	Priority	Further Investigation Needed
Widen Flinders Highway between Jubilee Road and Mudge Terrace and provide on road bike lanes (this could be undertaken when the roads are next resealed)	Low	
Alfred Terrace	Priority	Further Investigation Needed
Mark bike lanes and parking lanes along Alfred Terrace between Mudge Terrace and the Town Centre Precinct	Medium	

General – Connections	Priority	Further Investigation Needed
Develop a signage strategy for the various shared paths to provide additional route information (distances etc) and tourist information	High	*
Construct road crossing connections at the following locations : <ul style="list-style-type: none"> • Cape Bauer Road (connecting to Moore's Boat Ramp Shared Path) • Cape Bauer Road (between Moore's Boat Ramp Shared Path and Recreational Precinct) • Wells Street (between Moore's Boat Ramp Shared Path and Fleming Terrace) • Centenary Road (between Dodgson Drive and Anderson Place) • Park Avenue (opposite Crawford Terrace) 	High	*

Appendix A

Concept Bike Network





APPENDIX E

Stormwater Management Plan 2010

District Council of Streaky Bay

Streaky Bay

Stormwater Management Plan - DRAFT

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April 2010
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DRAFT

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1 Introduction

This Stormwater Management Plan (SMP) for the township of Streaky Bay has been prepared in accordance with the requirements of the *Guideline Framework for Uniform Catchment Based Stormwater Management Planning by Local Government Councils* dated August 2006.

This Stormwater Management Plan provides an overview of the existing catchments and issues relating to current stormwater management. It also provides an overview of the opportunities to improve stormwater management to both address flood protection and the sustainable management of this resource and the environment.

This Stormwater Management Plan has been developed strictly in accordance with the guideline framework whereby the productive and sustainable use of stormwater, reduction of pollution impacts, and enhancement of natural watercourses and ecosystems are key principles, in addition to flood minimization.

This Stormwater Management Plan is proposed as a means of ensuring that the above goals are achieved in an integrated and coordinated manner. This document contains:

- A summary of existing information relevant to management of stormwater in the catchment;
- Catchment specific objectives for management of stormwater runoff from the catchment;
- Potential management strategies that may be used to meet the identified management objectives;
- Estimated costs and benefits associated with each of the strategies
- A clear definition of the priorities, responsibilities and timeframe for implementation of the Stormwater Management Plan.

The Streaky Bay Stormwater Management Plan has been developed in association with the development of a Streaky Master Plan, undertaken by Master Plan. In addition to Council staff, the plan has been prepared in consultation with the local community, business groups and relevant State Government departments and agencies including the Eyre Peninsula NRM Board. Consultation activities and the development of both Plans have been performed in an integrated approach to ensure that the issues and opportunities have been recognised in an consistent manner.

2 Catchment Features

2.1 Catchment Boundary

The *Stormwater Management Planning Guidelines* require that all Stormwater Management Plans contain a clear description of the area to which the plan relates. Within areas outside of metropolitan Adelaide, Stormwater Management Plans are to be prepared where needed for complete townships.

The catchment boundary for the purposes of this Stormwater Management Plan, was determined through consideration of those catchments influenced by the existing township and areas zoned for future residential growth.

The catchment boundary is shown in Figure 2.1, which has a total area of 2238 ha. Of this area, approximately 870 ha is within the extent of current and potential future urban area.

Approximately half of the township drains north to the coast through 14 outlets along the foreshore. The remaining portion of the town drains inland to the south-east, into a natural low-lying area. The catchment has been subdivided into sub catchments based on the available road grading information, drainage layout information and site inspections. These sub catchments are also shown in Figure 2.1.

2.1.1 Sub-catchment Descriptions

Coastal Catchments

The northern portion of urban area abutting the coastline drains to the Bay from a number of separate drainage systems. The size of the individual separate catchments that comprise this subcatchment range from 0.1 to 2.6ha. These catchments include the more densely developed areas associated with the central business district and older urban areas.

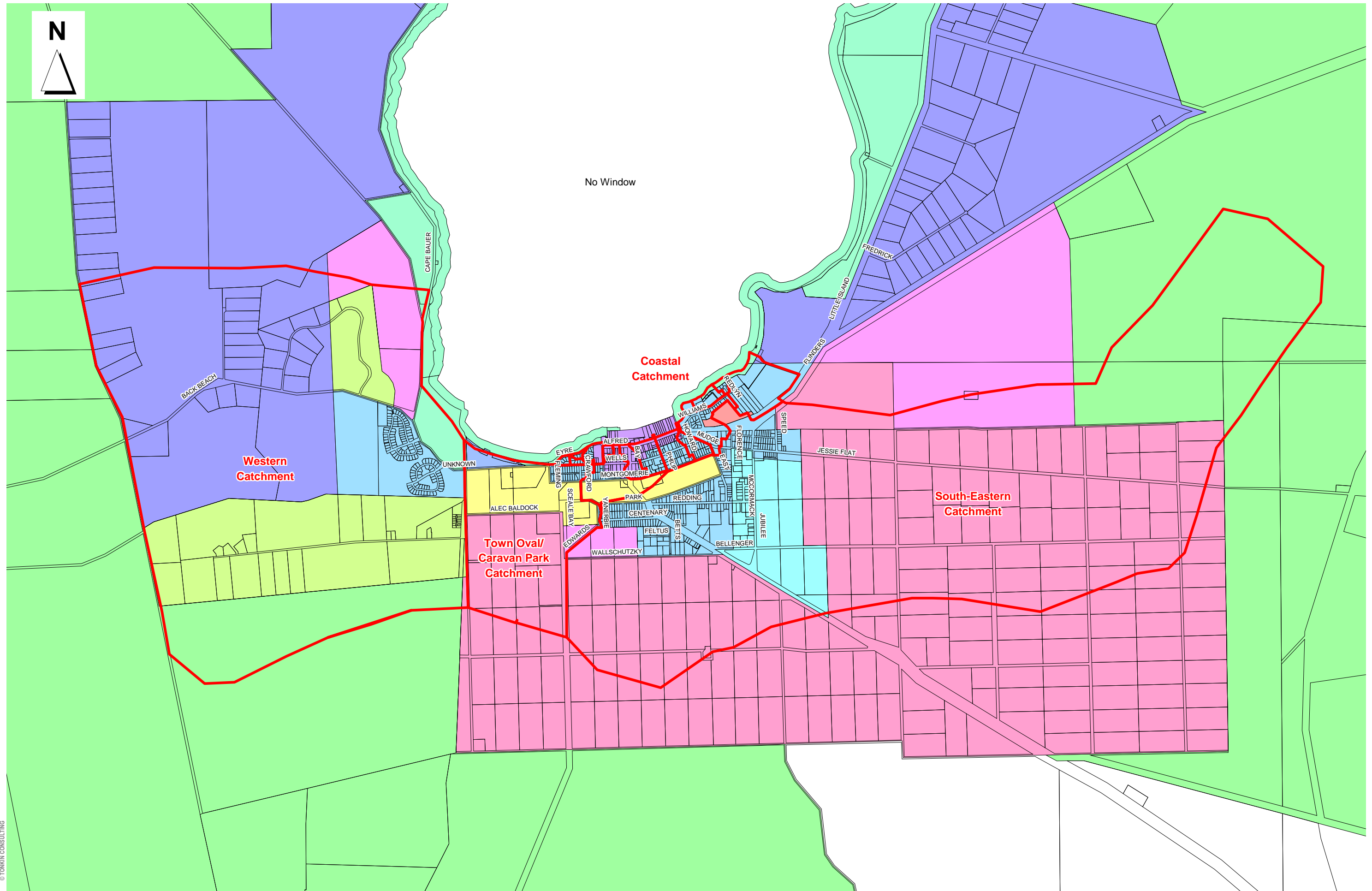
Town Oval / Caravan Park Catchment

This catchment consists of 137 hectares of predominantly rural land. Two of stormwater detention basins located adjacent to Wells Street collect and store most of the runoff. One near the waste water treatment plant was used for winter storage. Excess runoff discharges towards the Bay through the Caravan Park at Wells St.

South-Eastern Catchment

The South-Eastern catchment consists of a natural depression with no direct outfall. Flinders Highway forms an additional barrier before floodwater would be able to discharge towards the south-east and to the Bay. The catchment contributing to this depression is estimated to be approximately 1130 hectares. The majority of this area is used for general farming. Therefore, currently the runoff from this catchment would be infrequent but would result in low-lying areas being at risk of flooding.

Approximately 78 hectares of vacant land east of Jubilee Road, including areas subject to flooding, has been zoned for industrial land use. More investigations in regard to this area are recommended.



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MAP DETAILS

Western Catchment

The Western catchment consists of 890 hectares of rural land. Currently most of the Catchment is undeveloped and no drainage systems exist to cater for the existing runoff. All stormwater runoff discharges towards the Bay. As future rural living development will significantly increase the runoff from this catchment and drainage systems will need to be planned.

Approximately 71 hectares of vacant land south of wetland have been zoned for residential housing. Around 30 hectares of this land have been approved for development with the civil infrastructure in place. The developments approved to date rely on on-site retention storages. Excess runoff follows natural drainage and discharges to the western side of the bay.

2.2 Development and Planning Zone Changes

The existing zoning for the Streaky Bay township is also presented in Figure 2.1. A Strategic Plan has been developed for Streaky Bay, concurrent with the development of this Stormwater Management Plan. Rezoning of some areas to provide for future growth has been carefully considered, given the recent considerable residential development activity in Streaky Bay. The appeal of the district's coastal areas to tourists and retirees and expected expansion of the mining industry will generate population growth and demand for additional housing. Two ongoing land divisions, located immediately north (Blancheport Rise) and south () of the existing township provide evidence of this growth.

Some changes to the development zoning have been proposed as part of this review. From a stormwater management perspective, changes to zoning that will affect future rates of runoff generation include:

- Rezoning of the salt plan area east of Jubilee Road from Industry to Conservation / Reserve
- Extension of the southern residential boundary to in line with Wallchutzky Road.
- Expansion of residential development south of the Blancheport Rise development area
- New Industry land south of Mudge Terrace and east of the salt plan area
- New residential land along the coast north of Back Beach Road

These areas, together with proposed Country Living zones, are shown in Figure 2.2.

District Council of Streaky Bay
Streaky Bay Stormwater Management Plan - DRAFT
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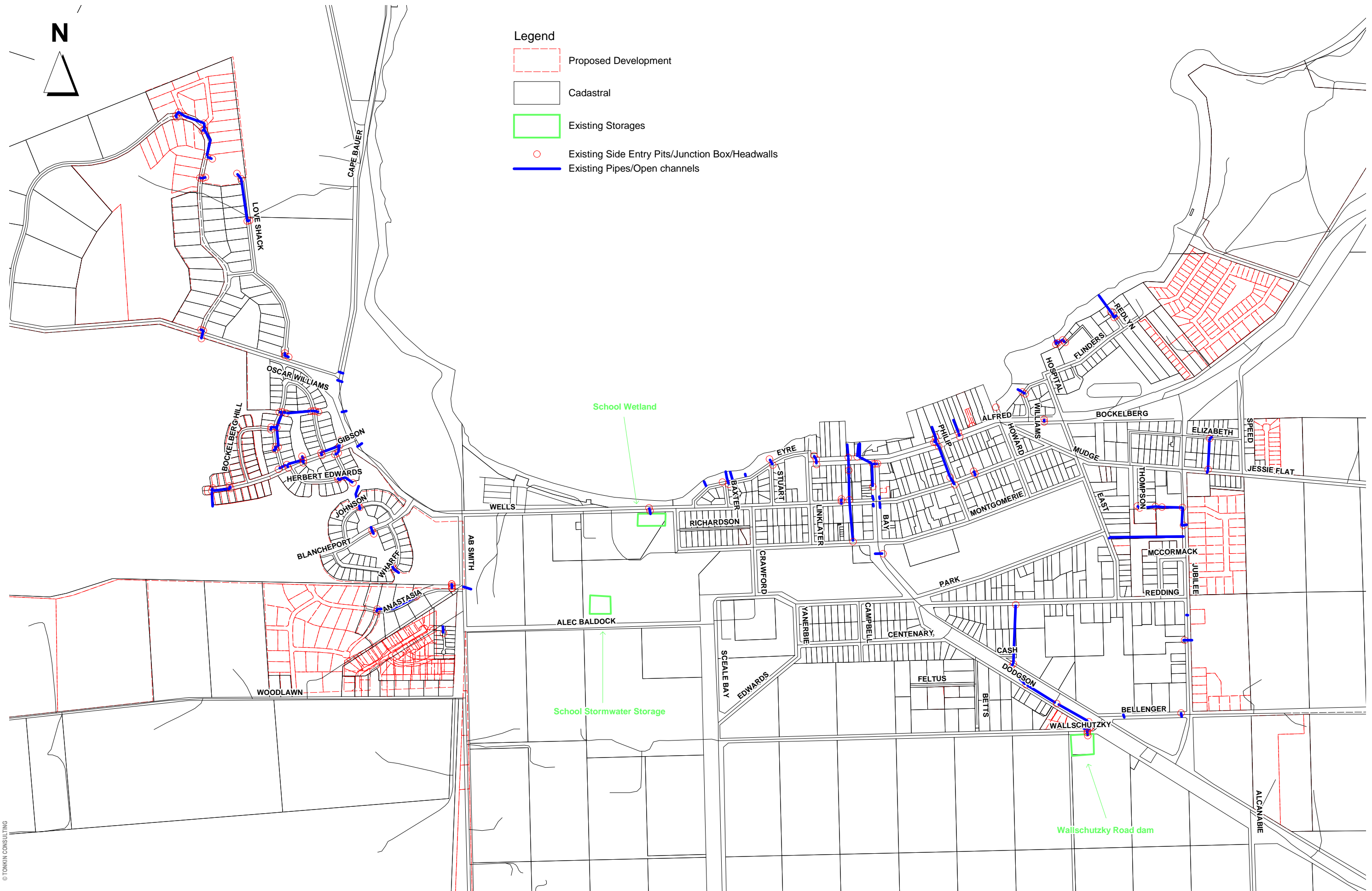
2.3 Existing Stormwater Infrastructure

Figure 2.3 shows the location of existing stormwater infrastructure within the catchment.

The following infrastructure elements are shown in the Figure:

- Underground drainage systems (pipes and box culverts)
- Open channel systems
- Detention Basins
- Dams
- Wetlands

There are no known existing gross pollutant traps, pumping stations, aquifer recharge sites and other WSUD features within the catchment.



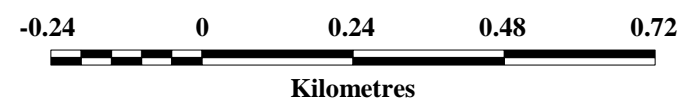
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MAP DETAILS

Cadastral Data:	PBBI Australia
Drainage Data:	Tonkin Consulting
Job Number:	2009.0900
Filename:	streaky_existing_infrastructures_A3L.wor
Drawn:	Irene Xiong
Date:	22/09/2009



Scale: 1:12,000

District Council of Streaky Bay
Streaky Bay SMP
Streaky Bay Existing
Stormwater Infrastructure

Figure 2.3

2.4 Existing Drainage Performance

2.4.1 Hydrological Modelling

An ILSAX model has been assembled to assess the performance of the existing stormwater infrastructure in Streaky Bay. The ILSAX hydrological model is a design and analysis tool for urban stormwater drainage systems. ILSAX simulates the rainfall-runoff process on urban catchment, developing flow hydrographs at each entry point to a pipe or channel system, then routing and combining flows through a drainage network. The ILSAX program model includes a hydrological model to calculate flows from sub-catchments with different properties, and allows for the distances and travel times for flows between these sub-catchments.

The model was used to assess the current drainage standard. A second model was then created to explore drainage upgrade opportunities and water reuse options based on the ultimate level of development.

Runoff coefficients for sub-catchment were determined from land uses, aerial photography and site inspections. Data for each sub-catchment was specified individually to represent the proportion of that area that is deemed to be impervious for most of the catchments (eg. rooves, paved areas). For those older residential areas, the impervious areas were further separated into directly connected (i.e. direct discharge to street watertable) and indirectly connected impervious fractions (i.e. discharge via an overland flow path to the street watertable).

Typical ranges of runoff coefficients for the old residential sub-catchments were:

- 0.14 - 0.16 for the directly connected impervious fraction
- 0.13 - 0.16 for the indirectly connected impervious fraction

The percentages of directly connected impervious areas used in the modelling for each of the sub-catchments are shown in Figure 2.5. For the older residential areas, half of the impervious areas were indirectly connected to the drainage system.

Times of concentration have been calculated for each of the sub-catchments based on the longest length of the flow path to the nearest pit of the catchment. Wetting up period, the slope and roughness of the surface were also taken into account. Due to the general nature of the township, time of concentration for the sub-catchments close to the coastal line were generally short ranging from 8 to 15 minutes. Time of concentration for large rural areas was typically in the ranges of 25 to 60 minutes.

An initial loss/continuous loss model was used to model runoff from the pervious portion of the catchments. An initial loss of 45mm and a continuing loss of 3mm/hr were applied to all of the design rainfall events.

Pipe size information was provided by Council, while pipe gradients were assessed from survey stringlines taken of the road network.

2.4.2 Evaluated Performance

A number of issues have been identified across the network. Issues of note are discussed in detail below.

General

Drains through private properties

It is understood that most drains through private properties are not formally recognised through easements. This has the potential to create obstacles for Council in the future to retain these existing drainage paths, and does not

provide Council with the required authority to maintain and upgrade drainage systems to meet existing and future needs.

Inlets

Many inlets are of a form, design or condition that does not achieve an appropriate capacity, to transfer flows into the underground drain. This creates the unfortunate situation whereby the capacity of some drainage systems are not exploited to their full potential.

Elizabeth Street / Mudge Terrace

Current drainage arrangements at this location result in stormwater runoff being discharged into low-lying private property, creating a nuisance and flood risk issues. Future development in this area is likely to increase the rate of discharge reaching the low point and exacerbate this issue.

Redding Road / Flinders Highway / Wallschulzky Road

The system drains towards the detention basin located at the corner of Wallschulzky Road and Flinders Highway. Modelling has indicated the drain, from Redding Road, along Flinders Highway to the detention basin is with or exceeds 5 year ARI standard except the section across the northern side of Flinders Hwy. This is resulting in occasional flooding to the adjacent areas following large rainfall events.

There is an issue at the southern end of Betts St due to the lack of a defined stormwater flow path through to Wallschulzky Road, causing nuisance to a private property.

Bay Road

While an underground system is aligned in the lower section of Bay Road, high gutter flows are experienced down to the start of this system, with some bypass likely to occur at the top end of this system.

Alfred Terrace

A series of systems drain Alfred Terrace through to the Bay. Performance of these systems is generally adequate, with an exception at a trapped low point where insufficient inlet capacity and drain capacity creates a flood risk to a low-lying property.

East Terrace / Jubilee Road System

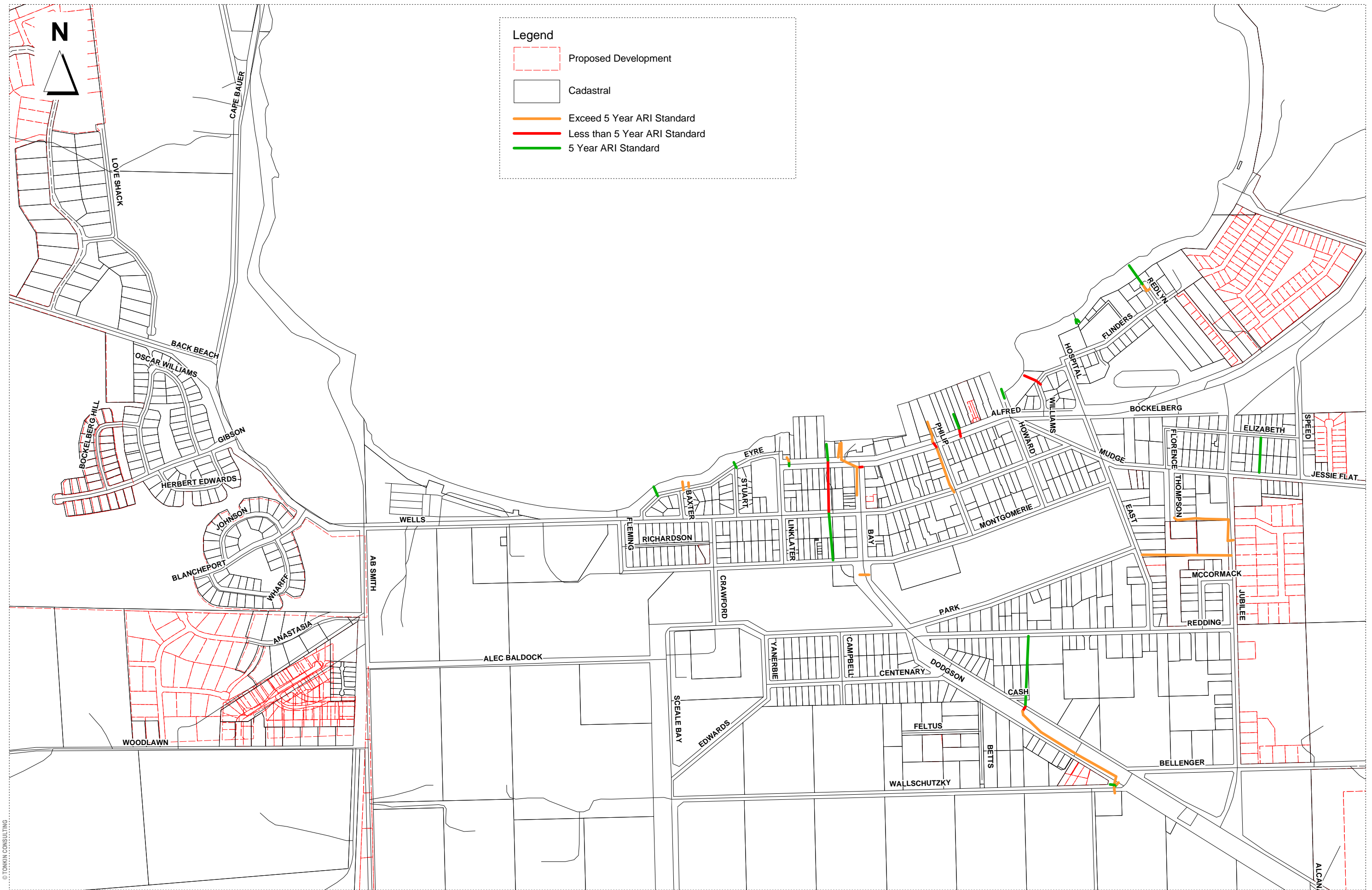
This system includes some sections that take the form of a small open channel through private properties. Runoff discharges to the natural low point on Jubilee Road (adjacent to the salt pan). The channel appears to be informal in nature and there is a risk that future development will further obstruct this drain if the corridor is not appropriately recognised through minor swale construction works and establishment of easements.

Blancheport Rise Land Development

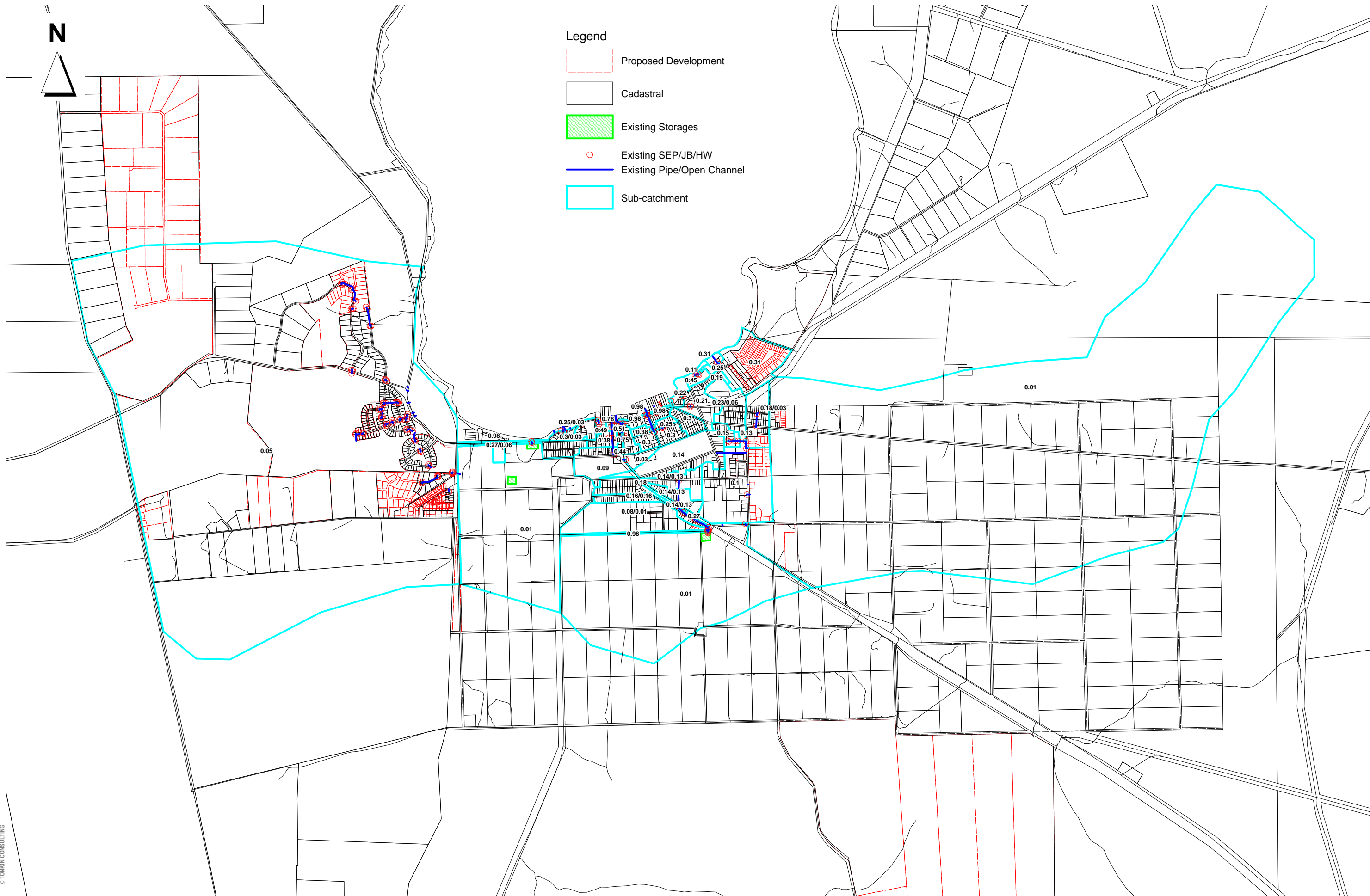
Stages of this development are ongoing, with stages commencing from the lower (coastal) land, extending up the hillside. Runoff from this area will discharge towards the Samphire wetland that discharges into the Bay. While some stormwater infrastructure is being provided into these developments, no information was available which indicates that an overall drainage strategy has been developed for the orderly staged development of this land development. There is a risk that future developments further up the hillside will impact on lower recently developed land if this is not properly considered. There is evidence that some allotments have been created in the

natural flow path of upstream land, and hence some works will be required to provide appropriate protection to these properties.

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MAP DETAILS



2.5 Previous Investigations and Reports

There are no known previous studies investigation stormwater drainage within Streaky Bay.

However, other reports have been considered which are considered to have some influence over aspects associated this Stormwater Management Plan, as described below.

Streaky Bay Community Wastewater Management System – Wastewater Re-use, Scoping Study Report (HDS Australia, 2009)

This Study was commissioned to assess the adequacy, capacity and capability of the existing system to meet future demands of population growth and environmental performance. The scoping study report, which includes recommendations for upgrades and future direction in management of the system, provides detail regarding the volumes of treated wastewater that is reused for irrigation of the town's golf course and foreshore areas, and highlights that current supply does not meet demand.

Streaky Bay Samphire Wetland Preferred Management Plan (Connell Wagner, 2003)

This report presents the findings of a Study assessing the opportunities for future management of the samphire wetland area, located immediately north of the Streaky Bay Caravan Park. A number of alternative options were also developed following consultation with the community and other key stakeholders (which generally consisted in greater excavation to form permanent water bodies), with a preferred plan (shown in Figure 2.6 below) documented in the report.

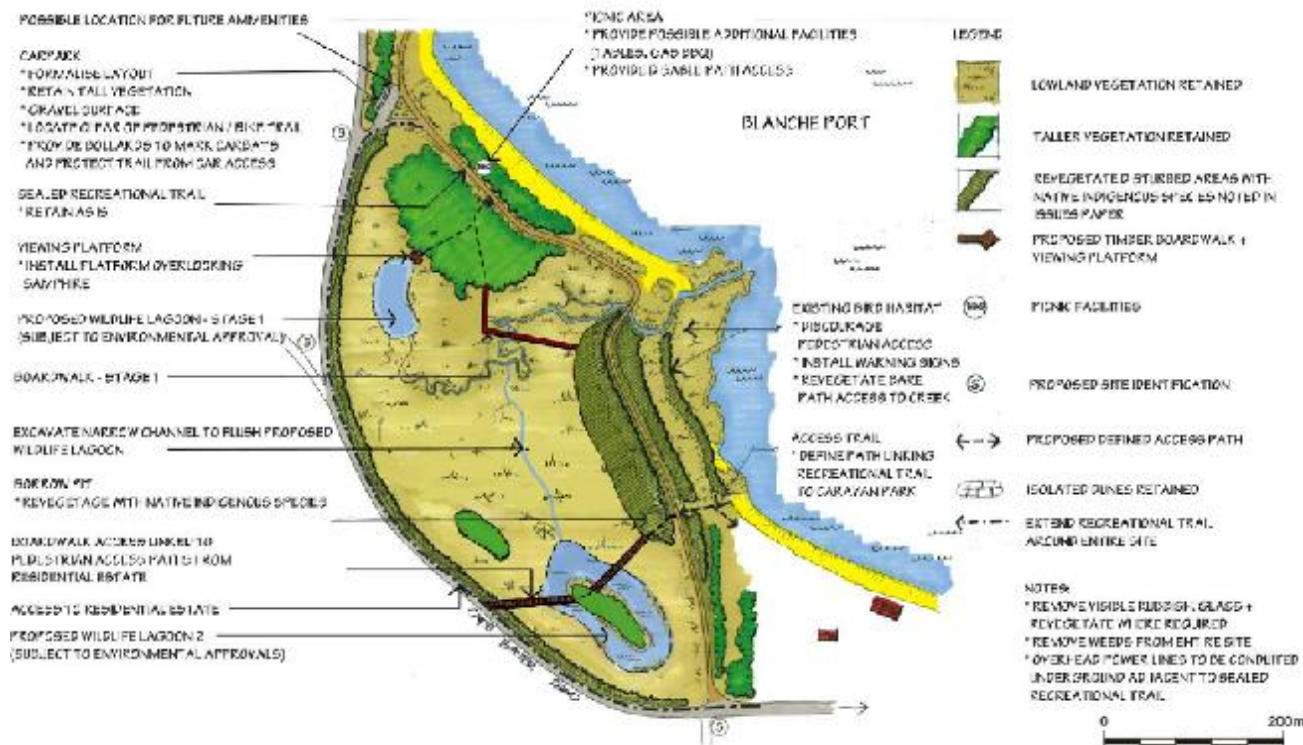


Figure 2.6 Samphire Wetland Concept Plan (Connell Wagner, 2003)

Since the time that this report was released, no works have been implemented and it is now understood that this report no longer represents Council's position in relation to the proposed use of this area. The consultation process undertaken during the development of this Stormwater Management Plan produced a number of responses preferring that the site be protected and maintained. In the consideration of stormwater management strategies for the expanding residential development (Blanche Port Rise) to the immediate west, it has been assumed that protection of the existing environment is the preferred approach.

Streaky Bay Oval Precinct Master Plan & Management Options (Wendy Davidson Enterprises and Swanbury Penglase Architects, 2009)

The plan was prepared to provide direction for the future upgrades of facilities within the Oval precinct. Of relevance to the Stormwater Management Plan, is the nomination of areas adjacent to Wells Street for stormwater wetlands / basins, particularly to receive runoff generated by the Oval Precinct, as per an extract from the plan shown in Figure 2.7 below. These ponds would utilise areas which currently contain old excavations.



Figure 2.7 Extract from Oval Precinct Master Plan (WDE & SPA, 2009)

3 Stormwater Management Objectives

3.1 Stormwater Management Goals

The key issues assessed as being required to be addressed in the development of this plan for the management of stormwater runoff in Streaky Bay include:

- Drainage and Flood Protection
- Water Quality
- Water Use
- Environmental Protection and Enhancement
- Asset Management

Arising from these issues, broad objectives for management of urban stormwater runoff have been identified as follows:

Goal 1: Flood Management

- Provide and maintain an adequate degree of flood protection to existing and future development, and management of nuisance flows.

Goal 2: Water Quality Improvement

- Improve water quality to meet the requirements for protection of the receiving environment and downstream water users.

Goal 3: Water Reuse

- Maximise the use of stormwater runoff for beneficial purposes while ensuring sufficient water is maintained for environmental purposes.

Goal 4: Amenity, Recreation & Environmental Enhancement

- Where possible, develop land used for stormwater management purposes to facilitate recreation use, amenity & environmental enhancement.

Goal 5: Asset Management

- Ensure the condition of stormwater infrastructure is suitable for its intended purpose.

The development of a Stormwater Management Plan for Streaky Bay requires these broad objectives to be further refined to identify catchment specific management objectives. These specific objectives have enabled targeted management strategies to be identified and assessed.

3.2 Catchment Specific Objectives

3.2.1 Drainage and Flood Protection

Australian Rainfall and Runoff (IE Aust, 2000) provides some guidance on design standards for urban stormwater drainage. The design standard is embodied in the major-minor principle, which aims to ensure that development is protected from inundation in a 100 year ARI event. Under the major-minor principle, the drainage system is considered to be comprised of a minor (generally underground) component that prevents nuisance flooding of roadways resulting from relatively frequent storm events, and a major component (generally along surface flow paths such as roads and reserves) that carries excess runoff during more substantial storm events. The combined capacity of the minor and major system components should be sufficient to carry the peak flow produced by a 100 year ARI event. A design standard of between 2 and 5 years is generally adopted for the minor system.

Within areas that are already developed, the ability to provide the same level of protection from flooding as in an area of new development is generally limited by the layout of existing roads and reserves and by the topography.

In these areas the selection of an appropriate design standard to protect property that is at risk of inundation therefore requires the exercise of engineering judgement to balance the cost of the works against the benefits obtained.

Components making up the existing drainage system have been broadly categorised into two components:

Lateral or Feeder Drains (minor system)

These drains collect runoff from streets within the catchment and have the primary function of preventing nuisance flooding of roadways.

Drainage of trapped low points (major system)

These drains form the main spines of the underground drainage system and act as the discharge point for the lateral drainage systems. The main drains can carry substantial flows and have the primary purpose of preventing property damage due to concentrated flood flows.

The existing standard for each of these components varies across the catchment. In the design of future works, the following standards are recommended:

- Lateral Drains: 2-5 year ARI
- Drainage of trapped low points: 100 year ARI (with ponding in roadways tolerable during these events), reducing to 20 year ARU where the cost of achieving the higher standard cannot be justified

Flood Management Objectives

Based on the above, the following catchment specific objectives for management of flooding within the Streaky Bay catchments have been set. Due to the different constraints that are present in new and existing areas of development, different objectives have been set for each of these areas.

For new development undertaken within the catchment the following flood management objectives will apply:

Objective 1.1

- Protect all properties from inundation in a 100 year ARI event.

Objective 1.2

- Provide an underground drainage system having a minimum capacity sufficient to carry a 2-5 year ARI flow.

Objective 1.3

- Ensure that runoff from any new development does not increase the degree of flood risk to other properties for all events up to a 100 year ARI.

Within areas of existing development within the catchment, the following flood management objectives will apply:

Objective 1.4

- Where economically and practically viable, protect existing development from inundation in a 100 year ARI event. A lower standard of flood protection may be adopted where physical and economic constraints limit the ability to achieve a 100 year ARI level of protection. Where a lower standard is adopted, this should be justified based on an assessment of the saving in construction costs relative to the increase in flood damage costs.

Objective 1.5

- Where economically and practically viable, provide an underground drainage system having sufficient capacity to carry a 5 year ARI event. A lower underground drainage standard (as low as 2 year ARI) may be adopted in existing developed areas provided that adequate surface flow paths are available to carry major flows and the consequences of nuisance flooding of roadways are not significant.

3.2.2 Water Quality Improvement

Water from the developed areas of Streaky Bay discharges into the bay or low lying areas with no formalised treatment. While no impacts from existing practices have been reported, it is appropriate that the importance of water quality, particularly where discharged to the bay, be recognised as an important issue. Specific water quality issues within the catchment include:

- Gross Pollutant Management

The main retail and commercial precincts, with which generation of gross pollutants would ordinarily be associated, discharge directly into the bay. Gross pollutants reduce visual amenity, particularly in the main commercial foreshore area. Gross pollutants can also be a hazard to marine fauna.

- Sediment Export

Large quantities of sediment can reduce the quality of water in the ocean and prevent sunlight penetration, and hence affecting the growth of seagrasses.

- Pollutant Point Sources

Spill of contaminants that would detrimentally affect the ocean should be managed within the catchment.

In order to address these issues, the following catchment specific objectives for management of water quality have been set:

Objective 2.1

- Minimise the quantity of gross pollutants discharged into the ocean to reduce visual nuisance and danger to wildlife.

Objective 2.2

- Minimise the quantity of sediment and nutrients discharged into the ocean to improve amenity and water quality.

Objective 2.3

- Intercept pollutants at source from land uses and activities having a high potential for pollutant generation, in particular sediment and spills.

3.2.3 Water Reuse

Two water reuse schemes are in use in Streaky Bay, these being the reuse of treated effluent (golf course and foreshore irrigation) and (minor) reuse of stormwater (Streaky Bay Area School oval). Despite these schemes, there is demand for more (irrigation) water, for use in completely satisfying the demands of the golf course, and to meet the needs of other reserve areas. Harvesting of runoff will also have an associated positive effect of reducing the quantity of stormwater (and associated pollutants) into the bay.

Based on the above the following objectives for water use have been adopted:

Objective 3.1

- Where economically viable, utilise stormwater runoff for beneficial purposes within catchment scale facilities.

3.2.4 Amenity, Recreation & Environmental Enhancement

Opportunities for environmental enhancement in association within management of stormwater will be will be associated with construction of new stormwater management facilities in areas of open space or along existing natural gullies.

Development of multiple use drainage open space requires a careful consideration of the interaction between drainage provision, environmental enhancement, water quality and recreation provision. By application of appropriate principles and implementation of suitable guidelines it is possible to serve a range of needs while at the same time providing a suitable drainage system. In doing so, advantages can be compounded beyond those which may be achieved if each component were considered in isolation.

The following general objectives have therefore been set:

Objective 4.1

- Within new developments, encourage the use of open space provided for drainage infrastructure for other purposes such as amenity enhancement, passive or active recreation and environmental enhancement.

Objective 4.2

- Where new stormwater management facilities are constructed on existing open space, maximise the community use and benefit derived from the facility and ensure that opportunities for biodiversity, amenity and environmental enhancement are realised.

Objective 4.3

- Where possible provide linear open space running parallel with major open channel drainage routes.

3.2.5 Asset Management

Some degree of existing drainage structural degradation is likely to occur and they will reduce the ability of the drainage system to act as per its original design intent.

Without careful planning structural failure of existing infrastructure may necessitate immediate and expensive rectification. Careful asset management will allow for future planning to determine the timeline for replacement of assets.

The following general objectives have therefore been set:

Objective 5.1

- Maintain up to date information on the age and condition of existing drainage infrastructure by undertaking periodic inspections of drains.

Objective 5.2

- Ensure adequate maintenance is carried out to ensure each asset performs as intended.

4 Consultation and Communication

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5 Stormwater Management Strategies

5.1 Drainage and Flood Protection

A series of works have been identified to achieve improved drainage and flood protection performance standards across Streaky Bay. These works are shown on the plan presented in Figure 5.1, and described briefly below.

New Inlets

Greater use can be made of existing drainage systems through the replacement of existing inlets with new inlets, preferably double bay side-entry pits with deflector vanes and depressed gutter levels. A budget amount has been set aside for the replacement of 30 inlets.

Bockelberg Street

Improved protection to low lying properties in Bockelberg Street is proposed to be achieved through:

- Construction of a new drain from this trapped low-lying area, through to Williams Crescent
- Drain to also provide for collection of runoff in the undrained portion of the Flinders Highway adjacent to the silos, and collection of flows from the (defunct) culvert under the Flinders Highway at the reserve opposite Burke Street.

Alfred Terrace

Improved protection to a low lying property on Alfred Terrace is proposed to be achieved through a combination of:

- Collection of flows from Philip Street (that otherwise drain to the low point in Alfred Terrace) and discharge of these flows into the drain aligned in Philip Street
- Collection of flows from Howard Street (that otherwise drain to the low point in Alfred Terrace) and discharge of these flows into a new drain aligned in Howard Street
- Construction of additional inlets at the Alfred Terrace low point to improve inlet capacity

Blancheport Rise Development

A range of actions are proposed to appropriately protect existing development, and to plan for future development:

- Preparation of a drainage strategy, integrated with the proposed ultimate allotment layout for the balance of the land, that highlights key elements required to provide for the ultimate development of the land. This may identify works necessary in and around the lower portions of the development that have already been released.
- Creation of a swale / levee to redirect flows from the upstream catchment away from new development, and conveys these flows safely through the reserve between allotments to Back Beach Road.
- Creation of a vegetated swale alongside Back Beach Road, providing connectivity between the various land division outfalls, that provides for treatment of runoff prior to discharge into the samphire wetland area, and, for

as great a proportion as is found to be feasible, drainage of these flows into a future wetland adjacent to AB Smith Road.

Jubilee Road

Provision of improved drainage in this industrial and residential low-lying land surrounding the salt pan is recommended to be achieved by:

- Construction of a drain along Jubilee Road collecting flows from Jessie Flat Road and Elizabeth Street. Part of this drain along Jubilee Road is proposed to take the form of an grass lined swale
- Construction of a drain extending along Redding Street, into East Terrace, to enable the drain through private land to be abandoned

The above works would convey flows through to a location on Jubilee Road, immediately south of Redding Street, that is within close proximity to the salt pan. The system could be designed to allow these flows to spill out into the salt pan area, although it should be noted that the opportunity for harvesting this water has been identified and is discussed further in Section 5.3 below.

Betts Road

Some works are necessary at the southern end of Betts Road to allow for these flows to safely pass into Wallschutzky Road. This is recommended to be achieved by:

- Construction of an open swale, with some sections of pipe as necessary to accommodate driveway crossings, through private property, to a point whereby this swale can drain into the Wallschutzky Road. Further consultation with property owners will be necessary to achieve this.
- In the long term, development of land further to the west of Betts Road is likely to require the construction of an underground drain in Wallschutzky Road, and it would then be prudent to ensure that this drain makes provision for a connection at Betts Road.

Greenfield Land Developments

The existing undeveloped land, together with the potential rezoning of land that will create additional scope for residential development, provides both opportunities and issues for Council to manage to ensure that development occurs in an orderly and integrated manner. The Stormwater Management Summary Plan presented in XX shows those 'greenfield' areas which are the subject of potential future rezoning, together with some of the major flow paths that will need to be managed within those developments, and the most appropriate destinations for discharges from each of these development areas. This represents a 'high level' overview of the issues and opportunities for each of the development areas, and it is recommended that as proposals emerge for the development of each of these parcels of land, that the applicant be requested to prepare a drainage plan that addresses:

- Management of major flows through the site and appropriate setbacks of allotments / properties
- Management of flows generated within the site, including detention
- Management of flows discharged from the site, and required works beyond the site boundary
- Consideration of direction of runoff to locations where existing / future harvesting occurs
- Appropriate treatment of runoff (particularly to control sediments) where discharge to marine environments is proposed

These plans need to be prepared and approved early in the planning approval process for new development areas to ensure that Council is not left with the burden of retrofitting solutions that should otherwise have been provided as part of the original development.

5.2 Water Quality

Water quality impacts associated with the existing, older parts of the town that drain to the bay area assessed to be low, due to the relatively very small catchments and the strong sense of community and civic pride that is evident through the generally tidy state of the streets. While it is appropriate that some measures be implemented to improve water quality on outfall, where possible, the key water quality issue for the Council to manage in the future is the generation of sediment as new land is developed. Therefore it is recommended that:

- A vegetated swale be constructed along Back Beach Road to provide a 'buffer' from the ongoing Blanchepoint Rise land development, and also to enable the improved management of runoff reaching Back Beach Road
- Council require that effective Soil Erosion and Drainage Management Plans (SEDMPs) be observed during the course of land development works
- Along the foreshore, where a number of small stormwater catchment drain out to the bay, that consideration be given during future foreshore redevelopment works to the construction of short sections of vegetated swales to provide an opportunity for sediment capture

5.3 Water Reuse

The opportunity for stormwater harvesting and reuse within Streaky Bay has been investigated, with a scheme presented as part of this Plan that provides the opportunity for reuse (for irrigation) of up to 30 - 40 ML/year on average (reuse rates increasing through more aggressive use of stored water). This would be achieved through:

- Pumping of stormwater flows from Jubilee Road to the Wallschutzky Road dam
- Enlargement and lining of the Wallschutzky Road dam. The scheme as presented in this report would require the annexing of adjacent privately owned land to create an enlarged dam volume of 20 ML.
- Pump Station at the Wallschutzky Road dam and rising main to connect this storage to the School stormwater dam
- Construction of a (small capacity) gravity drain from Bay Road to the School wetland, via the Eyre Terrace foreshore, to divert all low flows (up to the 3 month ARI flow) to the school wetland
- Connection of the School Stormwater dam to the Winter Storage Treated Effluent pond, allowing for stormwater to be reuse through the existing treated effluent distribution system

Future greenfield land development of the town could enable further development of this scheme through:

- Construction of a wetland / storage in the vicinity of the Wells Road / AB Smith
- Pump station and rising main to transfer these flows to the School storage dam

In determining whether to proceed with this opportunity, regard needs to be given to the predicted future increases in wastewater flows (due to development), against an assessment of Council's ultimate irrigation demand associated with existing and proposed future green spaces.

5.4 Amenity, Recreation & Environmental Enhancement

The objectives defined in this area will be achieved through the delivery of the other works described above. In particular, any works along the foreshore area, which is the focus of most of the town's local and tourist activity, must ensure that these objectives are observed.

5.5 Asset Management

Council is already committed to asset management practices that include reporting on stormwater assets. Over time it is recommended that this be extended to include a program of periodic inspection and maintenance to ensure that the investments made in infrastructure achieve the intended outcome.

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6 Costs, Benefits and Funding Arrangements

6.1 Strategy Action Costs, Benefits and Priority Summary

The strategies outlined in Section 5 have been costed and presented in summary form in Table 6.1, together with a brief description of the benefits realised through implementation of each action.

A priority rating (High – Medium – Low) has been assigned to each of the actions, based on judgement guided by a higher priority bias towards:

- Performing works that provide protection to properties that currently have a relatively low level of flood protection
- Works that achieve relatively high benefits, proportionate to cost

Notwithstanding the above, it is likely that there will be some instances where it would be appropriate for Council to be flexible with priorities as the timing for respective greenfield developments becomes clearer.

6.2 Funding, Responsibility

All specific actions identified in Table 6.1 are the responsibility of Council to lead, fund and implement.

None of the 'drainage and flood protection' projects identified are of a sufficient size (serve catchments greater than 40ha) in order to qualify for funding from the Stormwater Management Authority. It should also be noted that the Stormwater Management Authority will generally not provide funding for works that provide for the development of new land.

Council may be able to secure funding for components of the stormwater harvesting proposal, on an opportunistic basis as funding schemes are available, however it should be noted that most previous Commonwealth / State based grant schemes have relied on matching contributions from Local Government.

The Eyre Peninsula Natural Resources Management Board may provide support for projects that improve the quality of water discharged to the marine environment, such as the construction of vegetated swales and other WSUD initiatives along the foreshore. (Note – NRM position on funding support requires clarification)

6.3 Implementation Timeframe

Draft requiring Council input

The actions outlined in this plan will require progressive implementation over many years, in order to be accommodated sustainably within Council's budget.

Given that none of the actions will attract funding support from the Stormwater Management Authority, the obligation on Council to advise the Stormwater Management Authority of its planning in this regard is considered to be reduced.

Nevertheless, the following timeframe is proposed for the implementation of the plan:

- High Priority actions – Complete in 5 years (2015)

- Medium Priority actions – Complete in 10 years (2020)
- Low priority actions – Complete in alliance with other works where opportunities arise such as road reconstruction, land development activities
- Water Reuse scheme – if / when funds are available

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Table 6.1 Upgrade Works Summary

Priority	Item	Design ARI (yrs)	Budget Capital Cost	Potential Funding Sources	Flood Mitigation Benefits	Water Harvesting Benefits	Water Quality Benefits	Other Benefits
High	Side-entry pit upgrades	5	\$90,000	-	Reduction in nuisance flooding	-	-	-
High	Alfred Terrace trapped low point protection works	20	\$300,000	-	Protects 1 low lying property on Alfred Terrace	-	-	-
High	Blancheport Rise overflow route	100	\$50,000	-	Protects 5-10 properties	-	-	-
High	Bockelberg Street to Williams Crescent Drain	5	\$270,000	-	Protects 2-3 homes, reduce nuisance flooding	-	-	-
Med	Jubilee Road stormwater drainage (Stage 1)	5	\$370,000	-	Reduce flooding of low-lying land at Mudge Terrace	-	-	-
Med	Back Beach Road vegetated swale	20	\$100,000	NRM?		Potential to provide flow transfer / treatment role in future reuse scheme	Reduce impact of development on samphire area, suspended solids discharged to Bay	Improved amenity / landscaping opportunity along Back Beach Road
Med	Foreshore vegetated swales	5	\$40,000	NRM?		-	Reduce suspended solids discharged to Bay	-
Low	East Terrace / Redding Street drain (Jubilee Stage 2)	20	\$300,000	-	Reduce nuisance flows	-	-	Allows Council to avoid need to obtain easement
Low	Elizabeth St to Mudge Tce Drain (Jubilee Stage 3)	20	\$110,000	-	Reduce nuisance flows	-	-	Allows Council to avoid need to obtain easement
Low	Elizabeth St to Wallschutzky Road dam Stormwater Collection	-	\$1,035,000	-	Reduces impacts on salt pan	Up to 30 ML/ year reuse for irrigation	Some treatment achieved through capture and storage	Provides irrigation water that might allow Council to create additional reserves
Low	Connection of Wallschutzky Road dam to School Stormwater Dam	-	\$780,000	-	Provides opportunity for dam to be emptied for subsequent events			
Low	Bay Road – Eyre Terrace Drain	-	\$570,000	-	Reduce nuisance flows			

APPENDIX F

Traffic Investigations: April 2010

District Council of Streaky Bay

Traffic Investigations



District Council of Streaky Bay

Traffic Investigations

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April 2010
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1 Introduction

In August 2009 Council engaged Tonkin Consulting to undertake a traffic review of the following locations within Streaky Bay with a view to preparing initial concept treatment options for further consideration. Locations identified for investigation were :

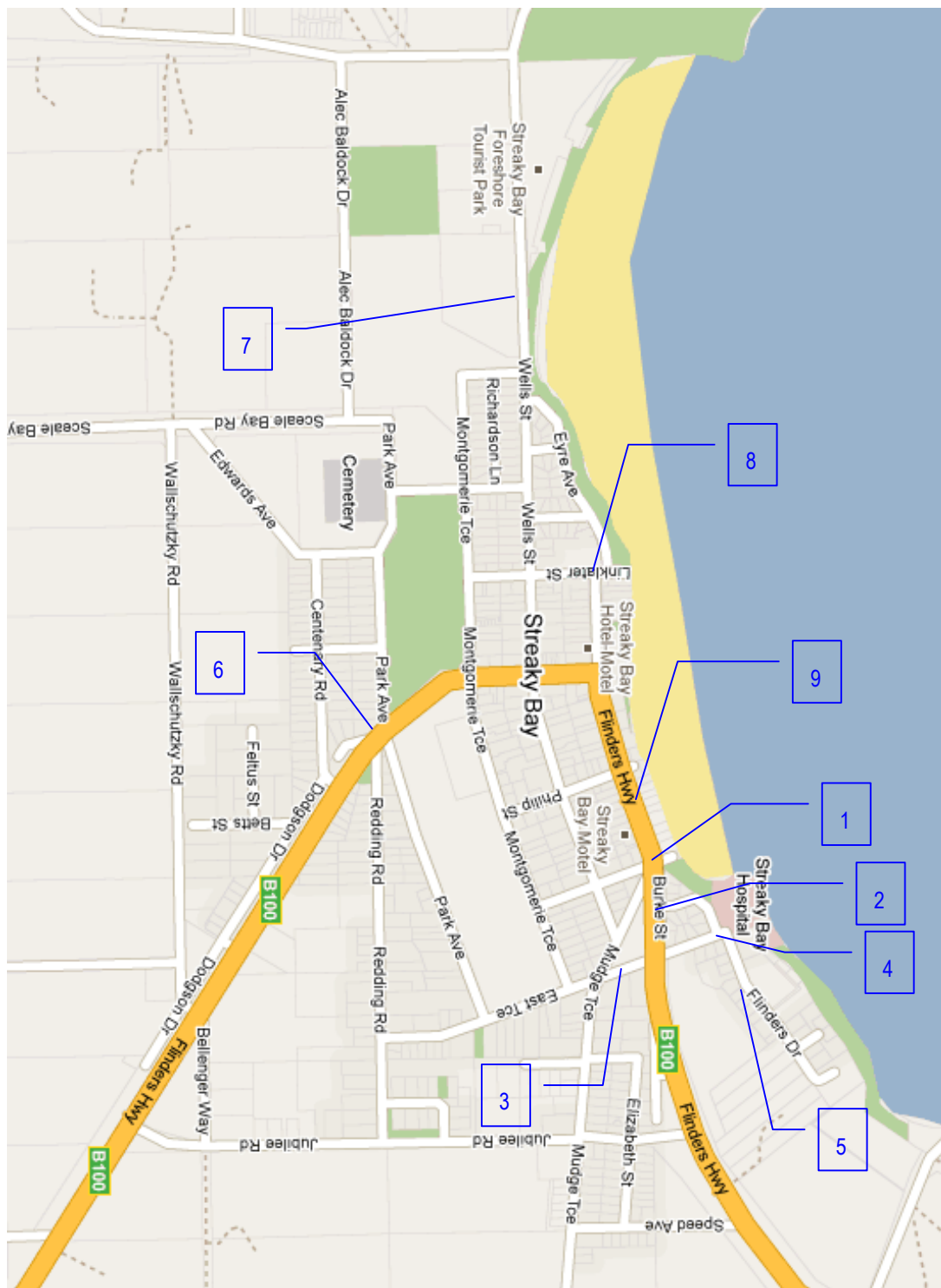
1. Alfred Terrace / Howard Street / Mudge Terrace – irregular intersection configuration (Section 2)
2. Flinders Highway / Williams Crescent – undefined verge parking (Section 3)
3. East Terrace (Mudge Terrace – Alfred Terrace) – implications of closure (Section 4)
4. Flinders Drive / Hospital Drive / Williams Crescent – curve and intersection (Section 5)
5. Flinders Highway / Bockelberg Street – undefined access (Section 6)
6. Flinders Highway / Park Avenue / Redding Road – irregular intersection configuration (Section 7)
7. Wells Street (Bay Road to Cape Bauer Road) – parking and streetscape opportunity (Section 8)
8. Alfred Terrace / Linklater Street / Eyre Avenue – curve and intersection (Section 9)
9. Alfred Terrace (Mudge Terrace – Phillip Street) – parking and streetscape opportunity (Section 10)

The following report provides a brief outline of the key issues at each location and potential treatment option. The concepts are only schematic having been based on aerial imagery and limited on-site measurements. Additional survey and detailed design consideration will be required in many cases to finalise the preferred design outcome.

The investigations were undertaken concurrent to the preparation of the Strategic Bicycle Plan for Streaky Bay. Some of the proposals therefore have regard to recommendations within the Strategic Bicycle Plan.

There is an inter-relationship between some locations as shown on the following site map.

Site Locations



2 Alfred Terrace / Howard Street / Mudge Terrace



The intersection layout is irregular due to the following factors :

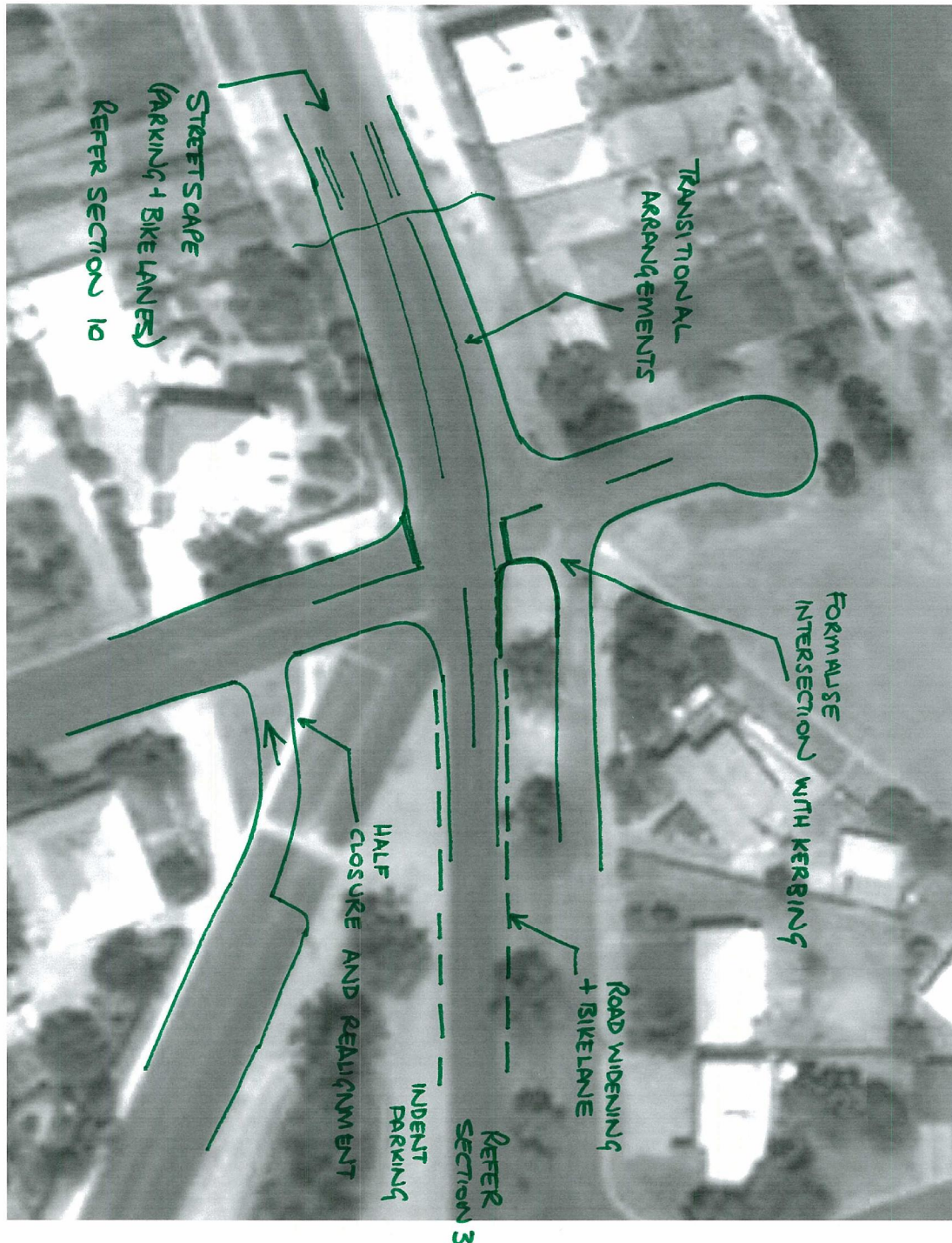
- The alignment of Mudge Terrace and Howard Street
- The service road along the northern side of Flinders Highway lacks clarity particularly at either end of the service road where it meets Burke Street and Flinders Drive.
- The give way requirement between drivers entering/exit Burke Street and the Service Road lacks clarity
- The width of Alfred Terrace changes considerably through the intersection area.

We believe that it would be appropriate to reconstruct the intersection with a view to reducing the number of conflict points at the intersection, better defining the start/end of the service road, and better defining the change in road width and character of Alfred Terrace.

The recommended treatment includes :

- Half road closure of Mudge Terrace – only allowing exits onto Howard Street
- The realignment of Mudge Terrace to meet Howard Street at 90 degrees and separation of the junction of Mudge Terrace / Howard Street from the junction of Howard Street / Alfred Street
- Shoulder sealing / widening of Flinders Highway east of the intersection to provide on road bicycle lanes and incorporate indented parking adjacent the Lions Playground and reserve (identified in the Bicycle Plan)
- Formalisation of the service road – refer section 3
- Bike lanes and parking lanes along Alfred Terrace (identified in the Bicycle Plan) – refer section 10

Alfred Tce / Howard St / Mudge Tce – Schematic Concept Drawing



3 Flinders Highway / Williams Crescent



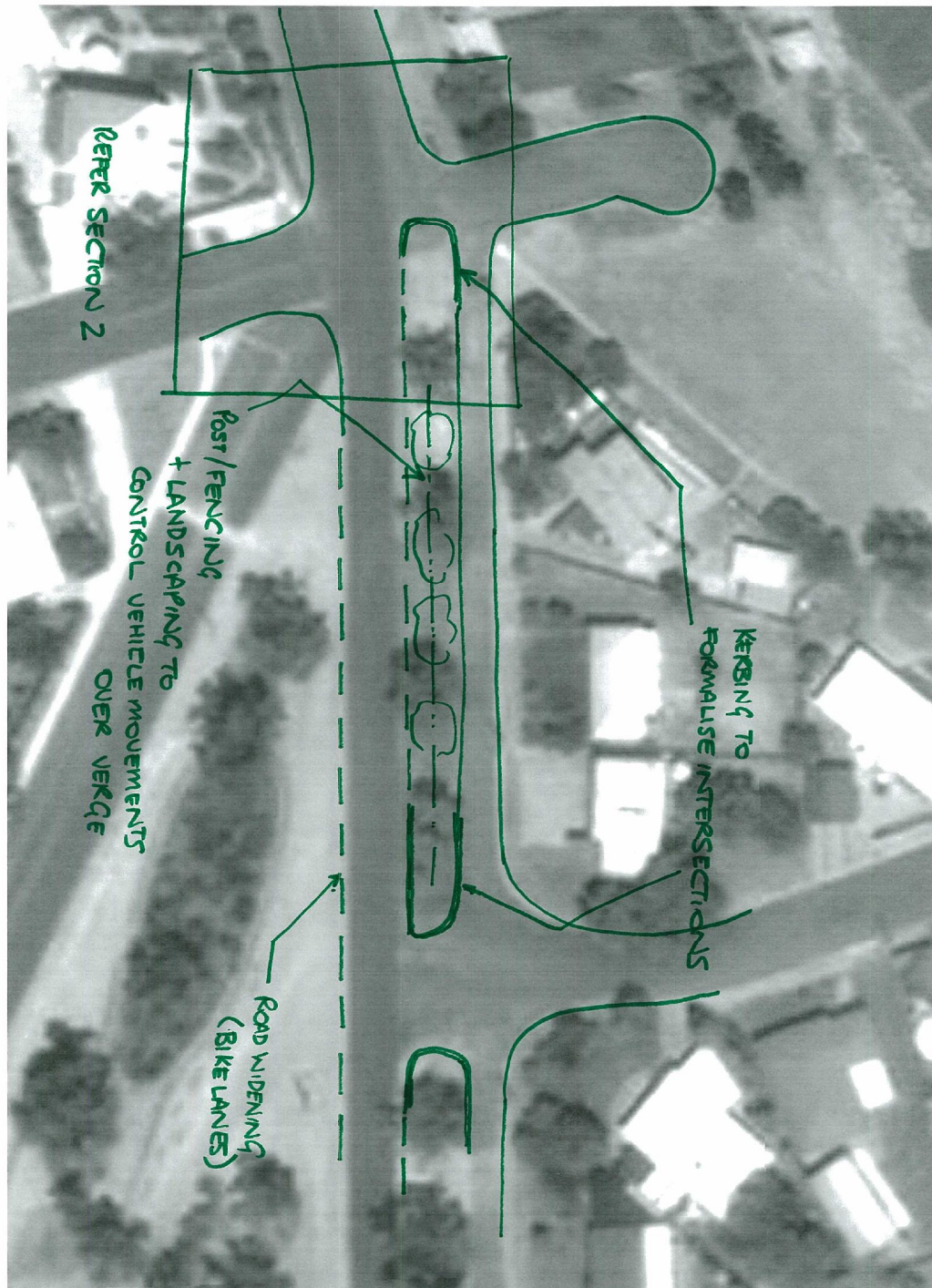
The photographs above show the sealed verge separation between Flinders Highway and the service road. There is no control over vehicle movements over the verge area and vehicles can cross between the service road and main carriageway anywhere along this section between Howard Street and Williams Crescent. Council has also raised concern over vehicles parked informally on the verge area as shown above.

There is a need to improve definition and separation between the service road and main carriageway, to control vehicle movements over the verge area, manage parking, and clarify give way requirements at the junctions of the service road with Burke Street (refer Section 2) and William Crescent.

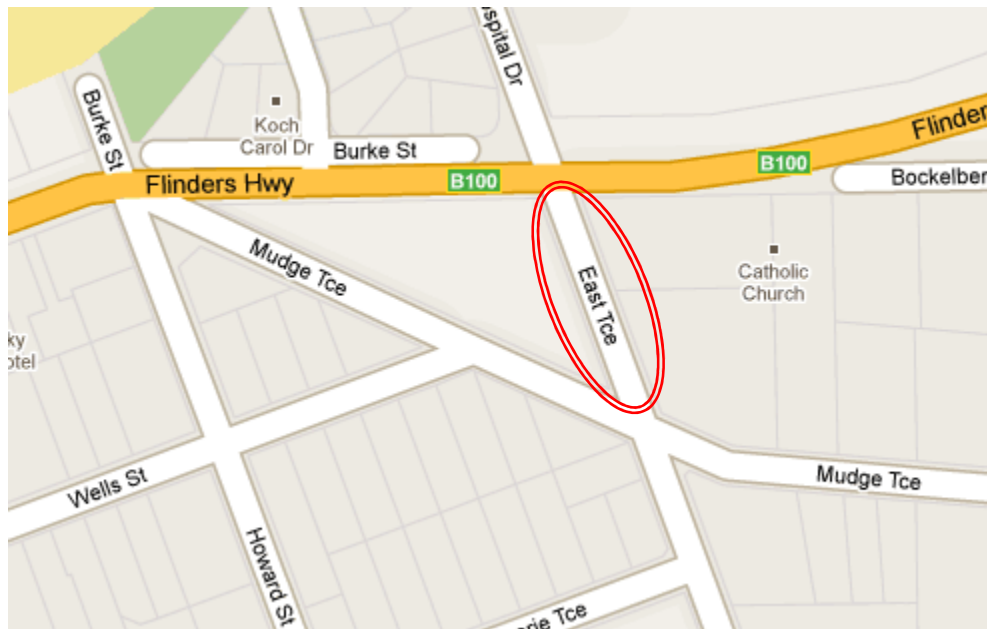
The recommended treatment includes :

- Kerbing around the intersections of the service road with Burke Street and William Crescent
- Shoulder sealing / widening of Flinders Highway to provide on road bicycle lanes (identified in the Bicycle Plan)
- Post / barrier fencing together with additional landscape elements in the verge area between the intersections of Burke Street and William Crescent

Flinders Hwy / Williams Crescent – Schematic Concept Drawing



4 East Terrace (Mudge Terrace – Flinders Hwy)



Council queried whether there would be any value in closing East Terrace as part of the resolution of the Mudge Terrace / Howard Street intersection (refer Section 2) and to enable this section of East Terrace to be incorporate within the adjacent Lions Park / Reserve.

As outlined in Section 2 the closure of East Terrace is not relevant to the preferred treatment of the intersection of Howard Street and Mudge Terrace. Further, there is a waste transfer facility on the western side of East Terrace in this section, used by caravaners and the like to pump out sullage etc. It would therefore seem impractical to close this section of East Terrace.

5 Flinders Drive / Hospital Drive / Williams Crescent



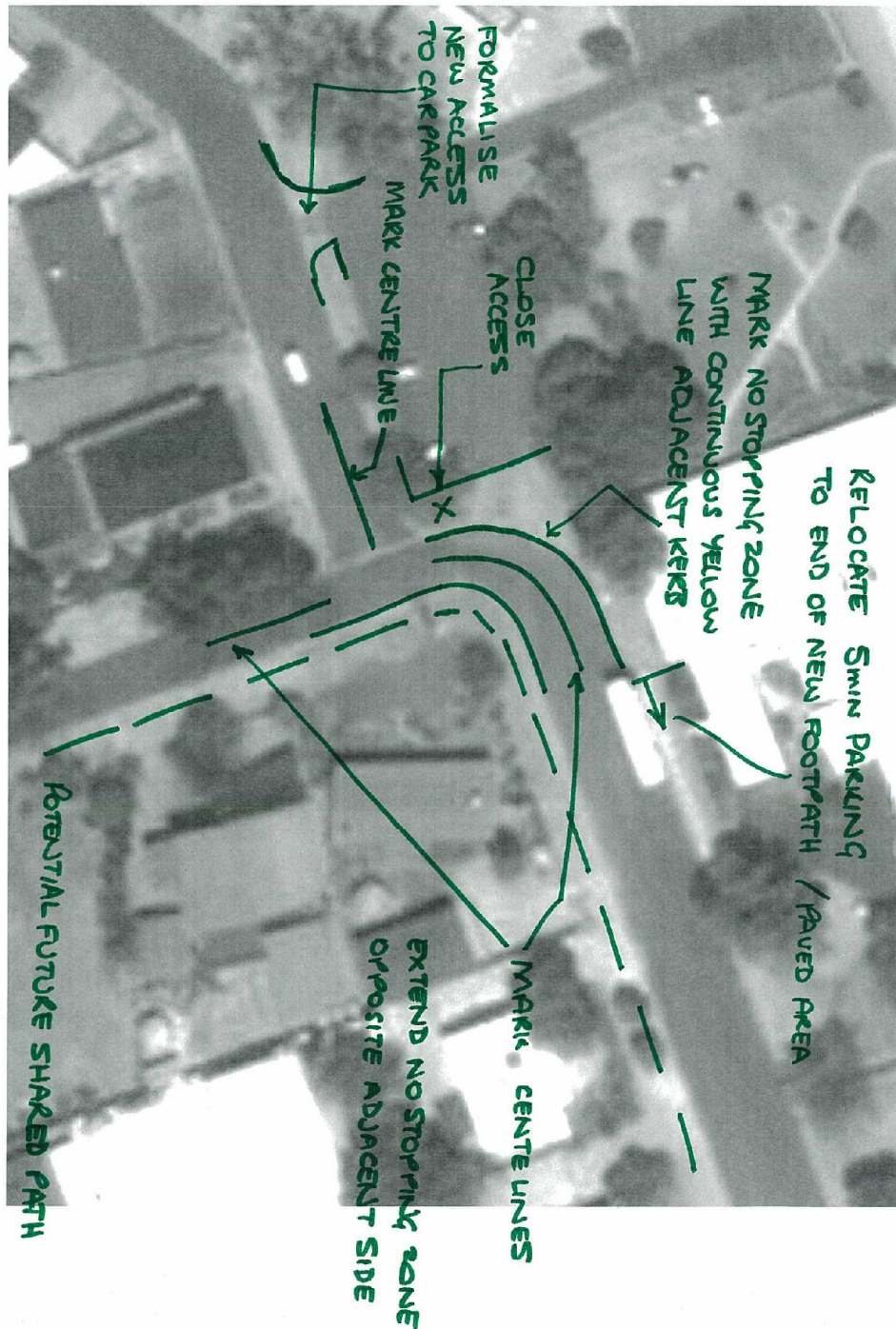
Issues associated with this location include :

- The close proximity of the Williams Crescent junction to the 90 degree bend between Hospital Drive and Flinders Drive
- The location of the Hospital car park on the bend
- Change in width between Hospital Drive and Flinders Drive
- Potential for corner cutting by drivers between Hospital Drive and Flinders Drive
- Parking near the corner and bend
- Increasing traffic demands as there is ongoing residential development at the end of eastern end Flinders Drive
- Potential bike path along Hospital Drive and Flinders Drive (identified in the Bicycle Plan)

The recommended treatment includes :

- Marking a centre line through the bend and on the approaches to the junction
- Clearly marking No Stopping zones
- Relocation of the 5 minute parking adjacent the Hospital further east of the bend
- Possible closure of the car park access and formalise the access on Williams Crescent

Flinders Drive / Hospital Drive / Williams Crescent – Schematic Concept Drawing



6 Flinders Highway / Bockelberg Street

Bockelberg Street provides access to several residential properties to the southern side of the Flinders Highway. While Bockelberg Street and its access road to the Highway have been sealed, drivers have established informal access tracks between Bockelberg Street and the Highway. This is particular obvious at the western end of Bockelberg Street, which is at its closest to the Highway and 'matches in' to the curve alignment of the Highway, and a driveway associated with the adjacent church. At this location there is an informal track between the Highway and Bockelberg Street.



The recommended treatment includes :

- Formalising a turn-around end of the service road with kerbing to prevent access onto the Highway
- Use of fencing and landscaping to further discourage access onto the Highway

Flinders Drive / Bockelberg Street – Schematic Concept Drawing



7 Flinders Highway / Park Avenue / Redding Road



This location is particularly irregular due to the close proximity of two intersections separated by approximately 30 metres. Additional factors include :

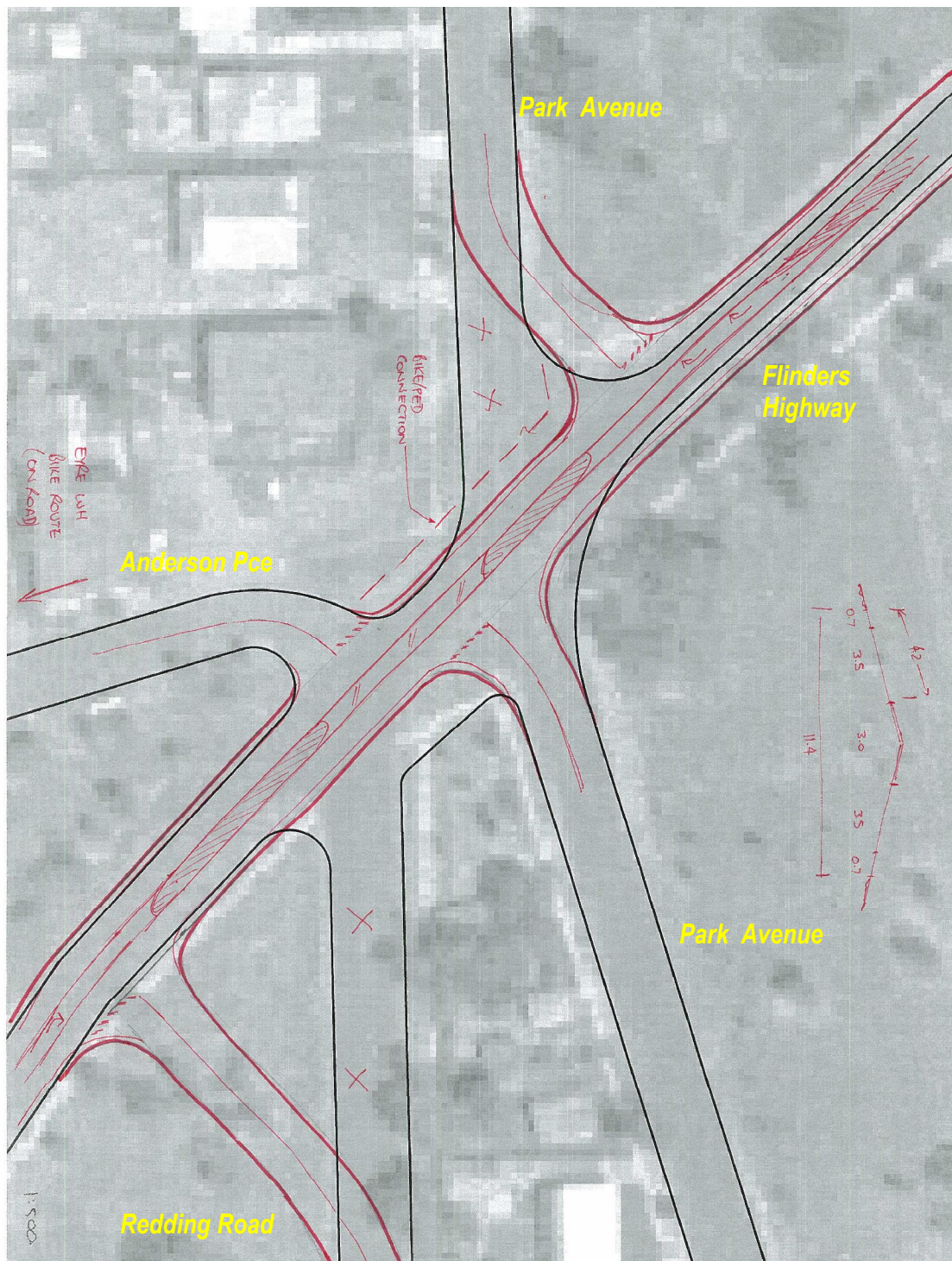
- Park Avenues West and East do not form a standard 4 way intersection as the approaches are slightly offset and form a partial staggered T-junction configuration
- None of the roads meets Flinders Highway at 90 degrees; the junction with Redding Road is particularly acute
- Drainage at the intersection is poor and there is localised ponding of water around Park Ave (west) and Anderson Place
- The width of Flinders Highway changes through the intersection area (by approximately 3 metres)
- There is a bicycle lane along the western side of Flinders Highway that commences immediately north of Park Avenue (the bike lane is not properly defined and the developing Strategic Bicycle Plan recommends provision for on-road cycling along the Flinders Highway in this area).
- Park Avenue and Anderson Place are identified as potential bicycle routes in the Strategic Bicycle Plan, so there will be a need to integrate cycling provisions between these routes.

The recommended treatment includes :

- Widening of Flinders Highway to include provision for right turn lanes, based on the following notional cross section :
 - 3.5m lanes + 0.7m sealed shoulders
 - 3.0m median
 - 1.0m unsealed shoulders
- Realignment of Park Avenue West to establish a staggered T-junction with Park Avenue East (this may require corner cut-off from the Golf Course)
- Realignment of Redding Road through the vacant corner property (presumed to be road reserve) to form a 90 degree junction with the Highway and increase separation from Park Avenue and Anderson Place
- Provision for cycling along the Flinders Highway north of the intersections with wider lanes and sealed shoulders (identified in the Bicycle Plan)
- Integration of bicycle facilities / links to enable cycling between Park Avenue and Anderson Place (identified in the Bicycle Plan)

This upgrading will represent a significant reconstruction of the intersection and approach roads. We recommend an engineering survey be undertaken to enable the preparation of a detailed concept plan for further consideration (including options to address the drainage issues). The reconstruction of the intersection would also provide an entry 'gateway' to Streaky Bay, with the opportunity for additional landscaping in the proposed median between Park Avenues and Montgomerie Terrace (adjacent the Golf Course).

Flinders Highway / Park Avenue / Redding Road – Schematic Concept Drawing



8 Wells Street (Bay Road to Cape Bauer Road)

8.1 Overview

Wells Street is a major distributor road within the township and provides access to the caravan park, school, boat ramp, developing residential areas on the western side of town, Cape Bauer and beyond. We understand that there are various issues associated with the road including :

- Congestion around the school
- Queuing associated with vehicles entering the caravan park
- The need to integrate bicycle facilities along the road (as identified in the draft Strategic Bicycle Plan)
- The need to better manage on street parking
- The opportunity to enhance street scaping along the road.

Between Bay Road and Fleming Terrace the road is relatively wide with predominantly residential development. The road verges are also very wide and are already being used informally for verge parking. There appears to be a good opportunity to develop (for example) a road width that accommodates on road bicycle lanes with indented parking bays.

Between Fleming Terrace and Cape Bauer Road the road passes the school and caravan park, and there are existing parking restrictions along both sides of Wells Street. Consideration should be given to marking on road bicycle lanes together with improvements to manage parking around the school and queuing into the caravan park.

The Strategic Bicycle Plan also recommends cycling connections (eg median refuges or kerb protuberances) adjacent Fleming Terrace and the sports centre access road (to provide connectivity with the existing shared path to the boat ramp).

We have prepared an initial schematic concept drawing for the road to provide a 'point of discussion' for further development. The following paragraphs outline the key aspects/opportunities of the design. A separate plan accompanies this report. (The concept sketch has been undertaken on plans at a scale of 1:500. This is considered sufficiently accurate for this purpose, but measurements have a degree of variability that should be addressed in the detailed design process).

We recommend Council consider the development of an Integrated Corridor Management Plan for Wells Street that addresses the opportunities to improve the landscape amenity along the road as well as the need for improved traffic, parking and cycling opportunities. The development of the plan should be undertaken with community and stakeholder consultation.

8.2 Wells Street – Concept Layout for Discussion

8.2.1 Western end - start of streetscape

At this point, Wells Street has a seal width of about 8.0 metres and transitions from being kerbed on the north side only to be unkerbed on both sides. West of this point, Wells Street becomes gravel.

- A refuge at the western end links the existing shared use path with access to the recreation grounds. This is designed at 1.8 metres in width and a 2.0 metre central gap to accommodate cyclists as well as pedestrians. Holding rails are provided on either side, for the use of cyclists.
- Transitions in the road alignment have generally been provided as 20 metres in length, as indicated in this location by chevron marking on either side of the refuge.
- The refuge also forms a gateway/ threshold treatment indicating the changed traffic environment commencing at this point.
- A short connecting section of path is proposed, with a kerb ramp. Ramps are provided at the connection to the existing path, to assist with turning movements to/from this connecting section. Near this point, the kerb peters out and a small amount of additional kerb and gutter may be required.
- The minimum road width used is 3.0 metres.

8.2.2 Western end to caravan park entry

From the refuge east, the seal width of Wells Street is generally about 8.0 metres and the street is kerbed on the north side but unkerbed on the south side. Vegetation is low and informal on the southern side, which also hosts stobie poles, from the western end of Wells Street to the road to the recreation grounds. From this point, low and shrubby trees are located on the southern side but set well back from the edge of seal. An avenue of established eucalypts with high canopies front the caravan park.

- Bike lanes are proposed at 1.2 metres on the south side and 1.4 metres on the north side, starting shortly (10m) after the end of the transition to the pedestrian refuge. The bike lanes are developed over a length of 10 metres.
- It is assumed that bike lanes are created using line-marking only. A higher level of protection could be provided using a Riley Kerb (a new proprietary product developed for this type of application, now being assessed by DTEI), but this would have a cost penalty associated with it.
- Bike lane signs are not shown but should be provided at the start of the bike lane, the end of the bike lane and at intervals of up to 500 metres.
- Bike logos should be provided at intervals of up to 200 metres (not shown), at the start and end of bike lanes (as shown in the concept plans) and at strategic locations to highlight the bike lane to motorists (as shown in the concept plans).
- The 1.4 m width of the northern bike lane includes 0.3m of watertable, leaving a trafficable width of only 1.1 metres. This is less than desirable but considered acceptable for the limited (100 metre) length of bike lane over which this applies. Road widening to create wider bike lanes would be feasible but the cost vs benefit to provide an extra 0.1 metre of bike lane width is questionable, unless undertaken as part of other works (e.g. kerbing of the southern side). Alternatively, traffic running lanes of 2.95 metres could be provided instead. These options should be investigated as part of the detailed design phase.
- A small amount of pavement widening is required where the seal width narrows in order to maintain the southern bicycle lane; it would be desirable for this to be wider than just to support the bike lane width.

- Limited road widening is proposed opposite the caravan park entry, to create a 5.0metre wide through lane on the southern side of the street. This allows through traffic to pass vehicles stopped to turn right into the caravan park, to assist in overcoming congestion issues related to the caravan park. Provision of a dedicated right turn lane would require relocation of stobie poles; it is assumed that the cost of this is not warranted for the benefit provided.
- When cyclists are not using the bike lane, through vehicles could intrude into the bike lane in order to pass right turning vehicles. As this is likely to occur at low speeds, and to affect cyclists relatively infrequently, this should be acceptable. An alternative would be to take the southern bike lane up a kerb ramp onto a short section of bike path provided at footpath level past the right-turning area and back down again.

8.2.3 Caravan park entry to school

In this section, Wells Street has kerbing on both sides of the road and vegetation on the south side – though still low – becomes nearer to the road seal. In conjunction with stobies hosting goose-necked lighting, this creates a more developed streetscape environment, but is broken by large gravel car park areas with no vegetation in the verge. The kerb-to-kerb width is about 9.4 metres.

- The 1.5 metre bike lanes shown are equivalent to a 1.2 metre width clear of the 0.3 metre watertable. 1.2 m is the absolute minimum width for a bike lane but is considered acceptable as it is clear of the watertable. Narrower through lanes could be provided and up to 0.2 metres of additional width given to the bike lanes, but the benefit is marginal as this would be taken from travel lanes used by larger vehicles (caravans).
- It is recommended that consideration be given to formalising the car park layouts, to provide verge areas that support tree plantings and extend the existing road environment eastwards. By indicating and reducing driveway widths, this also reduces the length of potential conflict between cyclists and motorists. An extension of the footpath past the carparks is allowed for in the concept plans.
- Wheel stops, such as perma-pine lengths, could be used to indicate parking spaces to improve parking utilisation, without needing to seal the car parks.

8.2.4 School to school crossing

In this section, indented parallel parking is provided on the southern side. At its eastern extent, this is used for school buses. A standard (1.2 metre) width footpath commences along the frontage of the school, extending east. Despite the presence of the school, the streetscape environment is reasonably similar to that further west, as small trees are planted along the inside of the school's property boundary present a similar environment, particularly as this is set back from the travel lanes by the width of indented parking.

- The bike lane on the northern side continues at 1.5 metres wide, with an advanced stop line treatment at the crossing.
- The southern bike lane is provided at 1.6 metres adjacent to a 2.1 m wide parking lane (the minimum width for this treatment), transitioning to 1.5 metres adjacent to a 2.6 metre parking bay for school buses.

8.2.5 School crossing to Fleming Terrace

The visually impermeable fence on the northern side west of the school crossing ends at the crossing and views through the trees open up to the beach, before the tree plantings abruptly end about 50 metres east of the school crossing. The further opening up of the streetscape from the end of the tree plantings on the north is not reflected on the southern side. Instead, a short row of trees is planted in the verge, giving a more formed edge to the streetscape for about 65 metres of this side of the street. This row ends to give views to the detention pond, which has trees around its southern side that are obscured by the street tree planting and unattractive fencing and signage on its northern side. The last 30 to 50 metres east to Fleming Terrace has no tree plantings along Wells Street.

- The bike lane on the northern side continues at 1.5 metres wide.
- The southern bike lane is symmetrical to the northern bike lane at the school crossing, with an advanced stop line treatment, but transitions past an indented parking bay to a 1.5 metre bike lane further east.. From this point, the bike lanes are symmetrical to Flemington Terrace.

8.2.6 Fleming Terrace to Eyre Avenue

The northern kerb line moves further north opposite Fleming Terrace, by about 1.5 metres, giving a road profile that continues past Eyre Avenue to Baxter Street.

Although this area represents a strong change of street form with the commencement of residential development at Fleming Terrace on the south side, there is a lack of focus or definition to this area partly due to the different characters of the north and south sides of the street.

The streetscape is dominated by panoramic views to the beach and shoreline to the north, while the end of the built form at Fleming Terrace opens views into the detention pond area. The verge on the south side is quite generous, with a standard (1.2 metre) width footpath provided adjacent to the property line on this side.

Immediately east of Fleming Terrace, a stobie pole on the south side is roughly matched by one on the north side, bracketing Wells Street. This is also the start of a line of stobie poles located on the north side of Wells Street.

Fleming Terrace has been identified as a location for a crossing point of Wells Street, giving access to the path off Montgomerie Terrace leading around the back of the detention pond to the school.

- A refuge on the west side of Fleming Terrace to the existing shared use path would require some road widening or transitioning the southern bike lane onto the footpath, as well as minor amendment to the shared use path to provide turning circles.
- Instead, a concept has been prepared for a refuge on the eastern side of Fleming Terrace. This involves providing sections of shared use path from the refuge to the existing path, and to Fleming Terrace. Fleming Terrace is narrowed using a protuberance on the eastern side, providing greater separation between the first residential driveway and Fleming Terrace.
- Low level landscaping from just west of Fleming Terrace to the refuge could add focus to the area without interrupting the views or impeding sightlines to users of the refuge. This could perhaps extend to some sort of treatment accentuating the paired stobie poles as threshold markers, such as a public art installation around the base, planting or paving at the base, painting the base, training of vines, gooseneck lights, etc.
- Indented parking bays are provided on the south side. These are slightly more generous than the minimum under the Australian Standard. As these are indented with continuing kerb line on either side of the space, the kerb line is maintained as part of the streetscape concept.
- The western side of Eyre Avenue is extended to match into the eastern side.

8.2.7 Eyre Avenue to Crawford Terrace

Residential development commences on the north side of the street east of Eyre Avenue, matching the south side but with a less generous verge. The northern kerb line transitions to a narrower profile between the west side of Baxter Street and Crawford Terrace.

Street trees have been planted in Wells Street and are all native, but are otherwise variable in spacings, age and type of tree. Numerous trees are located in the northern verge, but none are mature. Two mature trees are located in the southern verge, just east of Baxter Street, with a sapling between them.

- Parking is provided as indented bays using the verge width, allowing the carriageway width to be used for travel and bicycle lanes.
- Parking is provided as fully indented bays on the southern side. Parking is partially indented on the northern side, i.e. using part of the carriageway width to provide the necessary parking bay depth. An alternative approach would be to extend the kerb line south by 0.9 metres and providing fully indented bays symmetrically to the southern side. This would present a more consistent streetscape environment, but at a cost penalty. Instead, protuberances are proposed at Eyre Avenue and Baxter Street to create the same appearance of a symmetrical treatment, with line-marking between driveways.
- The partially indented parking allows a footpath width between the parking and the property boundary, allowing space for pedestrians to walk on the generally level verge or for development of a footpath in the future. Kerb ramps are provided for pedestrians crossing Wells Street adjacent to side streets, where possible.
- Parking is provided at a minimum of 10 metres from the adjacent kerb line, to assist in maintaining sight lines at side streets. In places, this has been achieved through the construction of protuberances, making use of wide side street widths at Wells Street but maintaining side street widths at around 8 metres.
- Travel lanes are 3.2 metres in width; these could be narrowed to 3.0 metres. Bike lanes are 1.6 metres in width, which functions as a 1.3 metre bike lane between parking bays and a 1.2 metre bike lane with 0.4 metre safety strip adjacent to parallel parking. These are reasonable widths, though not overly generous.
- Additional plantings are proposed to reinforce the streetscape character. Given indented parking, tree species selected should grow to have high canopies to maintain sight lines. In some locations, it is proposed to remove or if possible relocate small saplings to improve planting spacings or provide space for indented parking bays. Tree trunks should also be located at least 2 metres from face of kerb.
- Given the large number of stobie poles, consideration should be given to providing pole extensions to lift power lines on the northern side, and/or bundling power lines, to minimise the future impact of pruning on street trees. Power lines can preferably be under-grounded, but at significant additional cost.
- Consideration could also be given to planting climbing plants at the base of stobie poles, to provide additional greenery, 'soften' their visual impact and reduce their visibility once street trees are mature. This is an alternative approach to planting small trees close to stobie poles to screen the poles, given that many poles are located close to footpaths, driveways and carriageways, where such plantings may not be desirable due to their impact on sightlines and pedestrian space.

8.2.8 Crawford Terrace to Linklater Street

There is some minor variability in the location of the northern kerb line. A small amount of indented parking is provided opposite Stuart Street. Unlike the proposed parking, this has not retained a verge at either end of the indented spaces. Trees are irregularly spaced on both sides of the street.

Variations in the streetscape appearance produced by different materials becomes more apparent.

- The general approach proposed is the same as that for the section from Eyre Avenue to Crawford Terrace.
- The through lanes widen to the east as road width widens slightly.
- The existing indented parking could be modified to be more similar to that proposed, but the overall impact on the streetscape would be minor and this has not been considered.

8.2.9 Linklater Street to Bay Road

Kerblines are consistent until the approach to Bay Road, where parallel parking has been provided. Off-street parking is provided and tree plantings occupy the southern verge. The northern verge is reasonably narrow with frequent driveways, hence few opportunities exist for formalising on-street parking as semi-indented parking.

The pavement at the centre of the carriageway exhibits wear compared to the travel lanes. There are no formal crossing points of Wells Road.

The proposal shown is intended to provide transition to the treatment at Bay Road and introduce more greenery. This assumes that off-street parking meets local parking demands; some alternatives/ refinements are noted after the bullet-point descriptions.

- The centre of the carriageway is saw-cut and replaced with block paving at carriageway level. As well as creating a distinctive streetscape, this reduces road maintenance in this central area and assists formal and informal pedestrian crossings.
- The northern footpath is extended west to Linklater Street.
- Constructed medians are located along the length of the street, forming pedestrian refuges and locations for low-level landscaping. These are designed around vehicle turning paths into driveways. Path connections to footpaths feature kerb ramps detailed as at the corner of Bay Road, and contrasting paving adjacent to the paths. The connecting paths are shown as concrete with adjacent brick paving, based on footpath links at Linklater Street. An alternative that may be more desirable is brick paving with contrasting edges, as per paving further east. These crossing points also serve to provide visual foci along the street.
- Additional tree plantings are provided. On the northern side, species are generally smaller, to take account of overhead services. Plantings are generally spaced to provide even spacing and augment existing plantings.

8.2.10 Alternative approaches include:

- A small roundabout at Linklater Street could be constructed, 'mirroring' the one at Bay Road. Bicycle lanes should not be continued through the roundabout; a 'mixed traffic' solution would be appropriate.
- 1.5m semi-indented parking could be provided on the northern side, with 0.7m required from the carriageway width to achieve a parking bay width of 2.2m. The remaining layout on the northern side could be a 1.6m bicycle lane and 3.0m travel lane, with a central 1.5m median. On the southern side, there would be a 3.0m travel lane and 1.4m bicycle lane. This would enable up to 6 parking spaces to be created, but as these wouldn't be fully indented, sight distance to driveways would be affected. This would also reduce opportunities for more tree plantings and formal crossing points. The central median may be too narrow for landscaping.
- Fully intended parking could be provided on the southern side, if existing tree plantings are removed. For 2.3m indented parking, a 1.5m bike lane would be acceptable and the design would otherwise be as shown. Up to about 8 car spaces could be provided, mainly at the western end. As well as reducing tree plantings, this would reduce opportunities for formal crossing points.
- Semi-indented parking can be provided on the northern plus fully indented parking on the southern side, if the central median is removed. This would provide the most parking but the least amenity.

9 Alfred Terrace / Linklater Street / Eyre Avenue



Issues associated with this location include :

- The close proximity of the junction to the bend; and
- Limited sight distance for drivers in Alfred Terrace of drivers approaching from around the bend in Eyre Avenue.

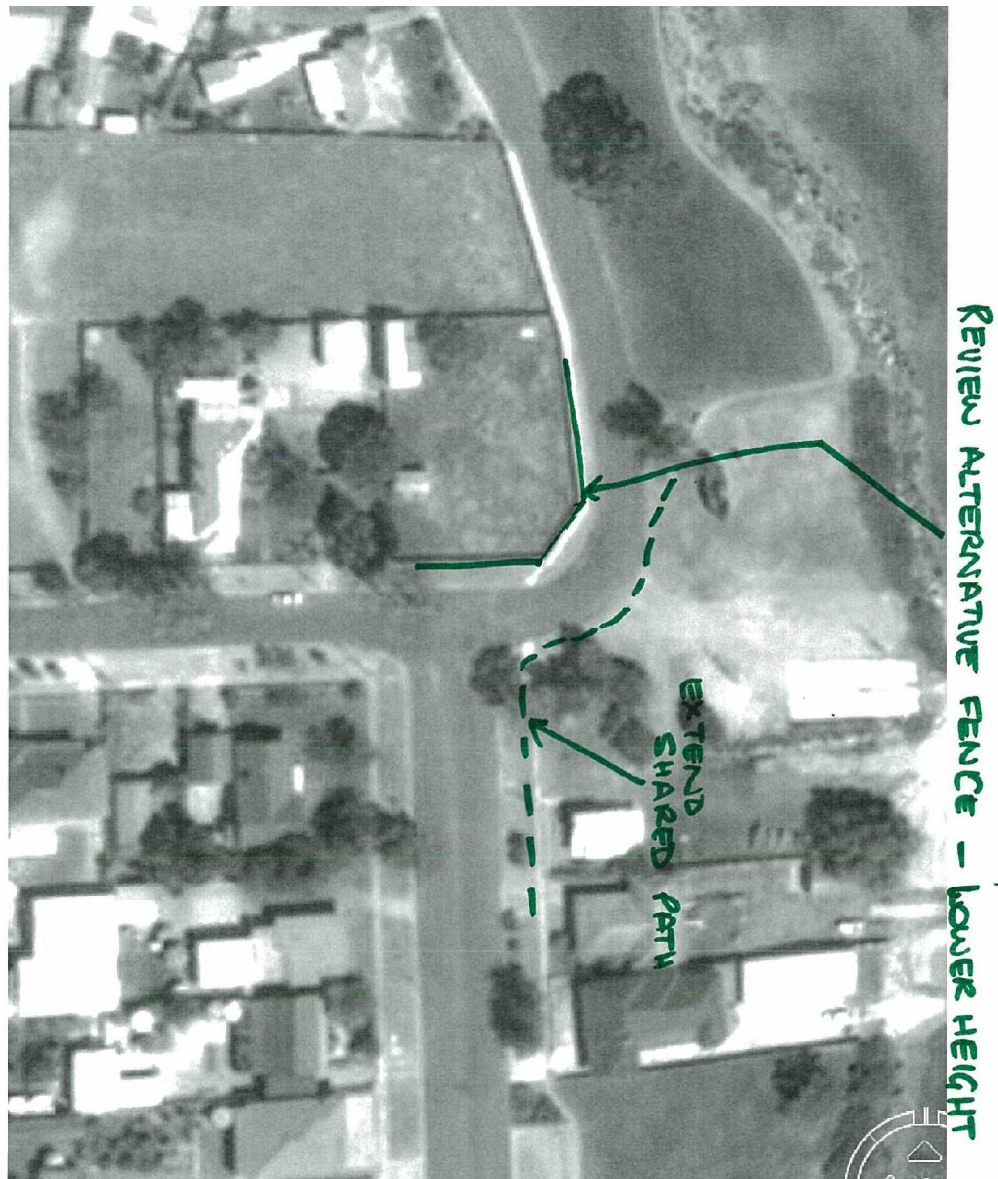
Actual sight distance is limited to approximately 50m, and is limited by virtue of the high corrugated iron fence around property (Old Police Station). There does not appear to be any practical solution to realigning the roads and junction to improve sight distance.

We recommended the fence height and materials be changed to improve sight lines across the corner. We understand that consideration is being given to the future function of the Old Police Station and Gaol, as part of the ongoing development of a Streaky Bay Master Plan.

Reconstruction of the fence as an open style fence and limiting the height around the corner to 1.2m should ensure adequate sight distance of approaching vehicles.

As an associated recommendation, the Strategic Bicycle Plan proposes the extension of the existing footpath through the coastal reserve into Alfred Terrace.

Alfred Terrace / Linklater Street / Eyre Avenue – Schematic Concept Plan



10 Alfred Terrace (Mudge Terrace – Phillip Street)

While Alfred Terrace between Phillip Street and Bay Road has been reconstructed with angle parking and streetscape elements, the section of road between Phillip Street and Mudge Terrace is very wide and open. There is very little by way of street scaping or formalisation of on street parking arrangements. The Cycling strategy recommends on road bicycle lanes in this area.



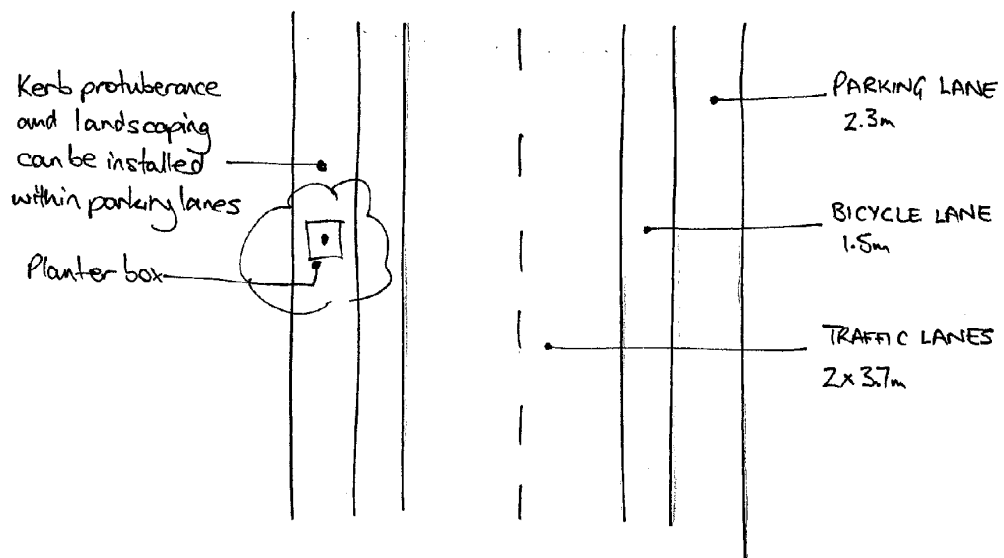
As this section of road has been recently reconstructed with new kerbs and footpaths, further wholesale changes to the road configuration have not been considered. The provision of a median strip is not considered practicable due to the number of driveways and businesses along the road length.

The recommended treatment includes marking parking lanes and bicycle lanes along both sides of the road. The road width varies between 15.0 – 19.0 metres where angle parking is provided along the northern side of the road. Parking and bicycle lanes could be marked as shown on the following plans.

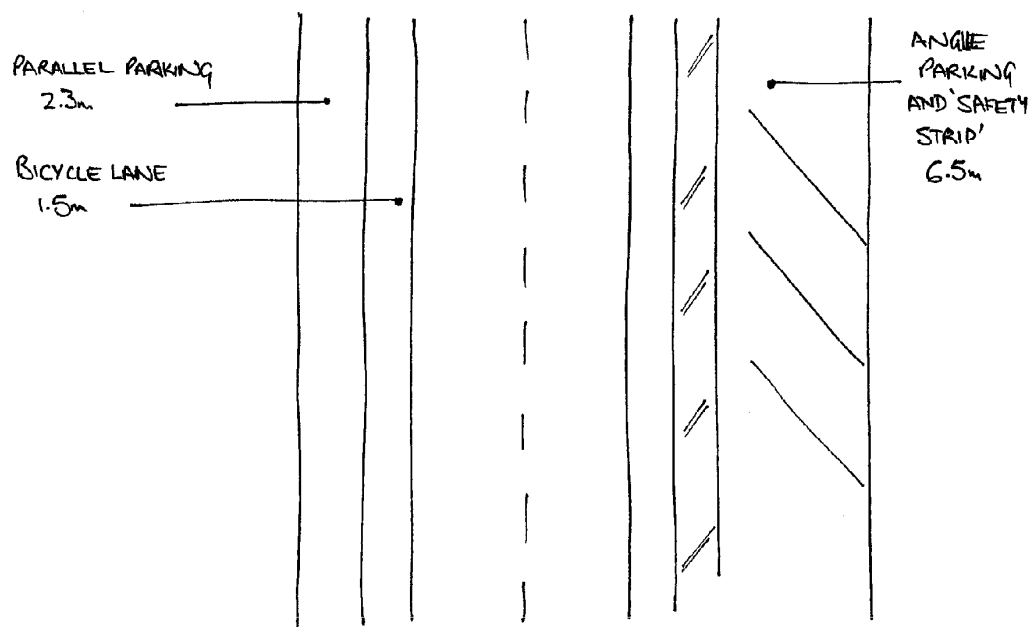
Further detailed consideration will be needed to transition the bicycle lanes at either end of the road section. It is not possible to continue the bicycle lanes west of Phillip Street due to the road narrowing and street scaping in this area. The end of the bicycle lanes and transition of road width through the intersection of Mudge Terrace should be considered as part of the reconfiguration of this intersection and potential extension of the bicycle lanes further east along Flinders Highway (refer Section 2).

Alfred Terrace (Mudge Terrace – Phillip Street) – Schematic Concept Drawing

PARALLEL PARKING BOTH SIDES OF ROAD (15.0m WIDTH)



PARALLEL PARKING AND ANGLE PARKING (19.0m WIDTH)



11 Prioritisation

The following list provides an indication of :

- Suggested treatment priority based on road safety considerations
- Ease of treatment
- Cost
- Relevance to the Strategic Bike Plan
- Whether additional survey is required
- Whether further concept planning and consultation is needed

These factors should be considered when programming works.

11.1 Alfred Terrace / Howard Street / Mudge Terrace and Flinders Highway / Williams Crescent

- Will require additional survey to develop overall concept plan
- Stakeholder consultation required (and possibility limited community consultation)
- Higher cost item due to road widening along Flinders Highway and kerbing / reconstruction of intersection
- Relevant to Strategic Bike Plan
- Moderate road safety issue due to potential confusion over current intersection layout
- Could be programmed to occur as/when Flinders Highway requires upgrading

11.2 Flinders Drive / Hospital Drive / Williams Crescent

- Will require additional survey to develop overall concept plan
- Stakeholder consultation required (primarily with Hospital regarding changes to on street parking controls and access to car park)
- Lower cost item
- Relevant to Strategic Bike Plan
- Low road safety issue
- Could be programmed to occur as/when residential development occurs at end of Flinders Drive and consideration is given to shared path along Flinders Drive and Hospital Drive

11.3 Flinders Highway / Bockelberg Street

- Limited additional survey may be required (although Council could probably undertake the works based on on-site measurements)
- Lower cost item
- Not relevant Strategic Bike Plan
- Low road safety issue
- Undertake works as budget permits

11.4 Flinders Highway / Park Avenue / Redding Road

- Will require additional survey to develop overall concept plan
- Stakeholder consultation required (primarily with DTEI and adjacent land owners)
- High cost item
- Relevant to Strategic Bike Plan
- Significant road safety issue due to irregular intersection layout
- We suggest a formal road safety audit be undertaken on this location to enable Council to apply for 'Black Spot' funding through either the State or Federal programs. Black Spot applications can be made on the basis of accident potential (as identified by a road safety audit) rather than a recorded crash history. In preparing the concept plans, Council should discuss options for improvement with DTEI (if this section of road is actually under the care and control of the Department).

11.5 Wells Street (Bay Road to Cape Bauer Road)

- Survey has already been undertaken along the road
- The project has relevance to the Bike Plan and Council's overarching objective to improve the streetscape along the road as an important corridor
- High cost item that could be staged over several years
- The development of the Corridor Management Plan will require widespread community and stakeholder consultation
- We recommend the development of the Plan in the first instance to enable further consideration be given to the likely costs and staging options

11.6 Alfred Terrace / Linklater Street / Eyre Avenue

- Survey not required
- Low cost item that is more relevant to future development of Old Police Station
- Extension of footpath to be undertaken as part of Bike Plan.

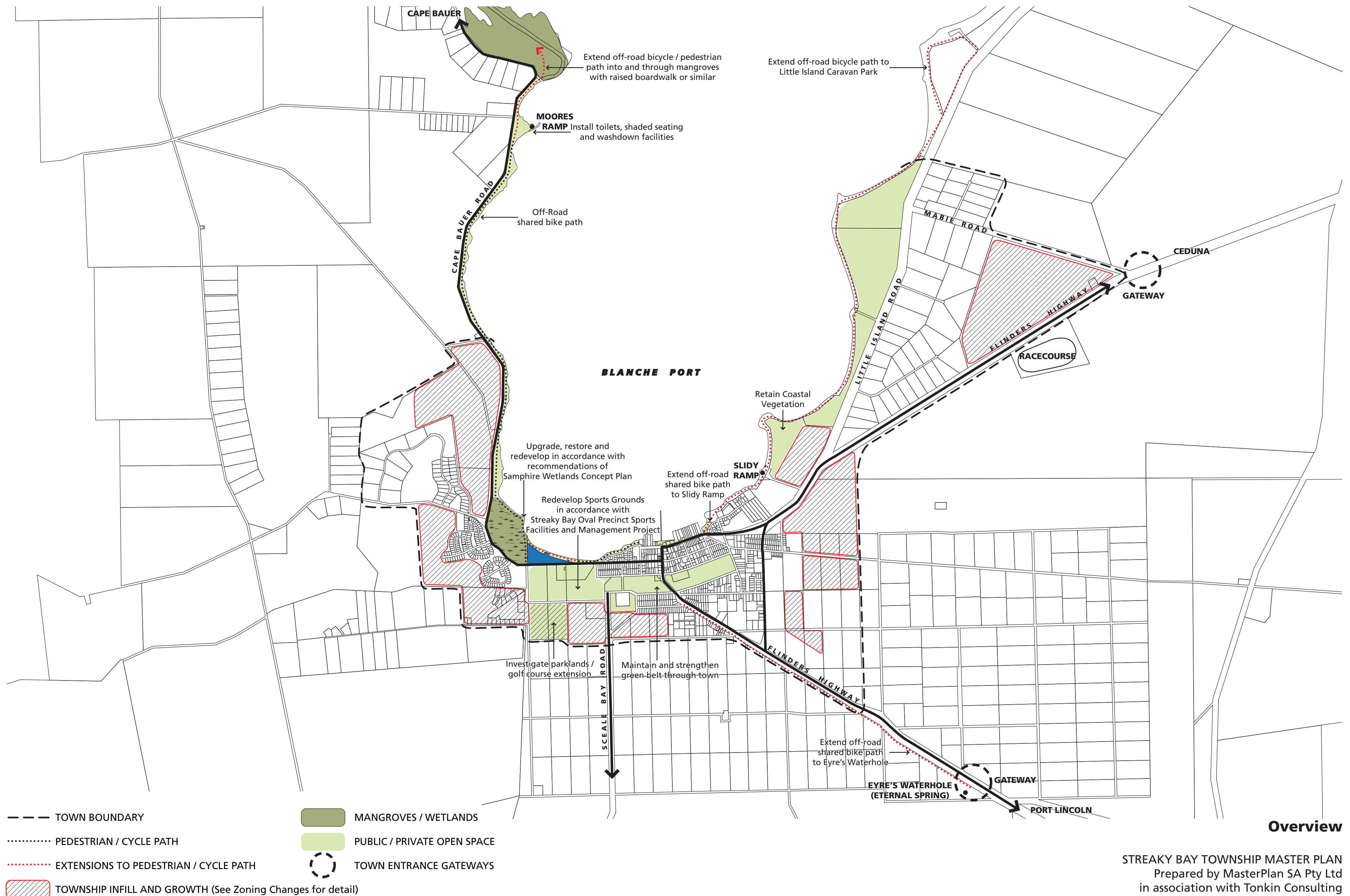
11.7 Alfred Terrace (Mudge Terrace – Phillip Street)

- Survey not required
- Works primarily involve line marking (low cost item)
- Low priority for road safety
- Relevant to Strategic Bike Plan
- Further consideration needed to termination of parking and bike lanes near Mudge Terrace
- Could be undertaken as budget permits

APPENDIX G

MasterPlan Drawings

1. Overview
2. Zoning Changes
3. Stormwater Management
4. Proposed Bicycle Network
5. Local Road Improvements
6. Foreshore and Town Centre
7. School and Caravan Park Access and Parking Concept



Overview

STREAKY BAY TOWNSHIP MASTER PLAN
Prepared by MasterPlan SA Pty Ltd
in association with Tonkin Consulting
and Wendy Davidson Enterprises



MasterPlan
TOWN • COUNTRY PLANNERS

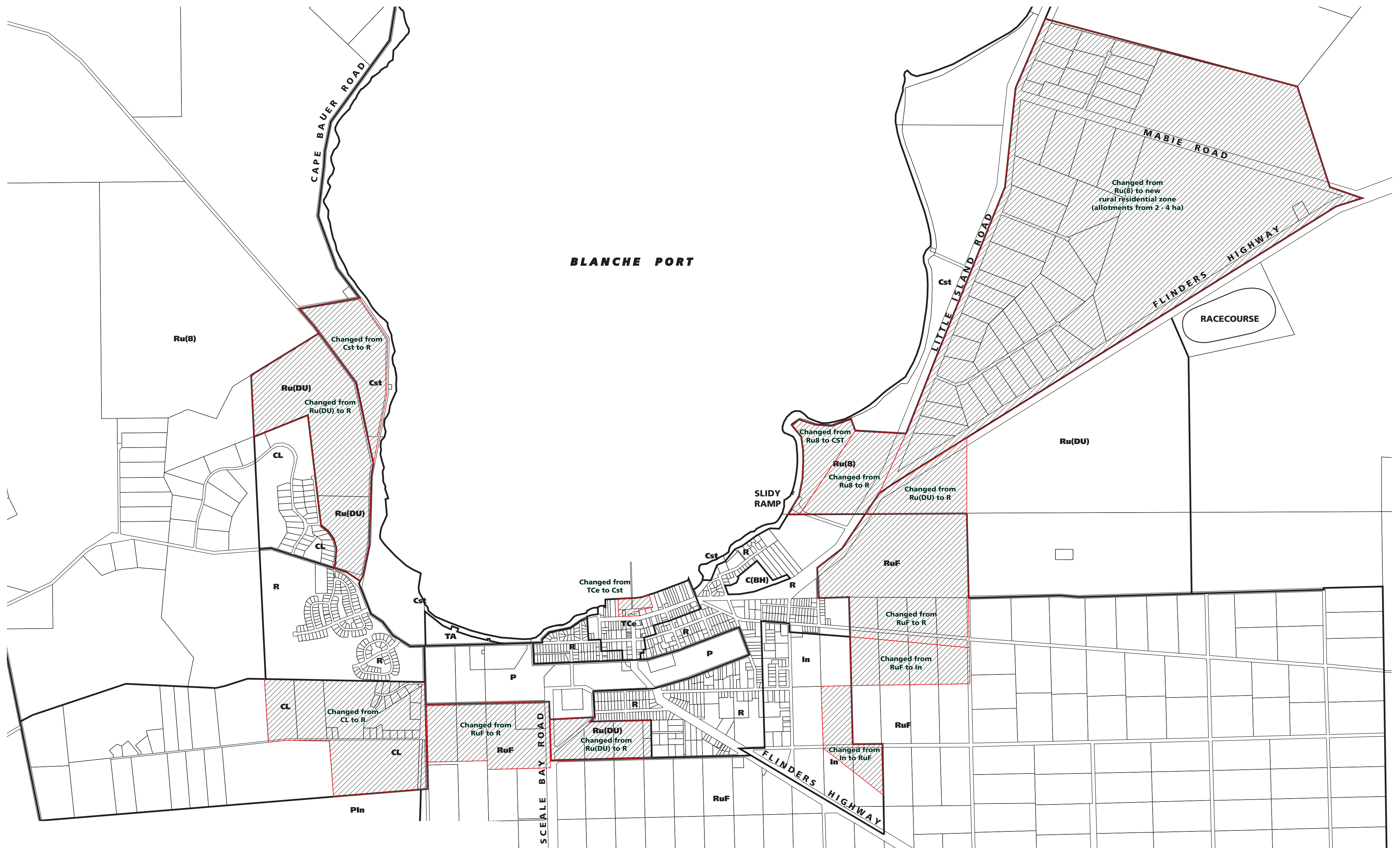
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1:25000 @ A2
0 500m





Proposed Zoning

Cst Coastal
CL Country Living
C(BH) Commercial (Bulk Handling)
In Industry
P Parklands
Pln Primary Industry

R Residential
RuF Rural Fringe
Ru(8) Rural (8)
Ru(DU) Rural (Deferred Urban)
TA Tourist Accommodation (Coastal)
TCe Town Centre

STREAKY BAY TOWNSHIP MASTER PLAN
Prepared by MasterPlan SA Pty Ltd
in association with Tonkin Consulting
and Wendy Davidson Enterprises



MasterPlan
TOWN • COUNTRY PLANNERS

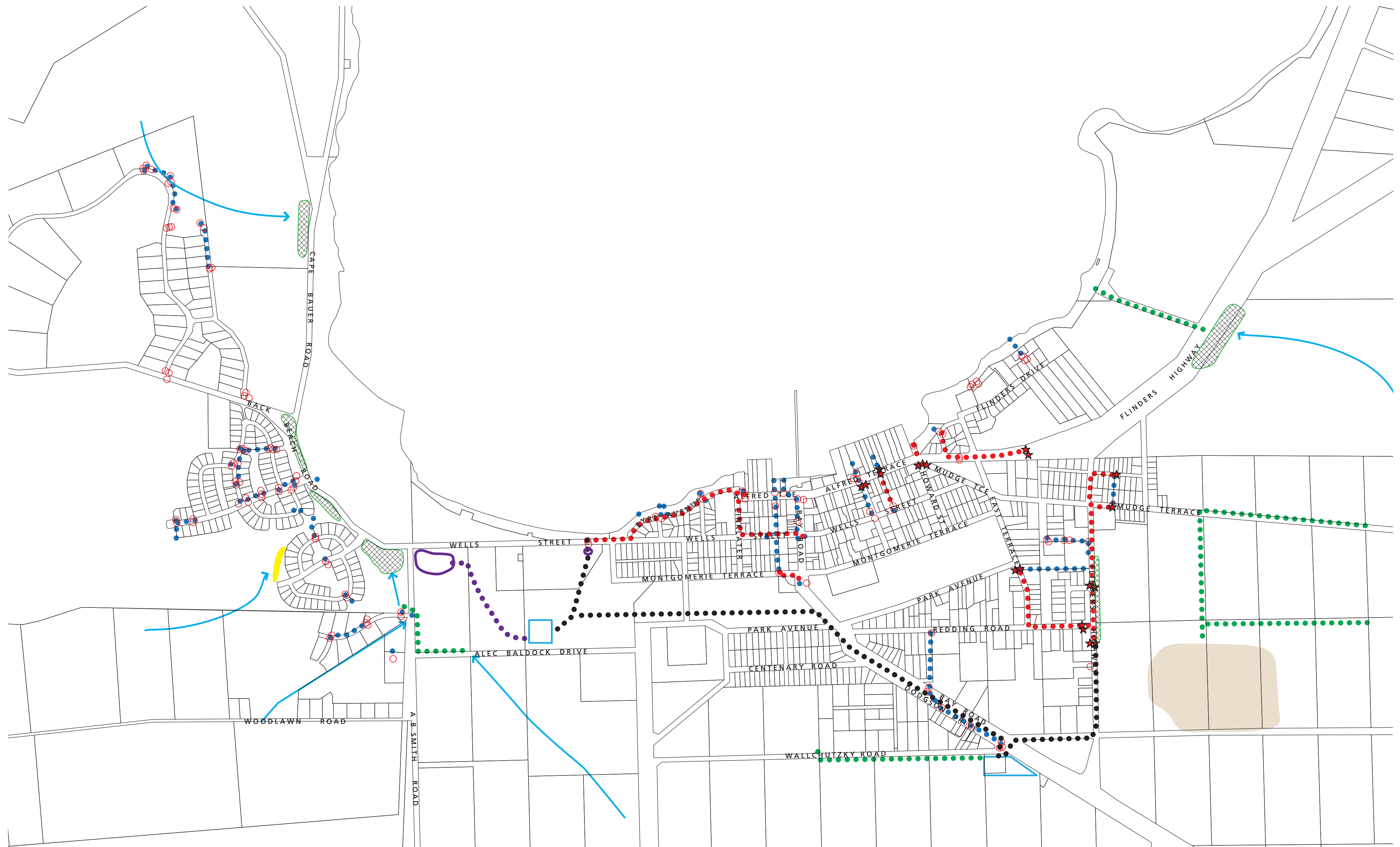
33 Carrington Street
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Not to scale





* Based on information provided in
Plan of New Drainage
by Tonkin Consulting (April 2010)

- Existing SEP/JB/HW
- ★ New SEP's
- Existing pipe / open channel
- Proposed drain

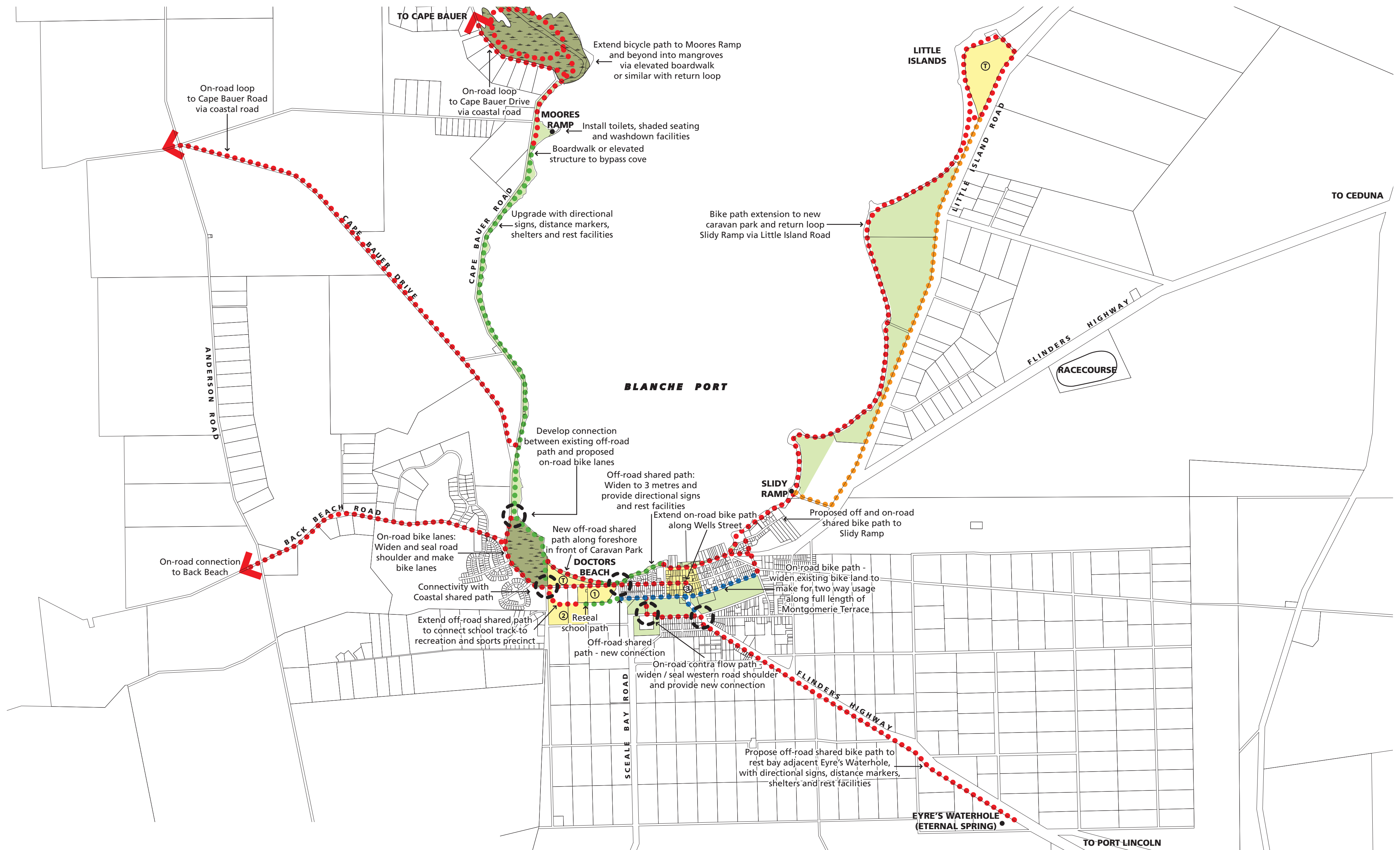
- Future stormwater harvesting
- Future drain
- Rising main
- Flow path

- Wetland
- ▨ Vegetated Swale
- Levee
- Salt plain
- Stormwater storages

Stormwater Management Plan

STREAKY BAY TOWNSHIP MASTER PLAN
Prepared by MasterPlan SA Pty Ltd
in association with Tonkin Consulting
and Wendy Davidson Enterprises





* Based on recommendations contained in Strategic Bicycle Plan - Draft for Consultation by Tonkin Consulting (April 2010)

- Existing paths to be upgraded - off-road
- Existing paths to be upgraded - on-road
- Proposed extensions to bicycle path network
- Possible alternate path to Little Islands
- Connectivity / crossing points

- Activity nodes
- ① Tourist Accommodation
- ① School
- ② Sports and recreation precinct
- ③ Town Centre

Proposed Bicycle Network

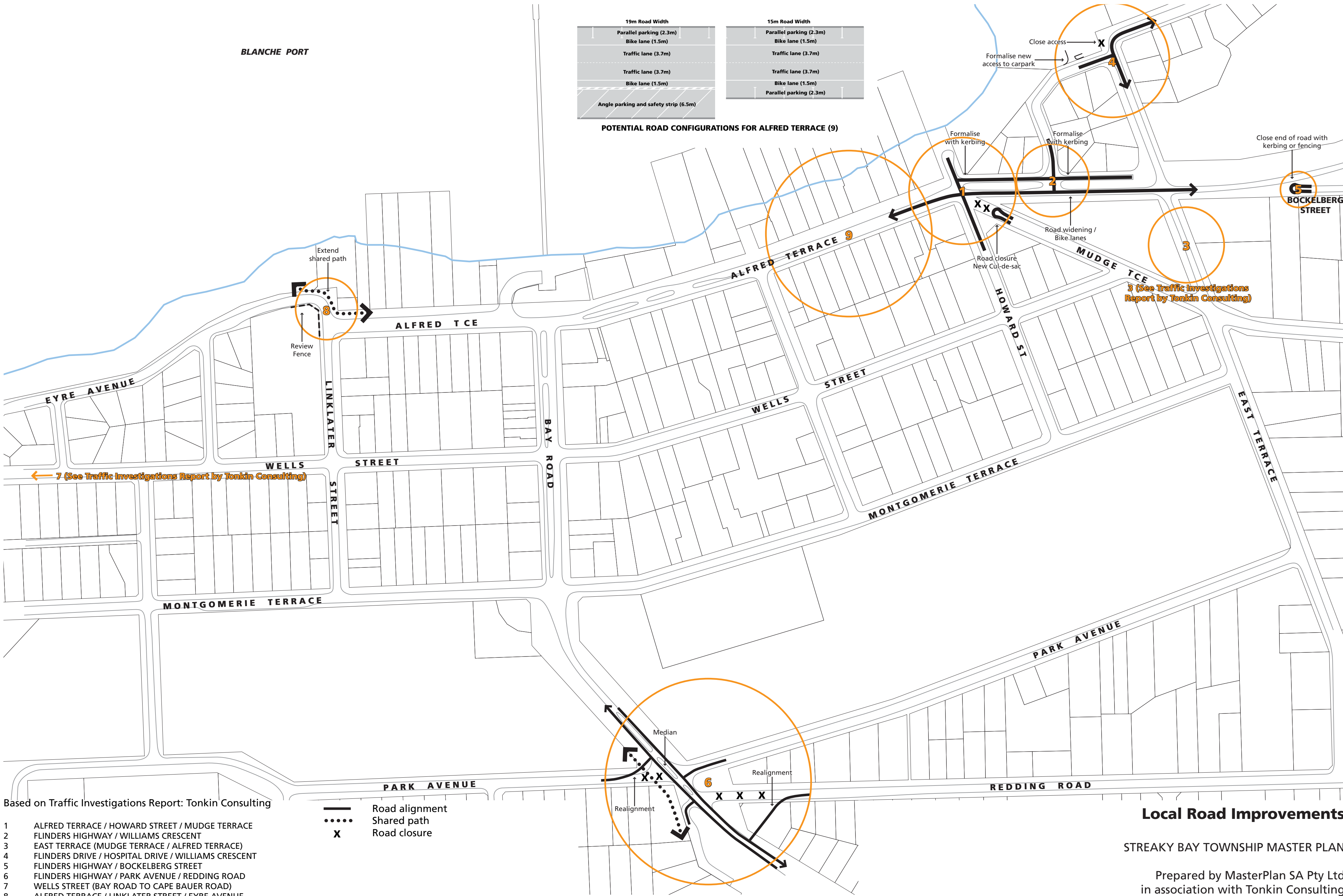
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BLANCHE PORT

19m Road Width	15m Road Width
Parallel parking (2.3m)	Parallel parking (2.3m)
Bike lane (1.5m)	Bike lane (1.5m)
Traffic lane (3.7m)	Traffic lane (3.7m)
Traffic lane (3.7m)	Traffic lane (3.7m)
Bike lane (1.5m)	Bike lane (1.5m)
Angle parking and safety strip (6.5m)	Parallel parking (2.3m)

POTENTIAL ROAD CONFIGURATIONS FOR ALFRED TERRACE (9)



Based on Traffic Investigations Report: Tonkin Consulting

- 1 ALFRED TERRACE / HOWARD STREET / MUDGE TERRACE
- 2 FLINDERS HIGHWAY / WILLIAMS CRESCENT
- 3 EAST TERRACE (MUDGE TERRACE / ALFRED TERRACE)
- 4 FLINDERS DRIVE / HOSPITAL DRIVE / WILLIAMS CRESCENT
- 5 FLINDERS HIGHWAY / BOCKELBERG STREET
- 6 FLINDERS HIGHWAY / PARK AVENUE / REDDING ROAD
- 7 WELLS STREET (BAY ROAD TO CAPE BAUER ROAD)
- 8 ALFRED TERRACE / LINKLATER STREET / EYRE AVENUE
- 9 ALFRED TERRACE (MUDGE TERRACE - PHILLIP STREET)

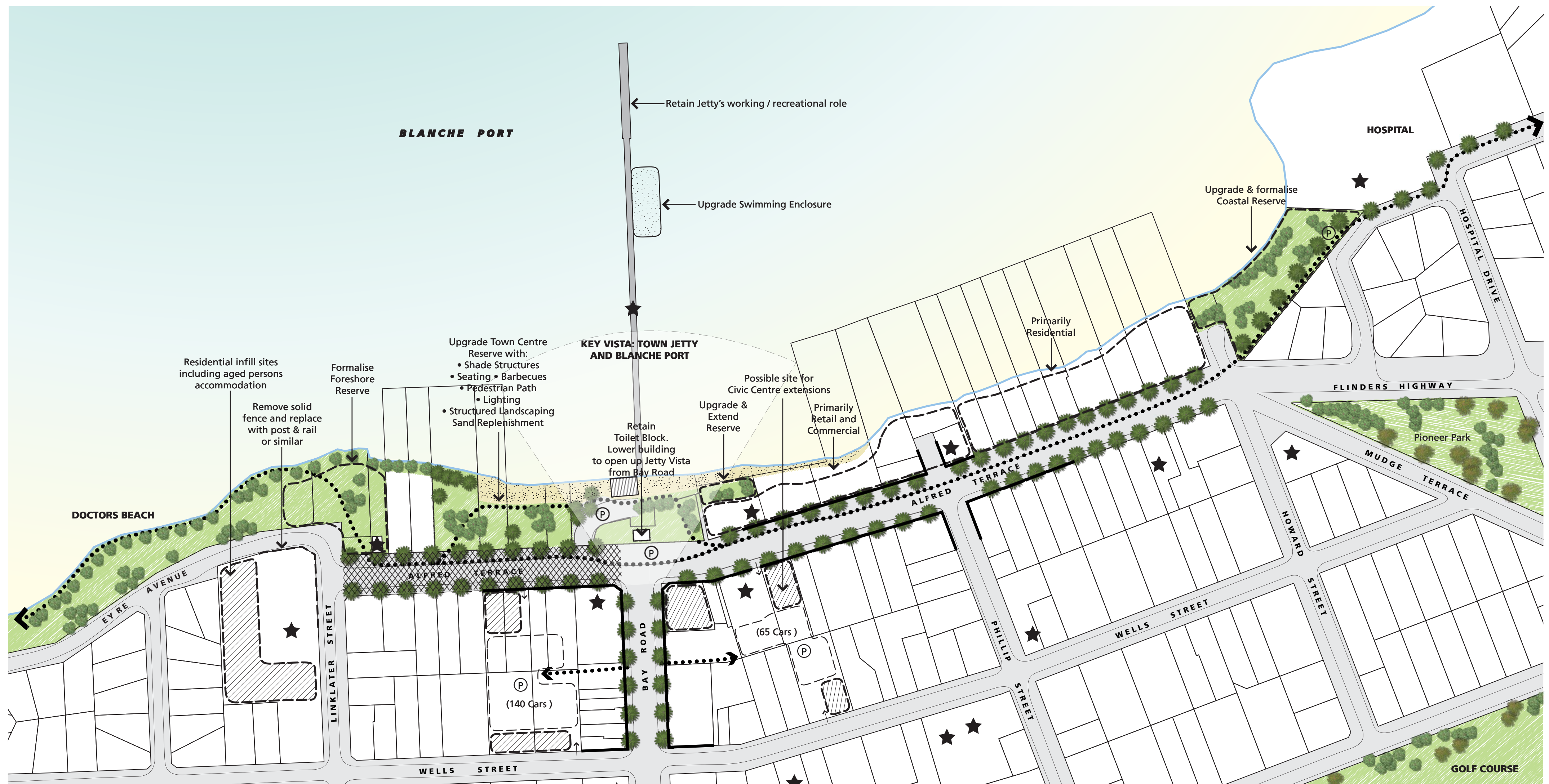
— Road alignment
..... Shared path
X Road closure

Local Road Improvements

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— ZERO BUILDING SETBACKS WITH VERANDAHS

▨ KEY INFILL BUILDING SITES

(P) CARPARKS (VEHICLE CAPACITY)

▨ FORESHORE & RESERVE UPGRADE / EXTENSION

▨ STREETScape IMPROVEMENT

★ SITES OF HISTORIC INTEREST

..... BIKE / PEDESTRIAN PATH

☼ SHADE TREE AVENUE PLANTING

Foreshore and Town Centre

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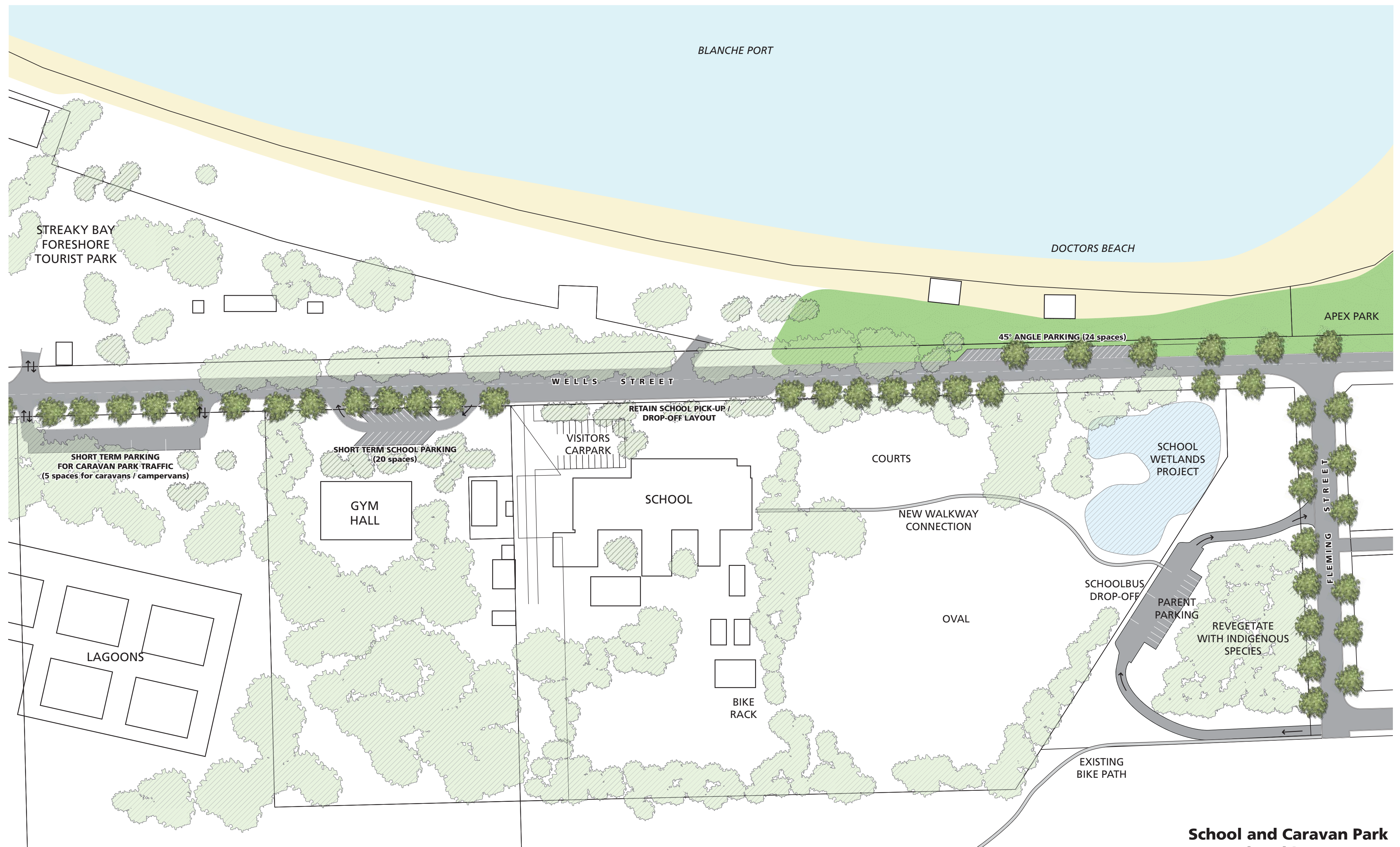
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1:2000 @ A2
0 40m





 New Avenue of Tuarts to complement existing

School and Caravan Park Access and Parking Concept

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