



DISTRICT COUNCIL OF STREAKY BAY TOWNSHIP MASTER PLANS

ENDORSED

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ACKNOWLEDGMENT

We would like to acknowledge that the District Council of Streaky Bay is located on the traditional lands of the Wirangu, Barngarla an Nauo people. We respect the cultural beliefs of the Wirangu, Barngarla an Nauo people and their spiritual relationship with Country.

The District Council of Streaky Bay Township Master Plans project was undertaken for the District Council of Streaky Bay by WAX Design, Hatch and Tonkin. Many people have provided considerable and valuable input into the understanding of the place and the development of this document.

INTRODUCTION

THE REGION

The District Council of Streaky Bay is situated on the West Coast of the Eyre Peninsula in South Australia, and is home to some of the region's most unique and spectacular coastal and inland locations, attractions and experiences. Located some 720 kilometres by road from Adelaide on the eastern shores of the Great Australian Bight.

The district is an important productive agricultural area that supports a mixture of grazing, cropping, mixed farming and related industries. The district has an emerging and growing Tourism sector as reflected by employment. The largest industries (by employment) are agriculture, forestry, fishing and tourism. Streaky Bay is renowned for its aquaculture.

The Council shares its boundaries with the District Councils of Ceduna in the northwest, Wudinna in the east, Elliston to the south and the Ananga Pitjantjatjara Lands to the northeast

Facts and figures include;

- *The resident population of the District Council of Streaky Bay was 2,165 in 2021*
- *District Area: 6,232 square km*
- *GRP \$0.11 billion*
- *Local Jobs 1027*
- *Employed Residents 1,136*
- *Local Businesses 349*

Streaky Bay is the largest population centre in the district and the principal service centre for the surrounding rural communities and towns. The town provides a variety of community services, including a district school, medical, allied health, hospital and aged care facilities, recreational areas, CFS and SES centre, retail and financial services, fuel and mechanical, building and various other services that support the existing residential and surrounding populations as well as visitors to the region.

The district has numerous coastal townships such as Haslam, Eba Anchorage, Perlubie, Yanerbie, Baird Bay, Sceale Bay and Fisherman's Paradise. Each of these townships has its own unique character and community. Sceale Bay, Haslam and Perlubie are the larger coastal settlements located near pristine coastal environments.

The rural townships of Wirrulla, Poochera and Cungenena are located along the Eyre Highway. Each township supports local services, tourist facilities, recreation spaces, and some industrial operations.

Significant areas of the district are designated as National and Conservation Parks, reinforcing the importance of the natural environment to Streaky Bay and other townships.

CULTURAL CONTEXT

The Wirangu, Barngala and Nauo people are recognised as the first people of the ancestral lands within the District Council of Streaky Bay.

First Nations people followed a complex system of land management, and the reciprocal relationship between people and the land underpinned a deep connection to Country and all aspects of life.

European settlement in the region from 1802 onwards brought about the destructive impact of colonisation and dispossession of land and resources.

The country around Streaky Bay was opened up by pastoralists in 1854. Settlement included widespread land clearing, cultivation of the land, and the introduction of new species, forever changing the landscape and ecosystem.

Streaky Bay was originally named Flinders, but in 1940, after continued local usage, the name of the town was officially changed to Streaky Bay.



INTRODUCTION

PROJECT SCOPE

In 2010, the District Council of Streaky Bay undertook an extensive planning and consultation exercise to develop a suite of documents that formed the Streaky Bay District Management Plan (DMP). The management plan has guided the strategic planning of the district over the last 12 years. These documents focused on the environment, open space, tourism, land use and the urban design of the district and included:

- *Open Space and Recreation Plan*
- *Coastal Plan*
- *Township and Urban Design Framework*
- *Crown Land Open Space Development Guide*
- *Caravan and Camping Guide*
- *Open Space Category and Hierarchy Guide*

Separate to the DMP and developed at the same time was the Streaky Bay Township Masterplan.

While much of the information contained within these documents remains relevant, the context and character of the district have changed over the past decade. The Council acknowledges the changing social, environmental and economic changes that have occurred over this time.

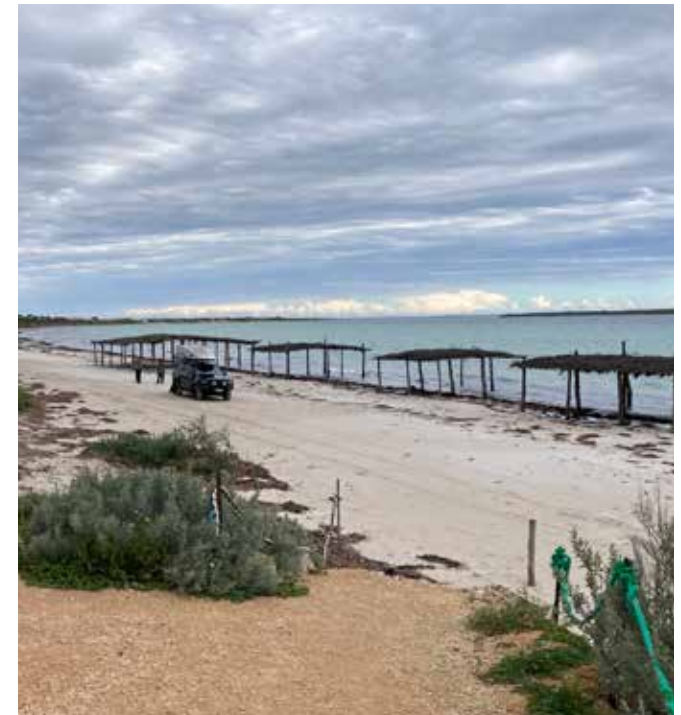
Consequently, the council is now preparing the first of a series of Township Master Plans (TMP), which will provide strategic and targeted planning and development frameworks for each of the towns within the District of Streaky Bay.

The TMP consider environmental, social, cultural and economic requirements over the next forty years to 2062.

The following documents represent a comprehensive engagement and planning process regarding to the future planning of the district's townships, namely, the development of the following plans.

- *Streaky Bay Township Master Plan*
- *Wirrulla Township Master Plan*
- *Poochera Township Master Plan*
- *Haslam Township Master Plan*
- *Perlubie Township Master Plan*
- *Sceale Bay Township Master Plan*

The Council will be seeking to undertake future planning for the settlements of Fishermans Paradise and Baird Bay within the next few years to ensure that a comprehensive strategic framework is delivered for the entire District.





INTRODUCTION

PURPOSE

The District of Streaky Bay Township Master Plans will provide the vision for the town, principles, strategic planning and design guidance that are in keeping with the character of the district and the local communities. The Township Master Plans will provide a strategic framework for growth over a 30 to 40-year period, by achieving the following;

- *Provide each township with a robust strategic planning framework for future capital works that will improve the existing character, encourage development and industry, and sustain and encourage growth of existing businesses and services.*
- *Provide recommendations aimed at enhancing the structure, character and performance of the towns.*
- *Ensure there is consideration of and forward planning for education, health and emergency services facilities.*
- *Identify appropriate employment precincts that support employment opportunities for new and existing residents.*
- *Identify recreational and open space demands and the expansion of these facilities to enhance the quality, well-being, and vitality of the communities they serve.*
- *Consider commercial and tourism activities within the towns.*
- *Reinforce the sense of place and reflect the local culture and character of the towns.*
- *Consider agricultural and heavy vehicle movement within townships and around the district.*
- *Consider the provision of parking, including long vehicles, caravans and heavy vehicles.*

STRUCTURE OF THIS REPORT

The report has two sections:

SECTION ONE: Provides an overview of the project scope and regional context. This includes a review of the existing strategic frameworks and planning policy that has guided development in the region over the last decade.

SECTION TWO: Provides individual master plans for six townships. The master plans include;

- *Context*
- *Analysis of the townships.*
- *Community feedback from the consultation process.*
- *Objectives*
- *Strategic Plan and actions.*
- *Concept plans and actions.*
- *Illustrations of potential projects*

The report also includes a review and update of the Caravan and Camping Guide and Coastal Management Plan.

The plans have been developed utilising information contained within several supporting reports, including;

- *Literature Review*
- *Demographic Analysis.*
- *Community Consultation Report.*
- *Review of South Australian Planning and Design Code.*
- *Camping and Caravan Guide.*
- *Coastal Management Review and Recommendations*





CONTEXT

INTRODUCTION

WAX Design, Tonkin and Hatch have worked collaboratively with the District Council of Streaky Bay and the community to understand the issues and opportunities associated with each township. The analysis, opportunities, and feedback generated from this collaborative process have informed the development of the TMP.

The analysis undertaken to inform the development of the TMP included the following:

- *Literature review*
- *Review of current Planning and Design Code zoning*
- *Demographic analysis*
- *Trend analysis*
- *Site visit and assessment*
- *Community consultation*
- *Planning assumptions*

LITERATURE REVIEW

A review of current strategic and master plans which relate to the District Council of Streaky Bay was undertaken. The actions and priorities within these plans were identified and considered during the development of the TMP.

It is important to ensure that the TMP are consistent with current state and regional strategic planning. This will provide the best opportunity for the funding and implementation of the actions that have been identified.

Key areas which have been identified as priorities for the region are summarised below:

ECONOMIC DEVELOPMENT

Recognise the importance of available industrial and commercial land as well as supporting infrastructure that is critical to the economic viability of regional South Australia.

TOURISM

Promote and continue to develop a focus on regional tourism and capitalise on the district's natural, social and cultural assets - make the most out of Streaky Bay's tourism potential.

ABORIGINAL HERITAGE AND COMMUNITY

Provide support for the protection of Aboriginal heritage and the natural environment. Understand the cultural connections to Country and building a deeper relationship with Traditional Owners that enable opportunities to be developed that are culturally appropriate.

NATURAL RESOURCE MANAGEMENT

Protect and restore biodiversity and key natural areas, including the coast and other ecosystems.

DISABILITY ACCESS AND INCLUSION

An accessible and inclusive district that is based on fairness and respect. Integrate universal design in the strategic planning of the townships and the district more broadly.

CONTEXT

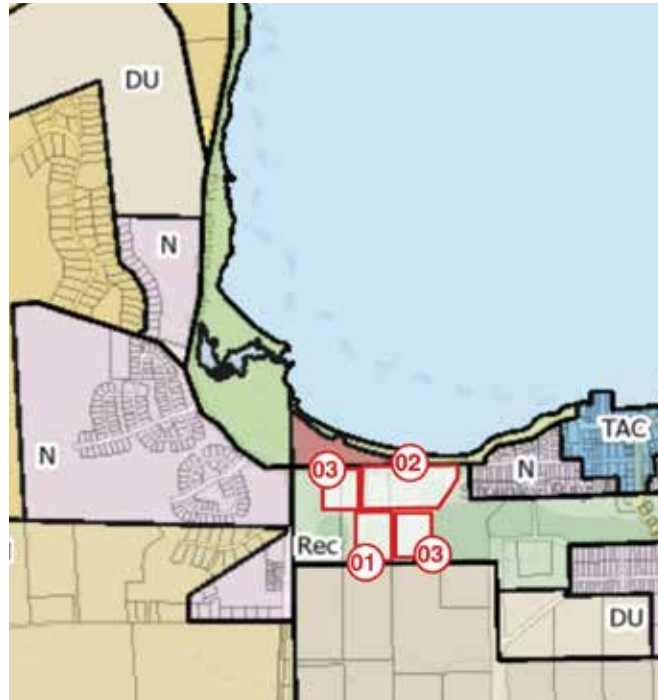
PLANNING AND DESIGN CODE

The Planning and Design Code came into effect on 19 March 2021, replacing all Development Plans across South Australia. The Planning and Design Code is the State's planning rule book and contains planning policies for the assessment of development applications under the Planning, Development and Infrastructure Act 2016.

The Planning and Design Code determines what type of development is permissible in specified areas. The Code has a huge impact on the availability of industrial land, provision of open space, the ability for a town to grow residential areas and the protection of community facilities. Amending the Code to better reflect current and future development requirements is critical to ensure the sustained and appropriate growth of each township.

A thorough review of the existing Planning and Design Code was undertaken for each of the towns (identified in this project's scope). The following objectives were developed for each town:

- *Ensure recognition and protection of existing community facilities, including educational institutions, civic facilities, open space and recreation.*
- *Establish the highest and best use for the land, considering the strategic value from an environmental, social, cultural and economic perspective*
- *Support economic development through assessment of industrial and commercial land as well as recognising tourism facilities such as campgrounds*
- *Consider environmental impacts and the impacts of climate change on land use and development.*
- *Manage the growth of townships in the future through appropriate and orderly zoning and identify potential future population size to support planning for infrastructure, services and open space.*
- *Protect primary production land*



CONTEXT

DEMOGRAPHIC ANALYSIS

A critical component associated with the development of the Streaky Bay Master Plans is understanding the current and future population that we are planning for. Developing future growth projections in the district enables the strategic planning process to be aligned, ensuring appropriate development is planned for and delivered.

The provision of future population projections also allows trends and growth patterns to be tracked against the projections. This testing and review-based approach allows the strategic plans to be altered and adjusted to reflect the actual growth pattern of the district.

The Australian Bureau of Statistics (ABS) is a government agency that collects census data from the Australian population every four years and publishes this data at: <https://www.abs.gov.au/>. The census collects a variety of information such as population figures, family structure, housing types, age profiles, disability and carers, study and work status, motor vehicle ownership, and many other data sets. This information can be useful to understand the composition, as well as the current and future needs of a population.

Additionally, the Australian Government Centre for Population, Regional Australia Institute and REMPLAN undertakes analysis of the current and future population of Australia on a national and state level. This analysis assesses previous population projections and adjusts them based on real figures, identified trends and other influences on population change and what implications this might have for all levels of government. Understanding populations and how they change is useful to assist in planning for future communities.

The population has fluctuated over the previous 20 years appearing responsive to social and political drivers.



From 2016 to 2021, the net migration rate of Millennials, those aged 25 to 39 years in 2021, increased by 8.4%.



Employment in the Health Care & Social Assistance sector increased by 24% and 54% in Retail sector

The trend analysis on the following pages indicates that there has been a higher proportion of people moving to regional centres over the last three years than in previous years. There is an opportunity to capitalise on this trend to attract more people to the region.

The usual resident population of the District Council of Streaky Bay was 2,165 in 2021. There is a relatively even split of genders, with 51.8% males and 48.2% females. In 2021 there was a lower proportion of Aboriginal and Torres Strait Islander (2%) people compared to regional SA (4.7%)

A large portion of the population are over the retirement age in Streaky Bay.



A larger portion of families with young children (under the age of 15) in Streaky Bay.

There has been an increase in the number of people 65 years and over during the last decade. This trend is predicted to continue, and facilities and public infrastructure which allow for people to 'age in place' will be required to improve the quality of life for the community. This includes footpaths, accessible parking, universally designed public realms and other facilities to support ageing, people living with a disability and elderly people. As there is a large proportion of the population who is over the retirement age in the district, facilities such as medical, aged care, and hospitals are important in the future.

Also, the ageing population is likely to result in changing lifestyle choice in relation to home ownership and ongoing employment opportunities. Providing diversity in the future housing stock will be necessary to meet demand from an employment and accommodation perspective.

There is a larger number of families with young children (under 15 years old). Over the next decade, as these children grow older, there will be an increased demand for youth facilities and job provision.



17% of people lived with or cared for someone with a disability.



More people are accessing government benefits or have part time work.

295 people, or 17% of the population, either lived with or cared for someone with a disability, long-term illness or old age. Facilities which are disability or all-access friendly would significantly improve the quality of life for this proportion of the population.

With an ageing population, this requirement is likely to increase. Statistically, 50% of people over 65 live with a disability (ABS 2019). To ensure the best possible quality of life for this portion of the population, consideration will need to be given to community support and the ability to access existing and new facilities. Universal design and accessibility should be considered in all community facilities and public spaces.



Motor vehicles are the predominant form of transport for the local population as well as visitors to the area.



There was an increase in caravans, and cabins in Streaky Bay.



3 bedroom houses are the predominate housing type in Streaky Bay.

The District of Streaky Bay is a regional area, and it is expected that motor vehicles will remain the predominant form of transport for the local population. Adequate road infrastructure and car parking should be provided in towns as well as accommodating opportunities to support a sustainable future by encouraging electric vehicle charging, walking and cycling links in townships and tree planting to provide shade to road and parking areas.

The predominant housing type in Streaky Bay is three-bedroom separate dwellings. Alternative and affordable housing choices, particularly small-footprint accommodation, will support a wider proportion of the population, including young adults, people living alone and elderly people.

In addition, the development of smaller affordable dwelling, units and apartments will support the needs of short term accommodation for tourism and hospitality workers.

There has been an increase in the provision of caravans, and cabins in Streaky Bay over the last five years. This suggests an increased demand for alternative and affordable housing choices, an increase in tourism in the area or an under-supply of smaller dwelling types. Encouraging alternative and affordable forms of residential development will need to be considered, and future planning will need to recognise the continuing demand for tourist accommodation in the district.

The proportion of unoccupied dwellings at 30% on census night potentially reflects the tourism use and holiday accommodation function of many of the dwellings in the district, particularly Streaky Bay. Given the variability and seasonal fluctuations, additional capacity in residential development needs to be planned for in terms of both population growth and the demand for tourist accommodation.

There is a need to adequately plan for infrastructure that supports the resident population, whether permanent, temporary, or tourist accommodation. The complex requirements associated with the supply of power, wastewater treatment and the provision of potable water will need to be considered as part of the master plans for the towns.

The need for housing diversity and planning for population growth means higher density living should be encouraged and land banking discouraged in existing residential zones, particularly Neighbourhood zones close to the town centre. Future code amendments that enable existing large Neighbourhood allotments to be further subdivided should be reviewed rather than promoting the continued expansion of township boundaries with further greenfield developments.

CONTEXT

TREND ANALYSIS

A range of literature was reviewed, including research papers, planning theory and official guidelines. From these, several key trends were identified which will influence the strategic directions of the Township Master Plans.

The trends identified are:

- *Climate Change and Adaptation*
- *Healthy Towns*
- *Green-blue and Grey Infrastructure*
- *Lifestyle Changes*
- *Economic and Tourism*

These trends support and influence each other, encouraging better overall planning, urban design, social and environmental outcomes.

An overview of each of these trends is provided on the following pages and key considerations for the development of the Streaky Bay Township Master Plans.

The each trend is reviewed against the objectives of United Nations Sustainable Development Goals¹. The goals are a universal call to action to end poverty, protect the planet and improve the lives and prospects of everyone, everywhere. Of the 17 Goals that were adopted by all UN Member States in 2015, relevant goals are listed against each trend.

¹ <https://www.un.org/sustainabledevelopment/development-agenda/>



CONTEXT

CLIMATE CHANGE AND ADAPTATION

SDG 13 CLIMATE ACTION
SDG 15 LIFE ON LAND



Climate change and associated factors such as greenhouse gas emissions, urban heat island effects and water restrictions all impact the liveability of cities and towns. These impacts will continue to grow and will particularly affect younger and older aged community members.

Considerations for the Township Master Plans:

- *Environmental Adaptation and Resilience*
- *Heat-related stress and cooling of urban and residential areas*
- *Reinstatement of canopy cover within towns*
- *Planning for coastal inundation, retreat and Sea Level Rise*
- *Access to support services and facilities for small towns*
- *Responding to the distribution and abundance of plants and animals*
- *Managing changes in land use and agricultural productivity*
- *Mitigating damage or destruction of assets, infrastructure and the natural environment.*
- *Infrastructure that supports communities during extreme weather and emergency events (caused by extreme weather)*

HEALTHY TOWNS

SDG 3 GOOD HEALTH AND WELLBEING
SDG 11 SUSTAINABLE CITIES AND COMMUNITIES
SDG 10 REDUCED INEQUITY



There has been recognition that the built environment and urban design can impact on health and well-being of communities. To encourage walking, cycling and other active transport, as well as promoting socialisation, streets and associated public realms need to be places for people to gather and linger. This directly relates to the quality of the public spaces, facilities, amenity and activities that are available.

Considerations for the Township Master Plans:

- *Provision of walkable town centres*
- *Connectivity between residential areas and key precincts*
- *Enhanced open space and recreation facilities to support healthy living*
- *Increased provision of open space and landscape amenity*
- *Increase tree planting and landscape treatments*

GREEN-BLUE/GREY INFRASTRUCTURE

SDG 6 CLEAN WATER AND SANITATION
SDG 14 LIFE BELOW WATER
SDG 15 LIFE ON LAND



Green-blue infrastructure refers to the use of water and plants in urban areas, while grey infrastructure refers to the management of water in an urban area through man-made or constructed means. Access to and the management of water is increasingly becoming more important in a changing environment.

Green-blue infrastructure not only manages water resources in our towns and cities but provides other benefits, including open space and recreation opportunities and urban cooling effect.

Council at the time of this Plan has commenced the development of a Stormwater Management Plan, upon endorsement of that planning, this document will be reviewed to include structural recommendations from the Stormwater Management Plan.

Considerations for the Township Master Plans:

- *Review existing stormwater infrastructure future population needs*
- *Identify opportunities for stormwater management through landscape treatments*
- *Development of stormwater detention and retention*
- *Integration of water sensitivity urban design solution (WSUD)*
- *Appropriate management of coastal areas*

TOURISM

SDG 9 INDUSTRY INNOVATION AND
INFRASTRUCTURE
SDG 8 DECENT WORK AND ECONOMIC GROWTH



The Streaky Bay district and its unique coastal areas play a key role in driving tourism across the region. The Township Master Plans need to consider infrastructure and regulatory provisions that both support tourism and protect the environment for ongoing sustainability. Tourism can generate a significant number of jobs in the region, particularly in the hospitality, retail, and service sectors. Tourism promotes local spending on accommodation, food, shopping, and activities. Tourism can help townships to diversify their economies, reducing their reliance on a single industry.

Considerations for the Township Master Plans:

- *Inclusion of appropriate zoning and land supply that supports start-ups and small businesses, such as food, seafood and wine, technology, and creative industries*
- *Enhance value capture opportunities*
- *Development of eco and sustainable tourism*
- *Explore new experience tourism opportunities*
- *Encourage people to 'stay longer'*
- *Development of accommodation capacity to meet demand*
- *Promotion of natural assets as part of a sustainable tourism while reducing environmental impacts.*

LIFESTYLE CHANGES

SDG 11 SUSTAINABLE CITIES AND COMMUNITIES
SDG 12 RESPONSIBLE CONSUMPTION AND
PRODUCTION



Recent research undertaken by the Regional Australia Index⁽²⁾ (2022) has identified a continued trend of migration within Australia. Capital to regional migration remained elevated throughout 2022 at around 16 per cent higher than the pre-COVID levels of 2018 and 2019. However, there is still a high level of internal migration in Australia, including to the capital cities.

High levels of migration do present both the risk of population decline and the opportunity for population growth. Access to housing, services, and public facilities will be important to attract migrants to regional centres.

Inter/Intrastate migration in particular has resulted in increased real estate values across the district, with South Australia coastal real estate seen as an affordable option in comparison with (in particular) eastern state coastal areas, an increase of house prices of 60.37% has been seen over the past 2 years (2021-2023) in Streaky Bay.

2 <https://regionalaustralia.org.au/Web/Web/Toolkits-Indexes/Regional-Movers-Index.aspx>

Considerations for the Township Master Plans:

- *Potential increase in township populations and increased demand for housing, services, public spaces and community facilities*
- *Need to manage residential capacity to meet future lifestyle changes*
- *Increased house prices due to demand*
- *Potential decline in township populations*

CONTEXT

COMMUNITY CONSULTATION

A critical component of any project is the building of a collaborative relationship with community members, stakeholders and the council. Using an open and detailed consultation process enables everyone to work together to develop the Township Master Plans and foster a sense of ownership and joint commitment to the future directions for the townships.

A range of consultation activities enabled two-way communication and learning between the project team, the council, the community and stakeholders. This collaborative approach ensured that the Master Plan for each township reflects the aspirations of the community.

One of the keys to the successful implementation of any project is the ongoing enthusiasm and commitment from community members and key stakeholders. The consultation process and resulting Township Master Plans aim to encourage support and commitment from the community, key stakeholders, and all levels of government.

CONSULTATION PROCESS

To ensure that the outcomes of the Township Master Plans are supported, a progressive community engagement process was undertaken. The development of the Township Master Plans includes three phases of consultation.

PHASE 1: Community consultation through direct engagement and online survey

PHASE 2: Community presentation

PHASE 3: Online Video Presentation and online survey

Consultation Objectives

The consultation objectives for this project include the following:

- *Allow for the community of each township to provide feedback on their town and input into the development of the master plan*
- *Identify key issues and opportunities for consideration as part of the planning process*
- *Develop the ongoing relationship between the Council and the community*
- *Raise awareness of the project*
- *Develop community-aligned outcomes and actions for the Streaky Bay Townships Master Plan*

CONSULTATION OUTCOME

A consultation summary report was developed following each phase of the community consultation.

The consultation findings were considered in the development of the individual Township Master Plans, acknowledging that whilst all feedback was considered and heard, the diversity of thoughts and opinions, means it is impossible to ensure every individual's aspirations and desires are included.

A summary of the consultation findings relevant to each town is included in the individual Township Master Plans.



TOWNSHIP MASTER PLANS

CONTEXT

The Township Master Plans (TMP) explore the context of each township and its roles within the district. The key findings and community feedback is summarised to provide a framework for the TMP. Objectives for each town have been developed to guide decision making and ensure aligned outcomes.

The planned future of each town is mapped using a strategic plan, which demonstrates potential land uses, open space, footpath and road connections, as well as infrastructure demands that will be required in the next 30 to 40 years. The strategic plans for each town are supported by a series of directions and actions.

Concept plans for key projects have also been developed for each town. The concept plans illustrate how future projects can deliver significant benefits to the towns while achieving the strategic directions outlined by the TMP.

ASSUMPTIONS

The strategic planning and actions outlined in the Township Master Plans are predicated on several well-researched assumptions. These assumptions primarily focus on environmental and social considerations that will impact the potential for growth and development within the district. These assumptions include;

- *Establishing a 40-year time frame (2022 to 2062)*
- *Planning for a 3%⁽³⁾ growth rate over five-year periods for all towns (based on previous median demographic, Census data, population projections, REMPLAN review and DA approvals data)*
- *Integration of community feedback with best-practice planning (considering the highest and best use of land)*
- *Future residential land use capacity based on minimum site requirements for PDI zone designations*
- *Consideration of an aging population profile.*
- *Consideration of a 0.2m-0.5m sea level rise by 2050 increasing to 0.5m-1.4m by 2100⁽⁴⁾*
- *Consideration of climate change, resilience and adaptation.*

3 Reference Demographic analysis report (appendix)

4 <https://www.landscape.sa.gov.au/ep/stewardship-priorities/coasts-and-seas/sea-level-rise-and-inundation-mapping>

OBJECTIVES

A series of themes for the township have been developed relating to;

- *Environment*
- *Movement*
- *Land Use*
- *Infrastructure*
- *Tourism*
- *Management*

ENVIRONMENT

The TMP consider a wide range of environmental factors, including climate change, vegetation, canopy cover, water quality, natural habitats, and biodiversity. The strategic plans respond to potential environmental hazards, such as flooding, bushfires, sea level rise, or other natural disasters.

The strategic plans consider how land use patterns and future development can be designed to mitigate potential negative impacts on the environment, such as the preservation of natural habitats. The strategic plans also consider how new development and future land uses can contribute positively to the environment, such as through the creation of green spaces, protection of waterways or the development of walkable environments.

MOVEMENT

Movement within the context of the strategic plans seek to encourage walking and cycling while maintaining existing vehicular transport patterns, and improving access to public transportation and parking facilities. The strategic plans also consider the relationship between different modes of transportation and their impact on the townships.

The strategic plans consider recommendations for improving mobility within the towns. This may include suggestions for new transport infrastructure, such as shared-use paths, bike lanes, pedestrian walkways, roads or parking. The strategic plans also consider the impact of new development on existing transportation networks and make recommendations for mitigating any negative effects.

Mobility is a critical component of the future planning of the townships and can help to create more liveable, sustainable, and functional places.

LAND USE

The land use capacity of the strategic plans considers the physical characteristics of the towns, including topography and drainage patterns, as well as the availability of infrastructure connections and capacities such as water, sewer, and transportation networks. It also considers existing land uses in the surrounding area, as well as zoning regulations and other land use policies.

INFRASTRUCTURE

Infrastructure planning considers water supply and wastewater systems, stormwater management, as well as public utilities such as electricity and gas. The strategic plans also consider the capacity of social infrastructure systems, such as healthcare facilities, schools, and public services.

The strategic plans consider emerging technologies and the capacity of the existing infrastructure and take into account factors such as population growth, economic development, and changing land use patterns.

TOURISM

The strategic plans consider a broad range of tourism-related factors, including the existing tourism infrastructure in the area, such as accommodation and attractions. The strategic plans also consider the potential for new tourism development, new or improved attractions, or the conservation and improved appreciation of existing natural or cultural resources.

The strategic plans also recognise the potential capacity that will be required to meet tourism demands for accommodation without constraining residential growth in the townships. A review of the census data and tourism bed numbers suggest that from November to March, the population of the district increases to a total population of 4000 to 4500 people.

MANAGEMENT

Management is a crucial component of the strategic plans. It ensures that the physical environment, as well as infrastructure, is maintained, sustainable and functional over the long term. Good management practices are essential to ensure that the townships and wider district remain attractive, safe, and functional for residents and visitors.

TOWNSHIP MASTER PLANS

STRATEGIC PLANS

The strategic plan of each township will be influenced by the complex interaction between each of the themes and strategic directions. Further detail is provided within each of the specific TMP.

The strategic plans reference the existing land use zoning of the Planning and Design Code. The following provides a summary of the land use zones that have been referenced. For further information, refer to the Planning and Design Code Review - Future Capacity Analysis Report.

Code	Zone	Desired Outcome
Con	Conservation	The conservation and enhancement of the natural environment and natural ecological processes for their ability to reduce the effects of climate change, for their historic, scientific, landscape, habitat, biodiversity, carbon storage and cultural values and provision of opportunities for the public to experience these through low-impact recreational and tourism development.
CTP	Caravan and Tourist Park Zone	Tourist accommodation and associated services and facilities enhance visitor experiences and enjoyment.
CWOI	Coastal Waters and Offshore Islands	Protection and enhancement of the natural marine and coastal environment and recognition of it as an important ecological, commercial, tourism and recreational resource and passage for safe watercraft navigation. A limited number of small-scale, low-impact developments supporting conservation, navigation, science, recreation, tourism, aquaculture or carbon storage.
DU	Deferred Urban	To safeguard land for future urban growth.

Code	Zone	Desired Outcome
E(BH)	Employment (Bulk Handling)	Agricultural and other commodities are received, stored and dispatched in bulk to generate wealth and employment for the state. A pleasant visual amenity when viewed from adjacent arterial roads, adjoining zones, and entrance ways to towns, settlements and cities.
N	Neighbourhood	Housing supports a range of needs and complements the existing local context. Services and community facilities contribute to making a convenient place to live without compromising the residential amenity and character of the neighbourhood.
OS	Open Space	Areas of natural and landscaped open space provide for biodiversity, tree canopy cover, urban cooling and visual relief to the built environment for the health and enjoyment of the community.
Rec	Recreation	Provision of a range of accessible recreational facilities.

Code	Zone	Desired Outcome
Ru	Rural	<p>A zone supporting the economic prosperity of South Australia primarily through the production, processing, storage and distribution of primary produce, forestry and the generation of energy from renewable sources.</p> <p>A zone supporting diversification of existing businesses that promote value-adding such as industry, storage and warehousing activities, the sale and consumption of primary produce, tourist development and accommodation.</p>
RuAq	Rural Aquaculture Zone	Facilities and infrastructure that support marine-based aquaculture farms and on-land aquaculture in a manner that protects the environment.
RuL	Rural Living Zone	A spacious and secluded residential lifestyle within semi-rural or semi-natural environments, providing opportunities for a range of low-intensity rural activities and home-based business activities that complement that lifestyle choice.
RuN	Rural Neighbourhood	Housing on large allotments in a spacious rural setting, often together with large outbuildings. Easy access and parking for cars. Considerable space for trees and other vegetation around buildings, as well as on-site wastewater treatment where necessary. Limited goods, services and facilities that enhance rather than compromise rural residential amenity.

Code	Zone	Desired Outcome
RuS	Rural Settlement Zone	A small mixed-use settlement supporting a limited range of residential development, tourist, recreation and community facilities grouped together to serve the local community and visitors.
SE	Strategic Employment	<p>A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state.</p> <p>A pleasant visual amenity from adjacent arterial roads, adjoining zones and entrance ways to cities, towns and settlements.</p>
T	Township Zone	<p>A township supporting a range of residential, community, retail, business, commercial and light industry uses and facilities.</p> <p>Development contributes to and enhances streetscapes and the settlement patterns comprising the township.</p>
TAC	Township Activity Centre Zone	<p>A cohesive, active, accessible and welcoming centre for local residents and visitors to shop, work, meet, entertain and relax in an attractive and safe environment.</p> <p>The range of land uses that occur in the centre provide important services to town residents, rural hinterland and the broader region.</p>

STREAKY BAY

CONTEXT

Streaky Bay is a picturesque coastal town with a rich cultural history, both indigenous and non-indigenous. Streaky Bay is the civic, cultural, commercial and recreational heart of the district. The combination of population, services, and facilities makes it a recognised community and tourist destination.

The town has a growing population of 1436 people (based on 2021 census) and is the primary service centre for the district and wider region. Enhancing the service provisions of the town is a key focus of the TMP. Planning to sustainably manage future growth is embedded within the proposed strategic plans, concept plans and future planning directions.

The town is strongly connected to the natural environment and is known for its stunning scenery, fishing and agricultural industries, and outdoor activities. Increased demand for 'sea change living' and the resulting impacts on the environment, both terrestrial and aquatic, need to be carefully balanced and managed.

Over the last decade, Streaky Bay has experienced progressive growth, and the population is projected to increase by 522 people over the next 40 years. This will result in an increased demand for housing, community and social services, industrial land, as well as open space and access to the coast.

While it is difficult to predict the exact rate of growth in the town, ensuring there is adequate residential capacity is essential, and any future increase in residential development supports the existing and future character of Streaky Bay.

A review of the Planning and Design Code suggests that there is a potential capacity for 3,550 people over the next four decades.

Given the capacity for growth, a robust strategic planning framework is required to guide orderly development, open space provision and the delivery of supporting and critical infrastructure. At the same time, the strategic plan aims to sustain and manage existing landscape areas and protect the coastal environment while adapting to climate change and sea level rise.



ISSUES AND OPPORTUNITIES

KEY FINDING AND COMMUNITY FEEDBACK

The following are the key topics identified through the consultation:

Coastal Management and Conservation

- *Resolve issues with Samphire wetland and water levels during storm surges*
- *Samphire is seen as an important habitat*
- *Samphire swamp, but some view the area as 'just the old rubbish dump'.*
- *Develop agreed directions for the samphire area (considering ecological value versus recreational values and potential impacts of acid sulphate soils)*
- *Potential to develop the Samphire habitat as a revegetation project and recreation with increased management of stormwater flows*
- *Sand management is required to maintain beach usability and significance*
- *Protect the coastal environment and waters of Streaky Bay*
- *Consider management options for reducing stormwater discharge*

Land Use

- *Issues identified with developing existing industrial land (infrastructure requirements, stormwater and flooding, cost impact of Native Vegetation clearance, shallow bedrock).*
- *Suggested redevelopment project (relocation of Powerhouse Museum as part of public use precinct development, adaptive reuse of council building including commercial kitchen, relocation of healthcare facilities as part of public use civil precinct, refurbish foreshore property as commercial or hospitality)*
- *Review aquaculture zone land use*
- *Opportunity to review zoning of Strategic Employment Land (industrial land) to increase capacity*
- *Potential development of land at Flinders Highway and Alfred Terrace as tourism accommodation*
- *Potential subdivision on the south side of Wallschutzky Road*
- *Encourage commercial infill development to the corner of Bay Road and Wells Street*

Transport

- *Develop shared use and cycle path connections to encourage walking and cycling*
- *Large vehicle and truck parking required*
- *Re-configure parking and pickup/drop off at the school*
- *Develop parking and kerbing to support the activation of Eyre Avenue*
- *Consider large vehicle route to the edge of town*
- *Review parking restrictions and signage – Wells Street*
- *Reduce speed limit to 40 kph from Alfred Terrace and along the beach*

Access

- *Improve cycle and footpath connections (develop a shared use path – Montgomerie Terrace to existing walking track through to Samphire area)*
- *Boardwalk from the town centre to Slidy's Road boat ramp in front of houses (high-cost infrastructure)*
- *Improve pathway connection to the golf course open space*
- *Develop cycleway and footpath connections to the school, capitalising on the open space provided by the golf course*
- *Consider additional pathway connections from the south to the school precinct and Doctor's Beach*

Open Space

- *Dragon Boat relocation (further investigation required)*
- *Improve open space provision along Wharff Street with recreation areas*
- *Improve town entrance and development of Pioneer Park*
- *Increase activation of open space along Bay Road*
- *Develop Doctor's Beach*
- *Relocate Doctor's Beach playspace to Eyre Avenue lawned area as part of an asset renewal programme – toilet upgrade required.*
- *Increase shelter along Eyre Avenue and protect views from the adjoining properties*
- *Upgrade open space adjacent hospital to support the hospital and local community*
- *Alfred Terrace/Bay Rd event space/pedestrian area (e.g. close portion of road from Alfred Terrace past hotel)*

Caravan / Camping

- *RV park only for use when other parks are near full - more policing of self-contained vehicles*
- *Potential for free camping at the boat ramp*
- *Potential to develop additional camping opportunities within the town*
- *Reconfigure the dump point to improve vehicular access at Lions Park*



-  Public Space
-  Movement and Access
-  Landscape and Amenity
-  Infrastructure
-  Land Use
-  Concept Planning

DETAILED ANALYSIS OF TOWN

A preliminary assessment of the town has identified the following issues and opportunities. This assessment supports the key findings and consultation feedback and provides an assessment framework for the township master plan.

1. Develop street tree planting and increase landscape amenity to Blanchepoint Drive and other residential areas.
2. Need for footpath and cycleway connections along Love Shack Route and Back Beach Road to residential areas and improve connections with recreation precinct, the school and town centre.
3. Potential to improve access into the sports precinct from the residential areas further to the west. Review opportunities along Cape Bauer Road and AB Smith Road.
4. Protection of Samphire landscape required.
5. Review footpath connection and cycle path links between destinations, beaches, foreshores, campground and the town centre leading out to the boat ramp.
6. Improve stormwater retention and limit impacts on adjoining areas.
7. Increase landscape and open space amenity to create a linear park.
8. Protect drainage characteristics and vegetation associated with Slidys Road
9. Potential for infill development that reinforces to the urban fabric of the town.
10. Opportunities for two-storey development adjacent golf course open space.
11. Opportunities for future industrial land(strategic employment)
12. Consider service station and appropriate truck/long/heavy vehicle parking opportunities for the town edges
13. Potential location for a community hub.
14. Potential dragon boat relocation.
15. Review environment issues(dust) associated with soils.
16. Opportunity to reinforce town entrance.

STRATEGIC PLAN

OBJECTIVES

Environmental

- *Increase tree canopy cover across the town*
- *Improve the open space amenity with increased tree and shrub planting.*
- *Increase open space provision in new developments based on 12.5% allocation.*
- *Improve open space provision along Wharff Street*
- *Improve town entrance landscapes*
- *Increase activation of open space along Bay Road*
- *Upgrade the skate park and create a designated youth/play precinct*
- *Improve Samphire wetland to enhance water management and ecological value.*
- *Respond to sea level rise and 2100 SLR projections*
- *Upgrade open spaces and playgrounds that reflect the regional significance of the town*

Land use

- *Develop new industrial land and consider infrastructure requirements.*
- *Develop residential land uses to support future growth.*
- *Explore the development of a civil precinct.*
- *Review function aquaculture land use.*
- *Explore relocation of the existing bulk handling facility to an area located near the race course.*
- *Investigate redevelopment of the bulk handling land.*
- *Increase housing diversity and residential capacity.*
- *Identify and protect important educational, infrastructure and tourism facilities*

Movement

- *Develop shared use and cycle path connections.*
- *Promote universal design principles and access for all.*
- *Continue to develop opportunities for large vehicle and truck parking.*
- *Re-configure parking and pickup/drop areas to improve access and reduce conflicts.*
- *Investigate the feasibility of a town large vehicle route.*
- *Review parking restrictions and signage*
- *Reduce speed limit to 40 kph in specific precincts in the town*
- *Develop pathway connections to support active transport.*
- *Increase access to the foreshore and beach*

Infrastructure

- *Review and implement the findings of the Stormwater Management Plan.*
- *Upgrade irrigation systems to improve water conservation.*
- *Review sand management requirements to maintain beach useability.*
- *Reconfigure the dump point at Lions Park*
- *Increase wastewater capacity.*
- *Investigate utility and service capacity requirements*

Tourism

- *Increase large vehicle and RV parking within the town*
- *Review impacts of sea level rise on existing caravan park*
- *Explore alternative locations for camping and caravanning in the town*
- *Upgrade Lion's Park to improve access and function of dump-point.*

Management

- *Increase open space maintenance.*

STRATEGIC PLAN

The strategic plan focuses on the character and urban fabric of the town by building on the vitality of the town centre, enhancing the coast and beaches, and increasing the recreational and ecological value of open space. The strategic plan aims to create orderly development that reinforces the various land uses that wrap around the sheltered waters of Streaky Bay.

Infill development and higher density housing is encouraged around the town centre. The potential for 2-storey development along Montgomerie Terrace and Park Avenue is identified to capitalise on the existing open space provision and views to the coast and inland. The provision of other civil and community facilities aims to increase the vibrancy of the town centre, while improvements to footpaths and open space will increase walking, cycling and liveability.

Existing Deferred Urban and Rural land is rezoned for Neighbourhood residential land uses. This rezoning focuses on encouraging residential development centrally and to the south of the existing town centre and other community facilities such as the school and recreation precinct.

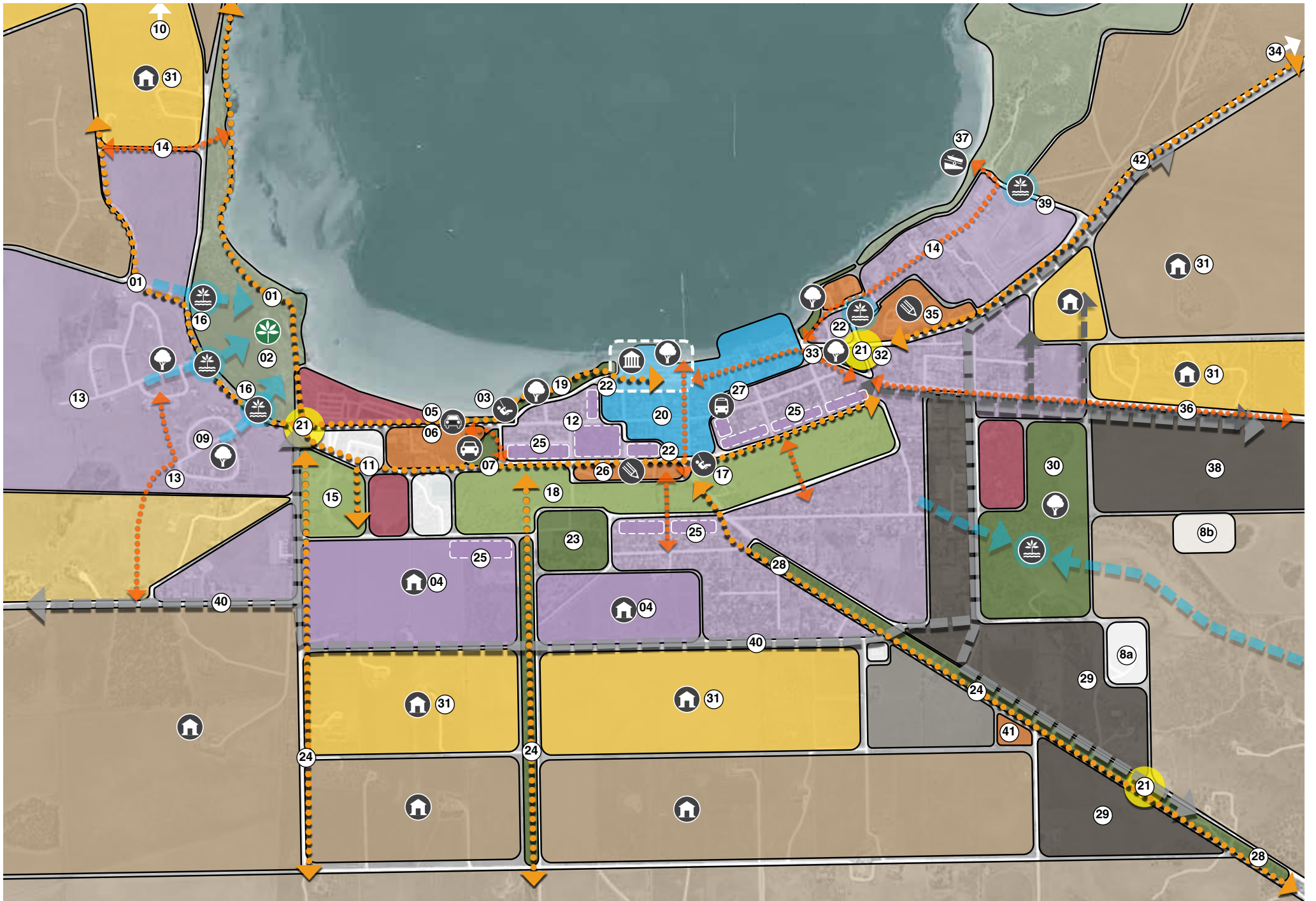
Existing residential land uses are maintained to the west, and areas of Deferred Urban are rezoned as Rural Neighbourhood to increase the future capacity of the area. The Rural Neighbourhood zoning also promotes large allotment sizes that are suitable for onsite rainwater collection and septic systems.

To the east, the land use planning responds to existing landscape constraints while increasing the amount of industrial and residential land. The industrial land east of Jubilee Road is proposed to be rezoned as open space. Given that the land is impacted by flooding and contains a significant area of native vegetation, rezoning as open space resolves existing land use issues while creating new landscape and community assets. The new open space also provides opportunities for tourism and provides recreational areas to the east.
















New Strategic Employment land is rezoned along Bay Road and Jessie Flat Road. The development of these areas encourages infrastructure upgrades which in turn assist with the development of new residential land to the south and east.

Rural land to the south and east will be rezoned Rural Living. The larger allotment size of this land use provides an appropriate interface with the rural landscape that surrounds Streaky Bay.











Improvements to footpaths and the development of linear open spaces along Bay Road and Sceale Bay Road increase the connectivity of the town. These new open spaces also enable landscape treatments and stormwater detention that will assist with reducing runoff, and mitigating stormwater events and the impacts of climate change.








Land Use / Planning Zones

	Township Activity Centre
	Community Facility
	Rural Aquaculture
	Neighbourhood
	Rural Neighbourhood
	Rural Living
	Camping & Tourism Park
	Open Space
	Recreation
	Conservation
	Strategic Employment
	Employment
	Infrastructure
	Medium Density Development
	Future Development Area

Function

	Playspace Upgrade
	Bus Stop
	Heritage/Character
	Stormwater Management
	Car parking
	Traffic Management
	Boat Ramp Upgrades
	Precinct Master Planning
	Open Space Upgrade
	Increase Biodiversity

Access / Movement

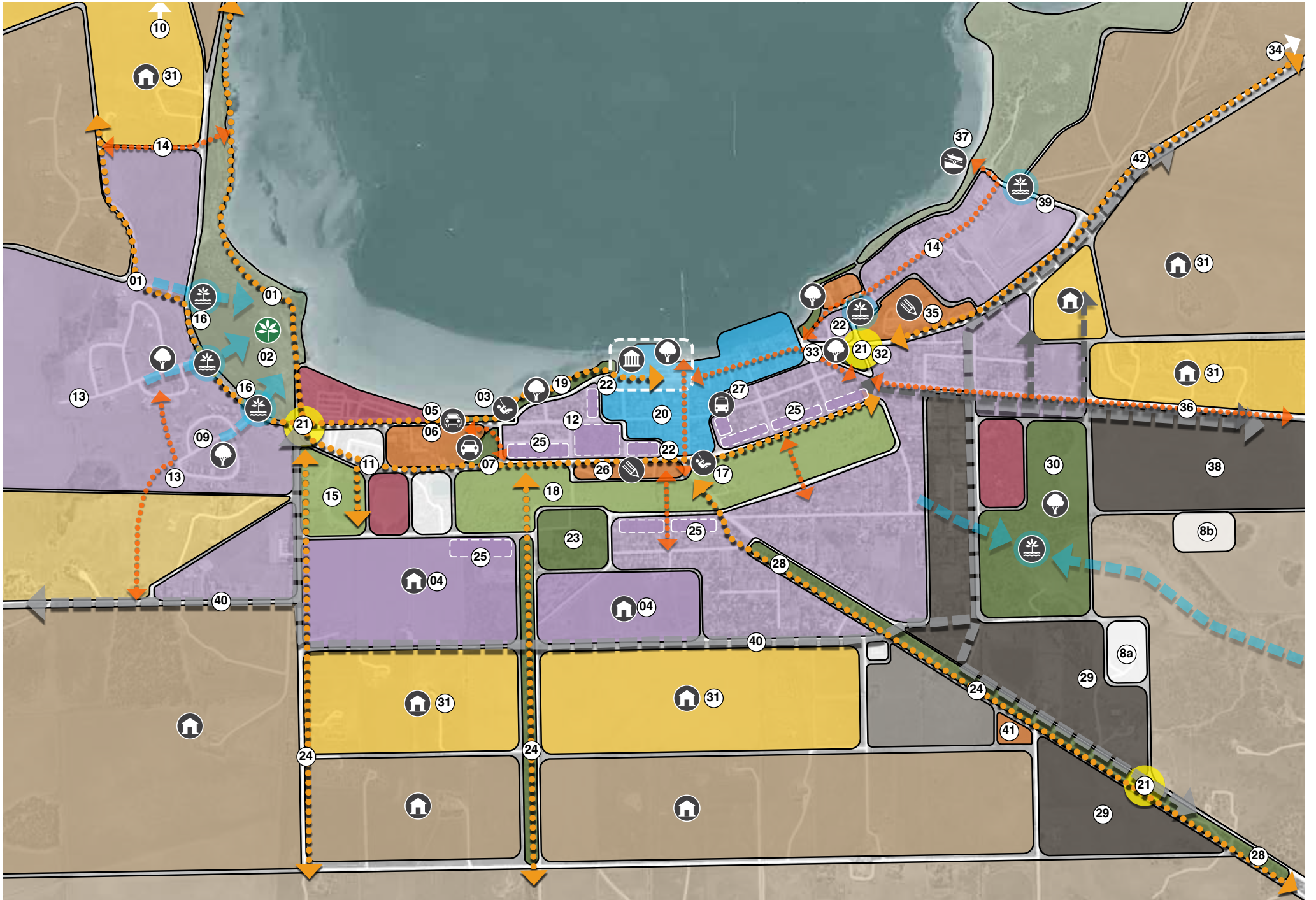
	Large Vehicle Access
	Improved Road Access
	Pedestrian Links
	Shared-Use Paths
	Key Intersection & Entry

Concept Planning
















	Concept plan extent
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STRATEGIC ACTIONS











No	Actions	Objectives	Timeframe
1	Develop shared-use paths to encourage walking and cycling.	Movement	ST
2	Manage and improve ecological value, stormwater infiltration, remove contamination (due to previous land use) and mitigate sea level rise.	Environment	ST-MT
3	Upgrade and relocate Doctor's Beach playground (asset renewal).	Environment	ST-MT
4	Potential to rezone land as Neighbourhood to increase residential capacity and reinforce the edge of town.	Land Use	CA, FP
5	Develop parking to improve beach access.	Movement	ST
6	Develop a pedestrian crossing to connect the school and foreshore.	Movement	ST
7	Develop drop-off and parking areas to support access to the school.	Movement	ST
8	Investigate future expansion of CWMS (a) and stormwater lagoons (b). Undertake a CWMS Capacity Study Short and Long Term based on the master plan.	Infrastructure	FP, MT
9	Improve open space along Wharff Street (seating and community gardens).	Environment	ST
10	Review aquaculture land use and function (consider as part of a district wide review of facilities that support aquaculture).	Land Use	CA
11	Improve cycling and walking paths and improve CPTED (path width, lighting and CCTV).	Movement	ST-MT
12	Develop street tree planting and increase landscape amenity and respond to climate change, along Wells Street to support pedestrian activation.	Environment	ST
13	Develop street tree planting and increase landscape amenity of Blancheport developments and other residential areas.	Environment	ST
14	Develop and improve footpath connections.	Movement	ST-MT
15	Improve access footpath access to the Sports Precinct from surrounding residential areas.	Movement	MT
16	Improve stormwater retention and limit impacts on Samphire wetland (2).	Infrastructure	ST
17	Develop youth/play precinct building on existing skate park and master plan.	Environment	ST
18	Improve open space to increase ecological, recreation and amenity values.	Environment	ST
19	Develop Eyre Avenue as a major foreshore precinct with undergrounding overhead powerlines, improved access, rest stops, exercise equipment, tree planting, landscaping, water sensitive urban design and investigation of options to reduce runoff into the ocean.	Environment	MT
20	Encourage commercial infill within the Town Activity Centre.	Land Use	ST-MT-LT
21	Develop town entrance and review speed limits (40km/h) and develop township entrance.	Environment	ST
22	Review reuse and upgrade of council-owned buildings.	Land Use	ST-MT-LT
23	Investigate expansion of cemetery (additional space required).	Environment	ST-MT-LT
24	Improve footpath and cycle links to the town centre.	Land Use	MT-LT








Land Use / Planning Zones

	Township Activity Centre
	Community Facility
	Rural Aquaculture
	Neighbourhood
	Rural Neighbourhood
	Rural Living
	Camping & Tourism Park
	Open Space
	Recreation
	Conservation
	Strategic Employment
	Employment
	Infrastructure
	Medium Density Development
	Future Development Area

Function

	Playspace Upgrade
	Bus Stop
	Heritage/Character
	Stormwater Management
	Car parking
	Traffic Management
	Boat Ramp Upgrades
	Precinct Master Planning
	Open Space Upgrade
	Increase Biodiversity

Access / Movement

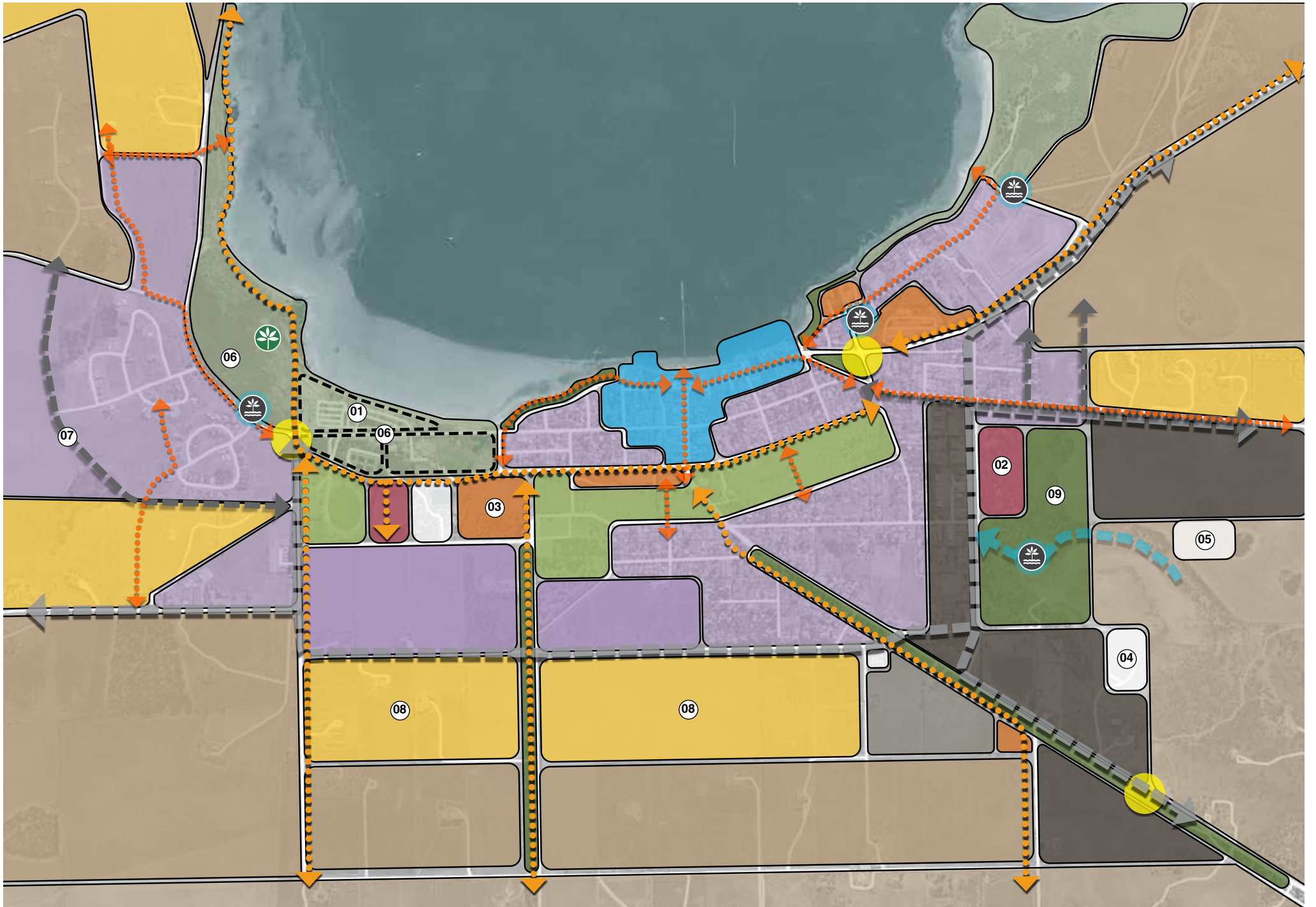
	Large Vehicle Access
	Improved Road Access
	Pedestrian Links
	Shared-Use Paths
	Key Intersection & Entry

Concept Planning
















	Concept plan extent
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No	Actions	Objectives	Timeframe
25	Encourage medium density housing (e.g. two story, multiple dwellings, apartments, etc) adjacent to the golf course and Town Centre Activity Zone, capitalising open space aspect and urban activation. Investigate Code amendment and review existing Land Management Agreements to enable two-story residential density.	Land Use	LT, CA
26	Investigate the feasibility of civic and community hub (long term).	Land Use	MT
27	Reconfigure the car park to increase parking and pedestrian access to Alfred Terrace.	Movement	ST
28	Improve footpath and cycle links, and develop recreation, play and seating opportunities along Bay Road with links to Cooeyanna Waterhole	Environment	MT
29	Encourage the development of industrial land (Strategic Employment) along Jubilee Road and Bay Road.	Land Use	CA, FP
30	Investigate impacted industrial land (flooding and Native Vegetation Clearance) and rezone open space, tourism and infrastructure to support residential growth to the east.	Land Use	CA, FP
31	Development of residential land to support future growth and reinforce the edge of the town.	Land Use	CA, FP
32	Explore potential tourist accommodation to reinforce the town entrance and tourism opportunities.	Tourism	MT
33	Upgrade Pioneers Park to create a town entrance.	Environment	ST
34	Investigate the feasibility of relocating the bulk handling facility to Race Course area.	Land Use	CA, FP
35	Investigate the feasibility of redeveloping the bulk handling facility as a medical or support services precinct.	Land Use	CA, FP
36	Upgrade Jessie Flat Road to improve access and encourage development.	Land Use	LT
37	Review the suitability of Slidy's Beach as a boat launch.	Land Use	MT
38	Investigate the potential to rezone land along Jessie Flat Road for Strategic Employment (industrial land).	Land Use	CA
39	Protect drainage characteristics and vegetation associated with Slidy's Road. Explore potential for stormwater retention basin.	Environment	MT
40	Development of an east-west access route (Woodlawn Road) to reduce larger vehicle movement through the town.	Movement	LT
41	Expansion of Emergency Management Facility as part of Employment Zone with potential stormwater detention.	Land Use	ST
42	Improve shared use path connections to Little Islands.	Movement	MT











Code	Description	Timeframe
ST	Short Term	1-5 years
MT	Medium Term	5-15 years
LT	Long Term	15-30 years
FP	Future Planning	10-20 years
CA	Code Amendment	








Land Use / Planning Zones

-  Township Activity Centre
-  Community Facility
-  Rural Aquaculture
-  Neighbourhood
-  Rural Neighbourhood
-  Rural Living
-  Camping & Tourism Park
-  Open Space
-  Recreation
-  Conservation
-  Strategic Employment
-  Employment
-  Infrastructure
-  Medium Density Development
-  Future Development Area

Function

-  Playspace Upgrade
-  Bus Stop
-  Heritage/Character
-  Stormwater Management
-  Car parking
-  Traffic Management
-  Boat Ramp Upgrades
-  Precinct Master Planning
-  Open Space Upgrade
-  Increase Biodiversity

Access / Movement

-  Large Vehicle Access
-  Improved Road Access
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Concept Planning

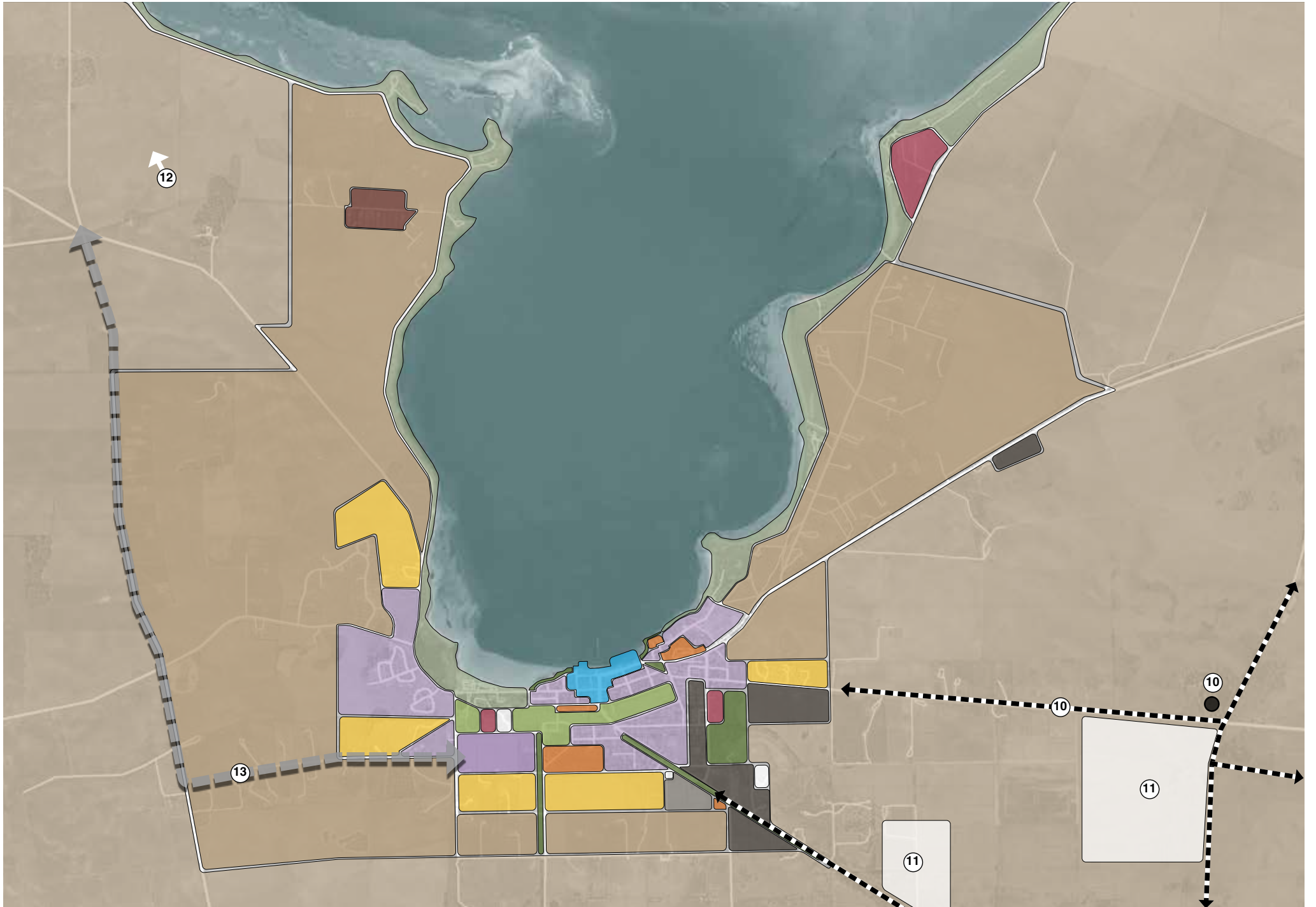
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LONG-TERM STRATEGIC ACTIONS
















As part of the strategic planning for Streaky Bay, several long-term actions have been identified. These actions consider the impacts of climate change, sea level rise and the pressures caused by a growing population.

While speculative, these actions may impact the long-term future of Streaky Bay and will require suitable land use planning.











No.	Actions	Objectives
1	Sea Level Rise: Undertake a study for coastal flood mapping and consider impacts on existing infrastructure and potential retreat strategies for school, foreshore tourist park and CWMS lagoons	Land Use
2	Foreshore Tourist Park: Relocation of tourist park away from foreshore.	Tourism
3	School Relocation: Opportunity for relocation and expansion to meet population demand, including additional sporting facilities. Consider impacts of climate change. Review impacts of Native Title and demand for open space in future.	Land Use
4	Stormwater Retention Lagoons: Relocation of lagoons or lining to avoid impacts of SLR (undertaking works at end of life or when system upgrade is required)	Infrastructure
5	CWMS: Opportunity to expand and/or relocate through either or both SLR and current capacity being met.	Infrastructure
6	Sapphire Wetland: Undertake an environmental assessment that considers inundation risk and sea level rise for adjoining immediate residents and foreshore tourist park.	Environment
7	Anastasia Road: Establishment of expanded and connected road network further inland to provide vehicle connection to the west of Streaky Bay which will be accessible in extreme weather events.	Movement
8	Code Amendment: Consider rezoning land to increase residential capacity. Establish a condensed town footprint to enable improved service provision and increased sustainability. Review open space provision (12.5% and greater) to ensure that as housing/zoning densities change open space is sufficient.	Land Use
9	Open Space Provision: Potential for open space to provide additional flood mitigation and potential stormwater capture and reuse function	Environment








Land Use / Planning Zones

-  Township Activity Centre
-  Community Facility
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-  Rural Neighbourhood
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-  Open Space
-  Recreation
-  Conservation
-  Strategic Employment
-  Employment
-  Infrastructure
-  Medium Density Development
-  Future Development Area

Function

-  Playspace Upgrade
-  Bus Stop
-  Heritage/Character
-  Stormwater Management
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Access / Movement

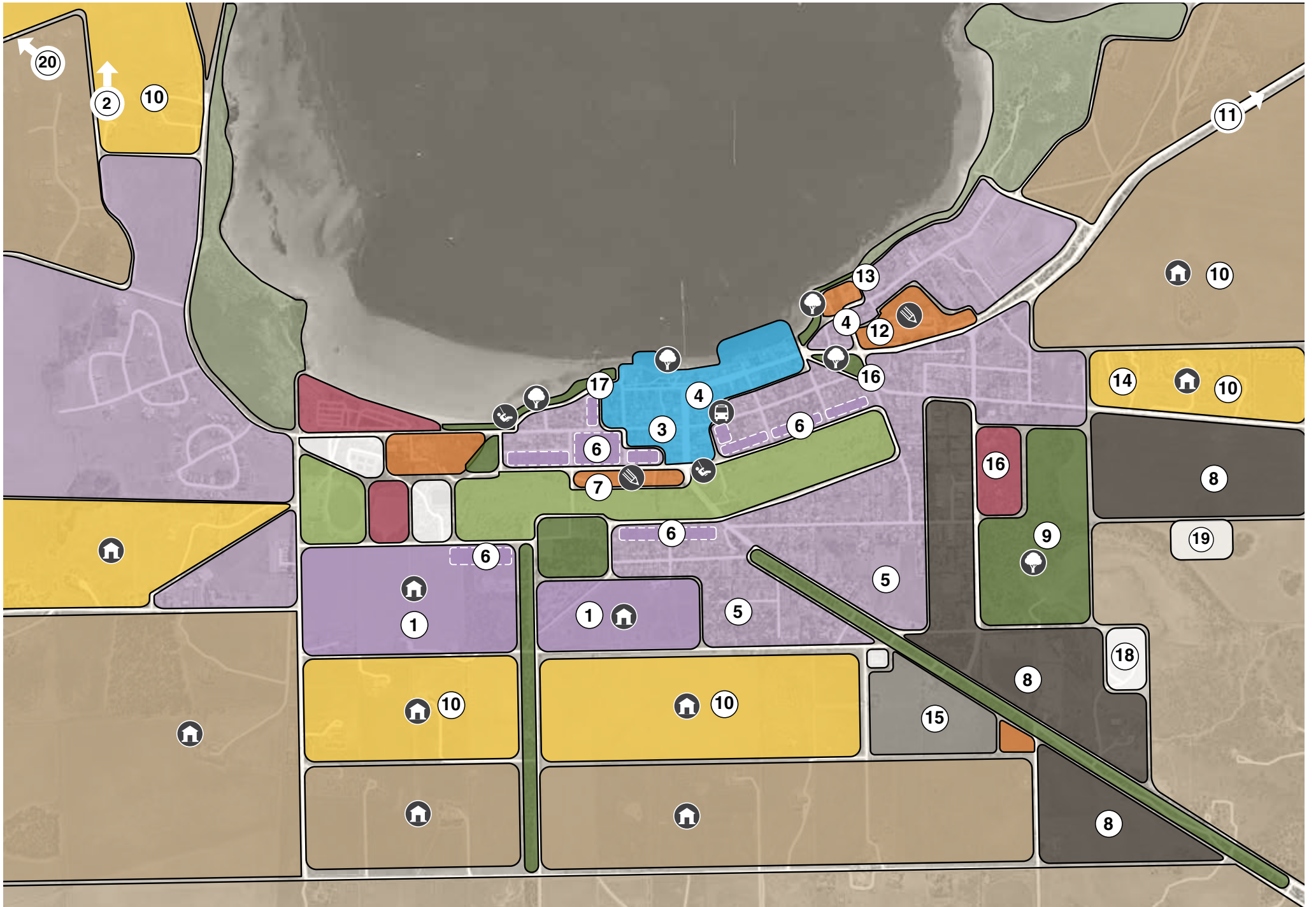
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-  Shared-Use Paths
-  Key Intersection & Entry

Concept Planning
















-  Concept plan extent

LONG-TERM STRATEGIC ACTIONS











No.	Actions	Objectives
10	Electricity Supply: Review SAPN substation and key transmission lines (refer to wider context map)	Infrastructure
11	Renewable Energy: Potential to establish renewable energy production facility and battery storage to support the District Council of Streaky Bay energy security. Feasibility study required (refer to wider context map).	Infrastructure
12	Western Cape: Undertake PDI Code review and master planning for Western Cape (Cape Bauer Loop) to identify appropriateness of any future subdivisions, and eliminate ad-hoc subdivision development with a focus on the environmental value of this location.	Land Use
13	Woodlawn Road: Establishment of expanded and connected large vehicle road network further inland	








Land Use / Planning Zones

	Township Activity Centre
	Community Facility
	Rural Aquaculture
	Neighbourhood
	Rural Neighbourhood
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Access / Movement

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	Improved Road Access
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	Shared-Use Paths
	Key Intersection & Entry

Concept Planning

	Concept plan extent
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DETAILED BREAKDOWN OF STRATEGIC PLAN ACTIONS

LAND USE, TOURISM AND INFRASTRUCTURE











No.	Actions	Objectives	Timeframe
1	Potential to rezone land as Neighbourhood to increase residential capacity	Land Use	CA, FP
2	Review future demand and service requirements for aquaculture industry including a review of current land use zoning, transport connections, infrastructure provision and long term expansion opportunities.	Infrastructure	FP, MT
3	Encourage commercial infill within Town Activity Centre that supports community and tourism needs	Land Use	CA
4	Review reuse and upgrade of council-owned buildings.	Land Use	CA
5	Encourage infill development that reinforces to the urban fabric of the town	Infrastructure	ST
6	Encourage medium density housing (e.g. two story, multiple dwellings, apartments, etc) adjacent to the golf course and Town Centre Activity Zone, capitalising open space aspect and urban activation (Review PDI Code and LMAs).	Land Use	ST-MT-LT
7	Investigate feasibility of a community hub, including the relocation of the Powerhouse Museum and dedicated healthcare facilities (long term).	Land Use	ST-MT-LT
8	Encourage the development of suitable industrial land (Strategic Employment) along Jubilee Road, Bay Road and Jessie Flat Road	Land Use	LT
9	Investigate potential to rezone industrial land as open space (flooding and Native Vegetation clearance) to support residential growth to the east	Land Use	MT
10	Investigate the potential to rezone land to increase residential capacity and reflect the rural character of the southern edge of the town	Land Use	CA, FP
11	Investigate the potential to relocate bulk handling facility to race course	Land Use	CA, FP
12	Investigate feasibility to redevelop bulk handling area to support medical or support services precinct	Land Use	CA, FP
13	Redevelop hospital site as age care or residential	Land Use	CA, FP
14	Encourage residential development including road and open space improvements	Land Use	CA, FP
15	Investigate the potential to rezone land for Strategic Employment (industrial land)	Land Use	LT
16	Explore potential tourist accommodation to the east of the town	Tourism	MT
17	Undertake precinct planning for Campbells Landing and the Dragon Boat area and building.	Tourism	FP, MT
18	Investigate future expansion of CWMS	Infrastructure	FP, MT
19	Investigate future development of stormwater lagoons	Infrastructure	FP, MT
20	Undertake PDI review and master planning for Western Cape (Cape Bauer Loop) to identify appropriateness of future subdivisions, and eliminate ad-hoc subdivision development with a focus on the environmental value of this location.	Land Use	CA








Land Use / Planning Zones

-  Township Activity Centre
-  Community Facility
-  Rural Aquaculture
-  Neighbourhood
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-  Open Space
-  Recreation
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-  Strategic Employment
-  Employment
-  Infrastructure
-  Medium Density Development
-  Future Development Area

Function

-  Playspace Upgrade
-  Bus Stop
-  Heritage/Character
-  Stormwater Management
-  Car parking
-  Traffic Management
-  Boat Ramp Upgrades
-  Precinct Master Planning
-  Open Space Upgrade
-  Increase Biodiversity

Access / Movement

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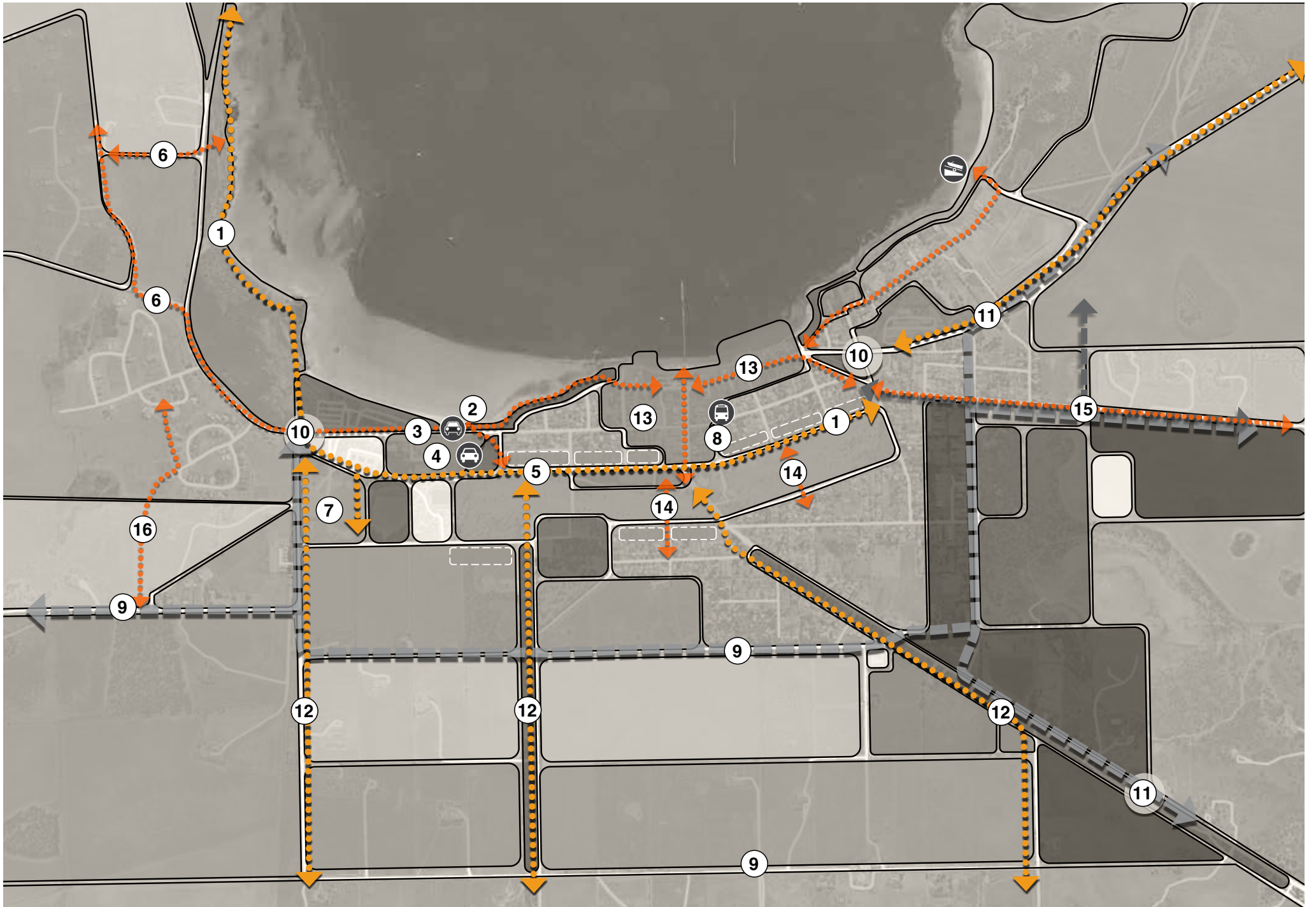
Concept Planning

-  Concept plan extent
















DETAILED BREAKDOWN OF STRATEGIC PLAN ACTIONS

ENVIRONMENT











No.	Actions	Objectives	Timeframe
1	Increase stormwater infiltration capacity and quality and manage samphire habitat to improve ecological value, address sea level rise.	Environment	ST-MT
2	Upgrade and relocate Doctor's Beach playground to improve access and mitigate long term impacts of SLR.	Environment	ST-MT
3	Develop open space with seating, barbecues, community gardens and gathering areas.	Environment	ST
4	Develop street tree planting and increase landscape amenity along Wells Street to support pedestrian activation.	Environment	ST
5	Develop street tree planting and increase landscape amenity of Blancheport Drive and Gibson Way.	Environment	ST
6	Develop a youth/play precinct building on existing skate park	Environment	ST
7	Improve open space to increase ecological, recreation and amenity values.	Environment	ST
8	Develop Eyre Avenue as a major foreshore precinct with improved access, rest stops, exercise equipment, tree planting and landscaping.	Environment	MT
9	Increase the recreational value of open spaces	Environment	ST
10	Improve access and develop the recreation, stormwater detention and amenity value of open space along Bay Road	Environment	ST-MT-LT
11	Upgrade Pioneers Park to increase open space provision and create town entrance	Environment	MT
12	Review the suitability of Slidys Beach as a boat launch	Environment	ST
13	Protect drainage characteristics and vegetation associated with Slidys Road	Environment	MT
14	Rezone industrial land as open space and respond to flooding issues, stormwater detention and support residential growth to the east of the town	Environment	CA, FP
15	Develop open space corridor to support walking and cycling into the town	Environment	MT
16	Improve access into the Sports Precinct from the residential areas further to the west	Environment	ST-MT-LT
17	Develop foreshore (refer to concept plan)	Environment	MT
18	Improve stormwater retention and limit impacts from adjoining areas	Environment	MT
19	Investigate measures that reduce run off from Wells Street (Doctors Beach) and Eyre Avenue.	Environment	ST-MT
20	Maintain and support environment and wetland value of open space.	Environment	ST








Land Use / Planning Zones

	Township Activity Centre
	Community Facility
	Rural Aquaculture
	Neighbourhood
	Rural Neighbourhood
	Rural Living
	Camping & Tourism Park
	Open Space
	Recreation
	Conservation
	Strategic Employment
	Employment
	Infrastructure
	Medium Density Development
	Future Development Area

Function

	Playspace Upgrade
	Bus Stop
	Heritage/Character
	Stormwater Management
	Car parking
	Traffic Management
	Boat Ramp Upgrades
	Precinct Master Planning
	Open Space Upgrade
	Increase Biodiversity

Access / Movement

	Large Vehicle Access
	Improved Road Access
	Pedestrian Links
	Shared-Use Paths
	Key Intersection & Entry

Concept Planning

	Concept plan extent
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DETAILED BREAKDOWN OF STRATEGIC PLAN ACTIONS

MOVEMENT

No.	Actions	Objectives	Timeframe
1	Develop shared-use paths to encourage walking and cycling.	Movement	ST
2	Develop parking to improve beach access.	Movement	ST
3	Develop a pedestrian crossing to connect the school and foreshore.	Movement	ST
4	Develop drop-off and parking areas to support access to the school.	Movement	ST
5	Improve cycling and walking paths with a focus on improving safety, path widths, lighting and potential CCTV	Movement	ST-MT
6	Develop footpath along Love Shack Route and Back Beach Road	Movement	ST-MT
7	Improve access into the Sports Precinct from the adjoining residential areas	Movement	MT
8	Reconfigure the car park to increase parking and pedestrian access to Alfred Street.	Movement	ST
9	Development of an east-west access route to reduce larger vehicle movement through the town	Movement	LT
10	Develop town entrance and review speed limits (40KPH)	Movement	ST
11	Improve town entrance and sense of arrival to the town	Movement	MT
12	Improve shared use connections to support future residential growth to the south	Movement	MT
13	Continue to improve public realm and footpath connections along the mainstreet	Movement	ST-MT-LT
14	Increase access across the golf course to improve movement from the south	Movement	ST
15	Improve footpath access to support future residential growth	Movement	MT
16	Develop footpath link between Woodlawn Road and Blancheport Drive to support active transport opportunities as residential development increase.	Movement	LT
	Undertake transport assessment for Streaky Bay with consideration of: <ul style="list-style-type: none"> - Current and anticipated traffic patterns - Large vehicle movement (tourist and commercial vehicles) - Recommendations for infrastructure development - Encourage caravans to access the large vehicle car park on Wells Street. - Increase value capture in the town 	Movement	ST-MT

STRATEGIC PLAN

INFRASTRUCTURE

Power

Streaky Bay is relatively well-serviced and there is capacity available in the existing electricity feeders for general growth for the township. Additional growth in industrial land uses may result in additional infrastructure upgrade required. Development across Streaky Bay should be monitored to allow for early identification of additional electricity infrastructure requirement.

Consideration will also need to be given to changing energy use patterns and the possibility of renewable energy production and battery energy storage systems (BESS).

Electrical loading for additional residences based upon 7KVA to 9KVA per dwelling. For commercial/mixed use development, a loading of approximately 10KVA per 100m² should be considered.

Water

SA Water's Our Strategy 2020-2025 sets strategic areas of focus for SA Water's infrastructure investments through to 2025 with a view towards 2050. SA Water undertakes water security and infrastructure planning that considers the longer-term strategic direction for a water supply system and seeks to develop a framework to ensure resources and infrastructure are managed efficiently and has the capacity to meet future customer requirements.

SA Water currently provides water to most of the surrounding areas of Streaky Bay and is currently prioritising available capacity to meet the needs of existing customers and commitments. However, future planning and an understanding of demand will be critical. It is anticipated that water supply demands will need to be monitored and upgrade works undertaken as required. Continued consultation and collaboration with SA Water will be required to ensure future water supply meets the needs of the community.

It is also important to understand the impacts of potable water supplies and the requirement for 'dry block' development if water services cannot be expanded to meet demand. The requirements for 'dry blocks' will also affect block size and built form requirements as all water will need to be collected onsite.

Stormwater

Stormwater infrastructure is owned and maintained by Council. Typically, the Developer is responsible for designing and constructing stormwater systems to serve their development to the standards and requirements of the Council. The typical stormwater system a developer would be responsible for is within the development discharging into an existing Council network or other outfall.

Coastal planning requirements state for any new development, the design is to allow for a 1m sea level rise by 2100, hence structure and finish surface levels are to be reviewed in light of this requirement.

Consideration should be given to flood mitigation measures in this area, such as establishing minimum floor levels, before undertaking development in this vicinity.

New developments and redevelopment of existing sites should consider water sensitive urban design (WSUD) opportunities, onsite reuse, to improve stormwater runoff and reduce peak flows from sites into the general drainage network.

The stormwater management plan (SWMP) is currently being developed and will build on the network improvement recommendations from the previous SWMP (2011).

The effect of further development since 2011, along with future growth needs to be reviewed in regard to network drainage performance across the township. Expansion of existing stormwater school wetlands, and other basins/dams is considered as part of the TMP. An updated township SWMP is currently under development and will consider the above.

Wastewater (CMWS)

Council provides a Community Wastewater Management Scheme (CWMS) to the Streaky Bay Township. This was formerly known as the septic tank effluent disposal scheme (STEDS).

The existing CMWS system in Streaky Bay is reaching capacity and additional facilities will need to be developed to accept additional discharge from further developments.

Further developments may be serviced through the incorporation of on-block septic systems for new developments, reducing the downstream load placed on the existing CMWS system.

Further investigations into the load and soakage capacity of the planned land uses would be required, prior to implementing septic systems.

Expanding of the existing CWMS treatment site is limited due to site constraints and the elevation of the site with respect to future proofing against rising sea levels. However, an alternative/additional treatment site has been identified as part of the strategic planning.

Pump station(s) and rising mains would be required to serve the new CWMS site noting the higher site elevation.

Reuse of treated wastewater for irrigation is currently in place and operational within the township. Further irrigation expansion works for the network have been identified within the township's reuse scheme and is currently under consideration.

Roads and Traffic

The timing of road infrastructure is critical to meet future development demands. Road infrastructure needs to be developed in a programmed manner so that impacts are minimised and transport accessibility can be modified to suit demands and land use changes.

In general, access to key areas will be of concern, particularly for car parks. Location of entry/exit points need to be located so that they are safe but do not impinge on the pedestrian environment.

In regards to development of land parcels, new road infrastructure is owned and maintained by Council. Typically, the Developer is responsible for designing and constructing new roads to serve their development to the standards and requirements of the Council.

Social Infrastructure

As the population of Streaky Bay and the surrounding district grow, Streaky Bay will experience additional demands for the kind of community services that are best based in a regional centre.

This will include higher-order health and medical services, including those provided by specialists, allied health professionals and age-care professionals.

It could also include further education (secondary and higher), training facilities and childcare and early learning centres that support people working and studying in the town.

The TMP will enable Streaky Bay to evolve to meet the changing needs of the regional community for social and digital connection, creativity and cultural expression.

It could be expected that new facilities will be developed by both the private and public sectors separately and in partnership to provide spaces for a range of visual, aural and performance arts.

The TMP identifies a number of opportunities for the location of these kinds of activities which add a rich vibrancy to community life. Several underutilised buildings private and public buildings could be used for these purposes as could upper levels of new retail and commercial buildings reinforcing the mixed use planning approach of the town centre.

An ongoing challenge for both public and private service providers will be balancing investment in new, higher-order facilities in the town while also servicing the ongoing growth in the district.

CONCEPT PLAN

STREAKY BAY FORESHORE

The concept plan focuses on the development of the foreshore and the Bay Road and Alfred Terrace intersection. The aim is to create a unique destination within the town. The concept plan considers both the creation of open space, increased pedestrian accessibility, management of vehicle movements, opportunities for shared use areas, and the modification of the existing toilets.

The sloping profile of the foreshore will be formalised with a series of wide-stepped terraces that connect the main street to the coastal edge and the beach. The scale of terraces provides unique open spaces with large areas for congregation and landscape treatments. The stepped arrangement provides informal access as well as creating staging for events and other activities.

Various traffic calming measures have been considered. Kerb buildouts and the development of a central median reduce the impact of the road corridor and provide accessible crossing points for pedestrians.

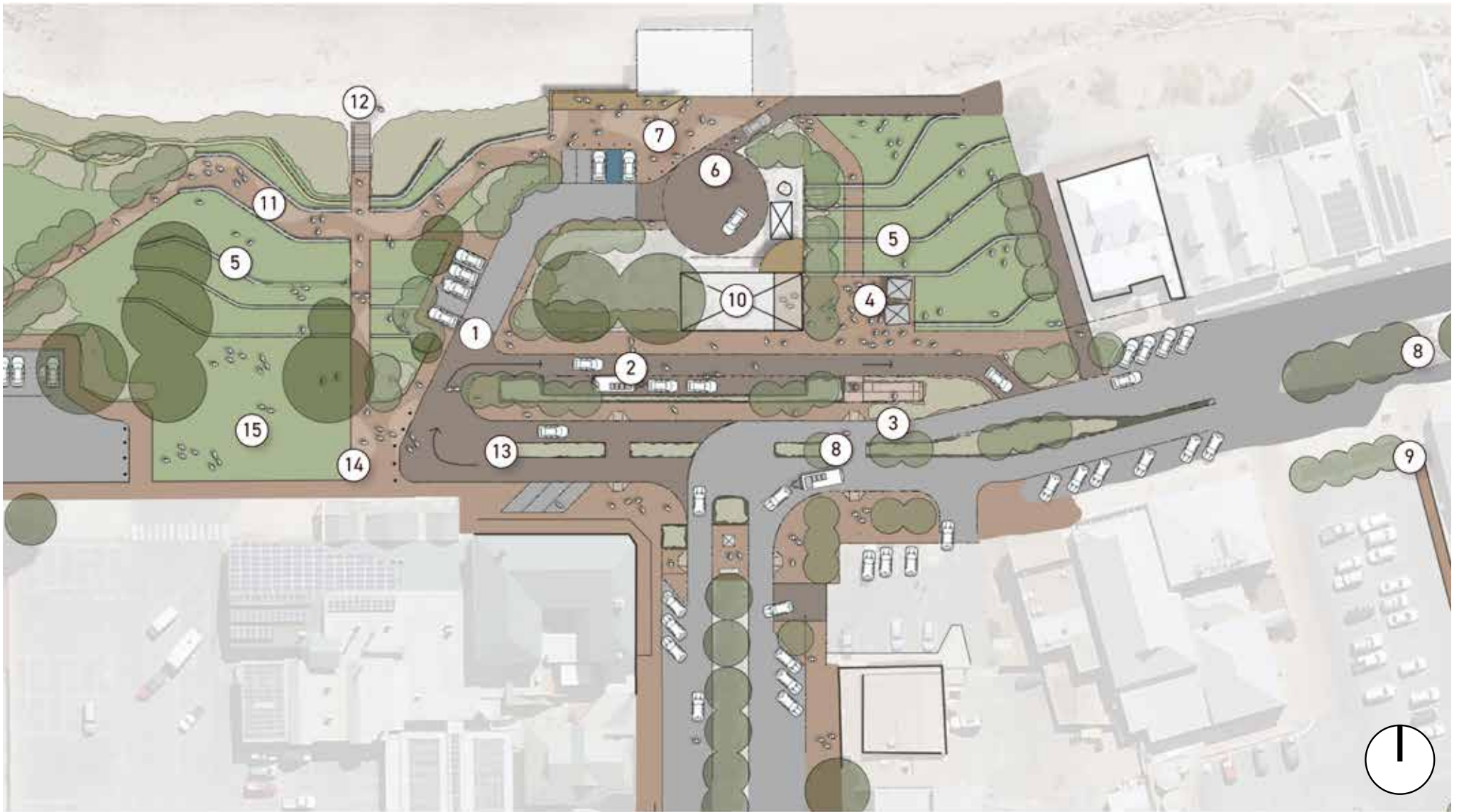
The vehicle access in front of the toilet is converted to a one-way loop with paving treatments that create a shared use environment. The design of the laneway enables large vehicle parking during off-peak times, at the same time offering the potential for the laneway to be closed for street markets, festivals and other activities.

The vehicular access to the jetty is maintained, recognising the working character of the area.

A new footpath connection will be developed to the edge of the laneway. This footpath connects the main street activities of Alfred Street with the foreshore and the Eyre Avenue linear park.

CONCEPT PLAN ACTIONS

1. Realignment of entry road to discourage caravan parking.
2. Shared space including parking (one-way).
3. Pedestrian crossover, ramp and stairs.
4. Plaza to support community activation, events and markets.
5. Lawn amphitheatre, stepped access and concrete seating walls.
6. Turnaround area including controlled access for authorised vehicles.
7. Paved plaza to foreshore to increase connection to shelter and provide opportunities for foreshore activation and events.
8. Dedicated pedestrian crossing locations.
9. Stepped access from car park.
10. Modification of toilets (small kiosk and 4 accessible cubicles).
11. Improved footpath access to foreshore.
12. Upgraded beach access and sand carting to increase beach amenity.
13. Road closure to Alfred Terrace with turnaround area using shared space, increase signage and with consideration of wider traffic management for Streaky Bay
14. Paved plaza to front of Hotel.
15. Lawn and event space.



50m

CONCEPT PLAN

The continuation of Alfred Terrace west of Bay Road will be closed. This approach encourages visitors and traffic to access the mainstreet and Wells Street, avoiding the jetty and residential road network of Eyre Avenue.

The road closure increases the open space provision for the foreshore and provides a continuous connection between the mainstreet, Streaky Bay Hotel and the foreshore. In addition, the road closure creates additional opportunities for parking while enabling large vehicles to undertake a u-turn using the shared use laneway in front of the toilets.

The existing toilet will be modified, with the roof retained to create a large shelter structure. Four accessible toilet cubicles and a small kiosk will be developed under the roof. The design of the kiosk creates the potential for a small visitor information booth, retail outlet or cafe.

As part of the concept plan, additional footpath connections will be provided across the Alfred Street median. In addition, a new footpath connection is provided from the large vehicle car park south of the council offices. This enhanced connectivity improves access from the car park to the main street and foreshore.

Supporting the open space, traffic management and footpath improvements, the concept plan proposes upgrades to the lighting and water sensitive urban design treatments to mitigate stormwater impacts.



CONCEPT PLAN

MONTGOMERIE TERRACE SHARED USE PATH

In addition to the development of the foreshore, consideration has also been given to the development of a shared use path along Montgomerie Terrace and the northern edge of the golf course.

Analysis and community feedback highlighted the importance of providing a connection from the residential areas of Streaky Bay to the open space of the golf course, the new youth precinct, CBD (Bay Road) as well as connecting the school, recreation precinct, Doctor's Beach, tourist facilities and the residential areas to the west.

The illustration demonstrates the potential of a 3 m wide separate shared use path with seating areas and on-road parking to the edge of the path.



WIRRULLA

CONTEXT

Wirrulla is an important inland town within the district of Streaky Bay as a gateway to the outback areas. Through the efforts of the community, the township is a recognised tourist destination for overnight camping. The development of a community-run campsite with a camp kitchen and toilet reinforces Wirrulla's position on the tourist map.

The township has experienced little growth, which has led to limited investment over a number of years. The open space in the centre of the town offers significant potential, and the proximity of the oval and golf course reinforces the recreational potential of the township.

Wirrulla remains a major bulk handling centre. The associated large vehicle access requirements impact the township, and the Township Master Plan will need to address this issue.

Future planning for the township needs to cater for the ongoing needs of the community in relation to quality open space, footpath access throughout the town, road and infrastructure upgrades and the continued improvement of tourist facilities.

The current population of Wirrulla is 107 people (based on 2021 census). Over the next 40 years, the population is projected to grow by approximately 39 people. A review of the Planning and Design Code suggests that there is more than adequate capacity for growth with a potential for a further 80-90 people.

There is a strong sense of community in the township and a desire to create a town that is welcoming for visitors and its residents. To improve facilities in the heart of the town that cater for all age groups, revitalise the town, support community needs and encourage tourism.



ISSUES AND OPPORTUNITIES

KEY FINDING AND COMMUNITY FEEDBACK DETAILED ANALYSIS OF TOWN

The following are the key topics identified through the consultation:

Future planning

- *Encourage population growth – lack of housing and workers*

Open space:

- *Better facilities for children and young people – pump track, basketball area, all-inclusive playground*
- *Shade and fencing around the new playground*

Tourism:

- *Campground area – connectivity to open space and amenity provisions*

Movement

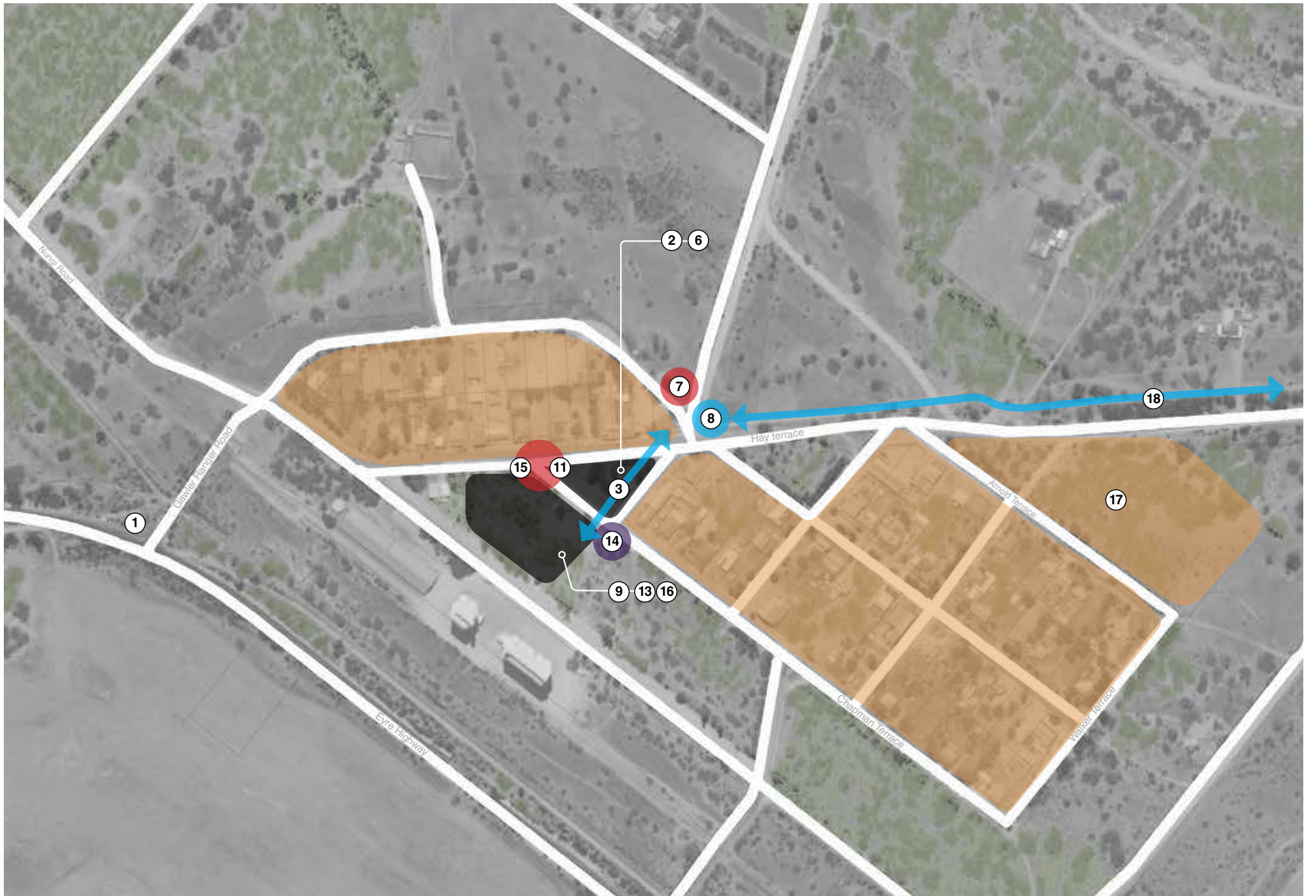
- *Street lighting in town*
- *Town entrance – seal entrance road, maintain sightlines and increase maintenance*
- *Large vehicles – sealed bypass (reduce dust issues), consider power lines and road width, overnight truck parking*
- *Path connection to the oval (sealed surface and solar lighting)*
- *Wirrulla by-pass to the east*

Governance

- *Increase sustainability*
- *Increase town maintenance – particularly rubbish collection, recycling, street sweeper, mowing, trim and maintaining trees*

1. Review entry signage to Wirrulla and reinforce the 'Town with a Secret' or 'Gateway to the Gawler Ranges'
2. Develop the Triangle as a unique destination with improved amenity, seating, shelter and footpath connections.
3. Upgrade paving to improve pedestrian access.
4. Potential relocation of Triangle barbecue to the caravan park and consolidate with camp kitchen.
5. Improve footpath connections to the camping area from the Triangle.
6. Review disability access across the town. Particularly from the camp site through the Triangle and to the oval.
7. Potential to rationalise and improve vehicular access to the Wirrulla Jetty and create a more defined tourist attraction. Review in combination with truck route.
8. Investigate the potential to develop a trailhead to the Gawler Ranges with signage from the main road and within the town centre and Triangle. Increase 'on sell' of other locations and destination in the region.
9. Upgrade playspace as part of the caravan/camping area.
10. Improve toilets as part of the camp kitchen redevelopment
11. Review signage in the town. Potential to reduce and simplify.
12. Undertake general improvements to the campground to increase legibility of the campground area review longevity of circular toilet blocks.
13. Increase landscape treatment and tree planting.
14. Introduction of water sensitive urban design elements to improve the drainage and stormwater management particularly adjacent to the campsite.
15. Modify Hay Terrace intersection and develop build-outs to limit irregular vehicular movements. Use modifications to protect the bus zone and provide opportunities for footpath connections between the playground, general store and Triangle.
16. Consolidate facilities around the camp site and open space and improved drainage and stormwater management.
17. Possible future residential land use.
18. Develop shared use path link with solar lighting to oval.

-  Public Space
-  Movement and Access
-  Landscape and Amenity
-  Infrastructure
-  Land Use
-  Concept Planning



STRATEGIC PLAN

OBJECTIVES

Land Use

- *Encourage population growth*
- *Maintain existing land use patterns to support future growth in the town*

Environment

- *Improve open space amenity*
- *Increase facilities for children and young people*
- *Increase shade and shelter within open spaces*
- *Provide suitable boundaries to open spaces to limit conflicts with existing road corridors*

Movement

- *Manage large vehicle movements and review the potential for a truck by-pass*
- *Improve pedestrian access in the town*
- *Develop a footpath connection to the oval*
- *Upgrade town entrances*
- *Formalise road infrastructure*

Tourism

- *Continue to develop the campsite and open space facilities that support tourism*
- *Reinforce the township as a tourist destination*

Infrastructure

- *Upgrade local stormwater systems to mitigate flooding*
- *Improve street lighting*
- *Investigate a black water dump site as part of the campsite*
- *Existing electricity infrastructure supports additional development*

Management

- *Continue negotiations with Native Title holders to progress the development of the Wirrulla Triangle*
- *Increase maintenance of open space*

STRATEGIC PLAN

The strategic plan for Wirrulla focuses on improvements to the open space, public spaces, community assets and tourism facilities in the township. Recommendations include upgrades to the town park and playspace as well as ongoing improvements to the camp ground area.

Consideration is given to the future provision of Township land through the rezoning and revocation of Recreation land to the north of the town. This remains a long-term approach and would be based on the need to meet future demand.






The strategic plan aims to increase the amenity and function of Wirrulla to support the community and encourage the future growth of the township.





Land Use / Planning Zones

	Community Facility
	Township
	Camping & Tourism Park
	Open Space
	Recreation
	Employment
	Future Development Area

Function

	Playspace Upgrade
	Stormwater Management
	Car parking
	Traffic Management
	Open Space Upgrade

Access / Movement

	Large Vehicle Access
	Improved Road Access
	Pedestrian Links
	Shared-Use Paths
	Key Intersection & Entry

Concept Planning

	Concept plan extent
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STRATEGIC ACTIONS

No.	Actions	Objectives	Timeframe
1	Consider bus pick up from triangle and relocate bus shelter.	Movement	MT
2	Explore large vehicle bypass to reduce conflicts.	Movement	ST
3	Develop a sealed shared use path with lighting to Oval.	Movement	ST
4	Develop additional camping areas to support tourism.	Tourism	MT
5	Increase lighting and public amenity within the Triangle recreational space.	Environment	ST
6	Review entry signage to Wirrulla and reinforce the 'Town with a Secret' or 'Gateway to the Gawler Ranges'.	Tourism	MT
7	Improve vehicular access around the Jetty to create a more defined tourist attraction.	Movement	MT
8	Investigate the potential to develop a trailhead to the Gawler Ranges.	Tourism	LT
9	Upgrade playspace as part of the caravan/camping area.	Environment	MT
10	Improve the Public Toilet as part of open space upgrades in the town	Infrastructure	MT
11	Installation of RV Dump Point in Caravan Park	Infrastructure	MT
12	Review directional road signage in the town. Potential to reduce and simplify.	Infrastructure	MT
13	Improve amenity of the open space around the campground the increase tourism value.	Environment	MT
14	Possible future residential land use.	Land Use	CA, FP
15	Investigate sealing of driveway entrance to reduce drag-out and dust.	Environment	MT
16	Review road infrastructure with consideration of the extent of bitumen, kerbing, and water table	Movement	MT - LT

Code	Description	Timeframe
ST	Short Term	1-5 years
MT	Medium Term	5-15 years
LT	Long Term	15-30 years
FP	Future Planning	10-20 years
CA	Code Amendment	

CONCEPT PLAN

THE TRIANGLE

The concept plan reinforces the Triangle as the heart of the township. New footpaths connect the mainstreet, campsite, and playspace, creating an accessible town centre.

The design of the Triangle includes additional parking, tree planting and landscaping, as well as lawns for congregation. The shelter is relocated and upgraded to increase the amenity of the Triangle.

Kerb buildouts and new kerb ramps increase accessibility, and the relocation of the bus stop to the southern side of the Triangle provides a safe waiting area for children, which capitalises on the shade and shelter provided in the park.

Water-sensitive urban design solutions, swales, and rain gardens mitigate storm events, reducing the duration and frequency of flooding in the town.

Upgrades to the camping area increase the tourism potential of the site, including the development of additional sites, a black water dump, and a new toilet.

Improvements to the playspace increases community benefit and reinforces the potential of the town as an overnight destination for visitors travelling through the Eyre Peninsula.

The development of a new sealed shared-use path to the oval increases access to the recreational facilities of the town.

The concept plan creates an interconnected centre with increased levels of open space quality, improved public spaces, as well as new pathways and landscaped treatments that significantly improve the amenity of the township.



CONCEPT PLAN



CONCEPT PLAN ACTIONS

1. Improve stormwater drainage and develop rain gardens, soakage trenches and swales.
2. Build out corner to reduce overrun.
3. Formalise car parking including accessible car parking to support connection to playspace and toilet.
4. Improved playspace, shade trees and landscape improvements. Opportunity for water sensitive urban design approaches to landscaping.
5. New toilet block, dual sided entry to service caravan park and playspace separately. Relocate bike rack shelter adjacent bus shelter
6. Continue to implement improvements to RV/ Camping park, building on previous master plan.
7. Stormwater management and development of rain gardens, soakage trenches and swales.
8. Formalise entry to RV park.
9. Pull in bays to support large vehicles, caravans and RVs
10. Improved footpath connections and landscape treatments
11. New shelter to concrete hardstanding (Relocate BBQ to redeveloped playspace). New lighting to open space.
12. Improved car parking including accessible parking.
13. Pedestrian crossing point.
14. Upgrade footpath and improve links to shop and formalise crossing point to triangle.
15. Drainage upgrades and corner build out.
16. Upgrade inland jetty park to reinforce tourism opportunities (the town with a secret).
17. Road re-alignment and formalisation to intersection including give way signage.
18. Shared used path connecting town to sports precinct with solar lighting.
19. Formal walking trails to reinforce tourism focus of RV and camping area.
20. Improved access and connection to bike track.
21. Investigate potential for dump point.

POOCHERA

CONTEXT

Poochera is well positioned in the district as an important inland town and a significant rest stop on the Eyre Highway. Poochera offers overnight camping, open space, community services and sporting facilities, including an oval, golf course and bowls club.

The unique natural history of Poochera remains a drawcard for many people. The discovery of a prehistoric or proto-ant in 1972 near Poochera is represented throughout the town and offers a point of difference.

Within the township, the agricultural museum and park provide an area of open space. The future planning for the township will need to explore opportunities to create new public spaces, including upgrades of Penna Street, improved access to the existing campground and new footpath links to the main street, oval, post office and hotel.

The current population of Poochera is 67 people (based on 2021 census). It is anticipated that there will be a modest growth of 24 people over the next 40 years. A review of vacant land indicates a potential capacity of at least 133 people. Given the projected growth, there is adequate residential land available to meet demand without rezoning land or changing the urban fabric of the township.

While there is no need for rezoning in the short term, there is a strong community desire for upgrades and improvements to existing open space amenity and the public realm to support community needs, promote tourism, and encourage future development in the Poochera.



ISSUES AND OPPORTUNITIES

KEY FINDING AND COMMUNITY FEEDBACK

The following are the key topics identified through the consultation:

Movement

- *Improve traffic control intersection of Kent Street and Barnes Street*
- *Reduce speed limit to 40kph*
- *Develop kerbing or spoon drains to divert stormwater and reduce the impacts of flooding – Barnes Street*
- *Manage wattles on Penna Street and North Terrace corner to improve visibility*
- *Undertake road repairs on Main Street*
- *Improve movement of commercial and large vehicles*
- *Improve road alignment to accommodate B doubles and triples – East Terrace*
- *Potential road widening to Barnes Street and Oval Road - dual lane access required during harvest*
- *Review truck turn path from silos and undertake road upgrades, sealing and signage to reduce impacts of heavy vehicle movements*
- *Significant impacts from dirt drag-out and dust in the town. Potential for water carting to suppress dust of un-bituminised silo area*
- *Footpath link to the oval*

Open Space

- *Redevelop the old tennis courts to create an active recreation space (playspace, pump track or mini golf)*
- *Potential for motorsports facility to diversify the use of old bowls site (reprogramming of unused space)*
- *Develop a walking path (short town loop)*
- *Potential to develop Frisbee Golf on the golf course*
- *A place that supports young people with play and sporting space*

Tourism

- *Improve camping and caravan park opportunities*
- *Capitalise on the town's unique heritage and natural history (prehistoric ant)*
- *Opportunities for museum relocation and development*
- *RV Dump Point Installation*

DETAILED ANALYSIS OF TOWN

1. Consolidate and curate features and historic items in the town park to create distinct stories about the Dinosaur Ant and agriculture.
2. Expand the dinosaur ant story as part of the entry statement.
3. Redesign the park to increase open space amenity. Restrict vehicular, improve seating opportunities and increase landscape treatments.
4. Develop additional signage to promote the hotel and post office.
5. Develop Penna Street as an extension to the museum and caravan park. Increase footpath connection, landscape treatments, signage, lighting and public art.
6. Improve drainage and stormwater detention to the end of Penna Street and reduce the impacts of sedimentation and storm events on the town centre. Develop water sensitive urban design responses that capture stormwater runoff.
7. Investigate the potential to scrape and lower the road reserve to either side of the Main Street/Penna Street intersection to increase stormwater detention.
8. Remove redundant infrastructure such as the time capsule memorial which has been excavated (relevance of the time capsule has been removed).
9. Investigate removal of parking refuge adjacent to Roadhouse and encouraging vehicles to stop in Poochera
10. Potential investment in the Poochera Hotel Caravan Park.
11. Improve footpath and cycleway link to oval.

-  Public Space
-  Movement and Access
-  Landscape and Amenity
-  Infrastructure
-  Land Use
-  Concept Planning



STRATEGIC PLAN

OBJECTIVES

Land use

- *Encourage population growth*
- *Maintain existing land use patterns to support future growth*

Movement

- *Reduce speed limit to 40kph*
- *Develop kerbing and gutter to improve stormwater management of Barnes Street*
- *Undertake road upgrades to the main street*
- *Manage and improve the movement of commercial and large vehicles through the town*
- *Improve traffic controls to Kent Street and Barnes Street intersection*
- *Manage vegetation within the town (Penna Street and North Terrace)*
- *Improve road alignment to accommodate B doubles and B triples (East Terrace)*
- *Potential road widening to Barnes Street and Oval Road*
- *Investigate truck turn path from silos*
- *Reduce impacts from dirt drag-out and dust in the town*
- *Formalise footpath links to the oval*

Environment

- *Create an active recreation space within the heart of the town to support residents and visitors*
- *Improve existing open space and public realm to reflect the heritage character of the town*
- *Increase recreational and open space opportunities of children and young people*
- *Investigate the potential for a motorsport facility to diversify the use of old bowls site (reprogramming of unused space)*
- *Develop walking trails*
- *Explore new recreational activities within the township*
- *Improve existing open space and public realm to reflect the heritage character of the town*

Tourism

- *Improve camping and caravan park opportunities including RV Dump Point Installation*
- *Capitalise on the town's unique local heritage and natural history (farming, prehistoric ant)*
- *Investigate expansion of the museum and Institute Building upgrade.*
- *Upgrade Penna Street to encourage people to linger longer*
- *Consolidate and curate features and historic items in the town park to create distinct stories about the Prehistoric Ant and agriculture.*

Management

- *Increase sustainability*
- *Increase maintenance of open space and public places within the town*

Infrastructure


- *Develop kerbing and guttering to manage stormwater and reduce the impacts of flooding*
- *Existing electricity infrastructure supports additional development*

STRATEGIC PLAN








The strategic plan for Poochera focuses on increasing community value within the township. Improvements to open space, public space, community facilities and the mitigation of impacts associated with the bulk handling facility help to reinforce the community value of Poochera.








Land Use / Planning Zones

	Community Facility
	Township
	Camping & Tourism Park
	Open Space
	Recreation
	Employment
	Future Development Area

Function

	Playspace Upgrade
	Bus Stop
	Heritage/Historic Site
	Stormwater Management
	Car parking
	Traffic Management
	Open Space Upgrade

Access / Movement

	Large Vehicle Access
	Improved Road Access
	Pedestrian Links
	Shared-Use Paths
	Key Intersection & Entry

Concept Planning

	Concept plan extent
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STRATEGIC ACTIONS

No.	Actions	Objective	Timeframe
1	Improve existing open space and public realm to reflect the heritage character of the town.	Tourism	LT
2	Investigate the feasibility of museum expansion to the Institute Building.	Tourism	ST
3	Explore public art opportunities (silos).	Environment	MT
4	Develop old tennis courts as active recreation precinct.	Environment	FP
5	Explore the potential for a motorsports facility to diversify the use of bowls club (reprogramming of unused space).	Movement	ST
6	Develop new walking paths (short town loop).	Movement	ST
7	Improve traffic control at intersection of Barnes Street and Kent Street..	Movement	ST
8	Improve signage and entry statements to township including reducing speed limit to 40km/h within the township.	Movement	MT
9	Develop kerb and gutter to manage stormwater and reduce the impacts of flooding.	Movement	ST-MT
10	Develop school drop-off stop for buses.	Open Space	ST
11	Improve road infrastructure to support heavy vehicle movement.	Movement	ST
12	Improve road alignment to accommodate B doubles and B triples, consider pull in bay to support Silo operation.	Tourism	ST-MT
13	Investigate possible road widening of Barnes Street and Oval Road to accommodate seasonal vehicle movements.	Infrastructure	ST
14	Explore the potential to develop alternative activation of golf course (Frisbee Golf).	Tourism	MT
15	Review truck turn path from silos and undertake road upgrades, dust suppression, traffic management, sealing and signage to reduce impacts in collaboration with Viterra	Environment	MT
16	Maintain and seek to improve camping and caravan park opportunities, including dump point installation in collaboration with caravan park owners.	Infrastructure	ST
17	Consolidate and curate features and historic items in the town park to create distinct stories about the Prehistoric Ant and agriculture.	Environment	MT
18	Expand the prehistoric ant story as part of the entry statement.	Infrastructure	ST
19	Redesign the park to increase open space amenity, improve seating opportunities and increase landscape treatments.	Infrastructure	MT
20	Develop Penna Street to increase amenity, parking and footpaths.	Infrastructure	MT
21	Investigate redevelopment as large vehicle parking and encourage car, RVs and caravans to utilise facilities within the Poochera.	Movement	ST
22	Improve footpath and cycleway link to oval.	Land Use	CA,FP
23	Upgrade and maintain Poochera Sports Complex as required	Open Space	MT

CONCEPT PLAN

PENNA STREET CONCEPT PLAN

The concept plan focuses on the development of a new open space precinct. The concept plan capitalises on the existing Heritage Park and increases the recreational value of the park through the introduction of a youth precinct with a pump track, skateable area and basketball court.

The existing heritage artifacts in the park are retained with additional signage and interpretation. Penna Street will be significantly upgraded. New kerbing and kerb buildouts will improve the public realm of the street. Additional tree planting and landscape treatments increase the amenity of the public realm, creating a distinct destination within the town.

New footpaths and car parking encourage visitors to spend more time in the town. This, in turn, provides opportunities for overnight camping which supports the local private campsite.

The development of the Institute as an enlarged museum space is also considered as part of the concept plan. The expansion of the museum enables greater emphasis on the prehistoric ant. The improvements to the museum help reinforce the town's unique icon. References to the prehistoric ant are reinforced in the town park as well as through signage, paving designs and murals throughout the town.

The relocation of the bus stop to Barnes Street reinforces the town park as a destination. The co-location of the bus stop and open space encourages young people and other members of the community to use the space as a meeting place.



CONCEPT PLAN

CONCEPT PLAN ACTIONS

1. Improve entry to caravan park.
2. Improve stormwater drainage and develop water sensitive urban design approaches (soakage trenches and swales).
3. Corner correction and stormwater improvements.
4. Big ant and entry statement to reinforce Poochera as the 'home of the Prehistoric Ant'.
5. Improved pedestrian crossing
6. Pedestrian path connection.
7. Pull in parking area for large vehicles, caravans and RVs.
8. Stormwater improvements and development of water sensitive urban design approaches.
9. Historic walk with curated displays.
10. Parking including accessible parks with increased connections to museum.
11. Pedestrian crossing.
12. Upgrade public space around museum, including consideration of small kiosk.
13. Entry to park including 'big ant' and improved pedestrian connections.
14. Path connection to pub and post office.
15. Reuse existing courts to create Youth precinct including pump track, skateable area, 3x3 multi-use ball court, shelter, seating areas, barbecue, landscape treatments, shade trees and open space.
16. New school bus stop shelter with bike racks.
17. Investigate potential for dump point.
18. Provide electric vehicle (EV) charging station.



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HASLAM

CONTEXT

Haslam is a working fishing town with recognised aqua-culture and transport operations. The town is strategically located midway between Ceduna and Streaky Bay, making it a popular coastal destination for overnight camping.

The working character of the town has led to a lack of investment over several years in both open space and infrastructure. The foreshore, footpaths, camping area, jetty, and boat ramp require upgrades.

The future planning for the town needs to balance the demands of the existing fishing and transport industries with those of the resident population, as well as capitalising on the potential to grow tourist visitation to the town.

The current population is 63 people (based on 2021 census). It is anticipated that the population will grow by 39 people over the next 40 years. A review of the Planning and Design Code suggests that the township has a potential capacity of 80 people with appropriate rezoning. The township also requires the relocation and modification of industrial land (Strategic Employment).

Continued focus is required on foreshore and open space upgrades to meet community needs as well as improving tourist facilities in the township.



ISSUES AND OPPORTUNITIES

KEY FINDING AND COMMUNITY FEEDBACK

The following are the key topics identified through the consultation:

Land Use

- *Enforcement to limit impacts of storage in town*
- *Truck storage lease land/industry land*
- *Explore options for the jetty to enable future activation and development*
- *Truck lay-down area, corner Thompson Street and West Terrace impacts neighbouring property*
- *Potential to develop truck laydown*
- *Potential to develop local store - general supplies and community benefit*

Infrastructure

- *Investigate upgrade of jetty to maintain function, access and activation.*

Governance (maintenance)

- *Investigate appropriate regulatory mechanisms for length of stays in Caravan Park*
- *Improve footpaths to town (kerb & gutter)*
- *Tidy up the town (improve rubbish collection next to the post office)*
- *Watering trees, maintenance and establishment of street trees*
- *Seaweed impact in winter preventative to boat ramp use*

DETAILED ANALYSIS OF TOWN

1. Review the location of entry signage based on council-wide signage strategy. Potential to relocate signage to main road entrance.
2. Restrict uncontrolled use of council verges as lay-down and storage areas.
3. Develop the campground. Increase facilities, pathways and vegetation to improve the appeal and amenity of the site.
4. Improve footpath access along the heritage train cutting from campground to the jetty and associated open space.
5. Improve vehicular circulation around the foreshore and develop one-way access (clockwise) to reduce the road width. Increase signage and develop footpath connections through the centre of the reserve to the jetty
6. Review selection and location of fitness and play equipment. Consider open space needs and recreational activation.
7. Review car park layout and buffer between parking spaces and playspace.
8. Review playground fencing to reduce the visual impact.
9. Review the requirement for vehicular access directly to the jetty and the potential to increase pedestrian footpath along the old cutting. Potential for vehicle turnaround and service access.
10. Develop open space along the cutting.
11. Consider water sensitive urban design as part of the overland flow path.
12. Additional shade tree planting to the foreshore park.
13. Review longer term use of tennis courts (either repair or decommission and revegetate area.
14. Increase walking track and interpretation of coastal landscape.
15. Review impacts of Sea Level Rise (2050) in land to east of township.
16. Review industrial and residential land opportunities.

-  Public Space
-  Movement and Access
-  Landscape and Amenity
-  Infrastructure
-  Land Use
-  Concept Planning

STRATEGIC PLAN

OBJECTIVES

Environment

- *Improve open space amenity*
- *Increase facilities for children and young people*
- *Increase shade and fencing of open space*
- *Protect and enhance existing conservation areas*
- *Respond to sea level rise*

Land Use

- *Investigate the development of industrial land to support commercial activities*
- *Encourage population growth*

Movement

- *Develop footpaths and improve pedestrian access in the town*
- *Improve footpath links to the foreshore*
- *Increase footpath connections to the surrounding conservation area*

Infrastructure

- *Upgrade of toilet and development of black water dump point*
- *Improve street lighting*
- *Explore the potential for the council to take ownership of the jetty to enable future activation and development*
- *Investigate infrastructure upgrades required to support additional future growth in town.*

Tourism

- *Improve camping and caravan park opportunities*
- *Encourage short-stay camping*
- *Upgrade jetty*

Management

- *Improve maintenance of the town*
- *Improve maintenance of open spaces*
- *Manage uncontrolled use of open space and public land for storage and illegal dumping*
- *Manage long-term camping*




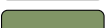



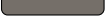

STRATEGIC PLAN

The strategic plan for Haslam focuses on improvements to the public realm of the township and the regeneration of the foreshore and campground. The strategic plan also recommends land use changes that will support future residential, commercial and industrial growth in the township over the next 30 to 40 years.








The rezoning of land to the north of the township to Rural Settlement increases the capacity for residential growth. The development of specific industrial land to the northwest compliments the Rural Aquaculture zone, reducing land use pressures and removing conflict stemming from existing operations and storage within the township. The consolidation of industrial activities to the northwest ensures that the character of the township is maintained.

The allocation of Deferred Urban zoning to the northeast reflects a long-term approach of the strategic plan. While requiring the revocation of crown land and resolution of Native Title, this rezoning may be required over the next four decades to meet the demand for residential land in Haslam. The redevelopment of the township's streets and foreshore will provide significant benefits to the community, while the upgrade of the campground and foreshore will support tourism in the township and increase tourist visitation.






Land Use / Planning Zones

	Rural Aquaculture
	Rural Settlement
	Camping & Tourism Park
	Open Space
	Recreation
	Conservation
	Strategic Employment
	Deferred Urban
	Future Development Area

Function

	Playspace Upgrade
	Stormwater Management
	Car parking
	Traffic Management
	Boat Ramp Upgrades
	Open Space Upgrade
	Increase Biodiversity

Access / Movement

	Large Vehicle Access
	Improved Road Access
	Pedestrian Links
	Shared-Use Paths
	Key Intersection & Entry

Concept Planning

	Concept plan extent
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STRATEGIC ACTIONS

No.	Actions	Objectives	Timeframe
1	Investigate rezoning as residential land to support growth, including a review of infrastructure requirements to support additional residential population.	Land Use	CA, FP
2	Investigate development of industrial land to support commercial activities and rural aquaculture zone.	Land use	CA
3	Consider tennis court site to provide other recreation opportunities.	Environment	MT
4	Improve rubbish collection next to the post office.	Infrastructure	ST
5	Investigate options for the jetty.	Infrastructure	MT
6	Maintain access to and under the jetty.	Infrastructure	ST
7	Review the location of entry signage based on council-wide signage strategy (relocate signage to main road entrance).	Infrastructure	MT
8	Develop shared use path connection through the centre of the town.	Movement	MT
9	Develop the campground and increase facilities.	Tourism	ST
10	Improve vehicular circulation around the foreshore to reduce conflicts.	Movement	ST
11	Increase walking track and interpretation of coastal landscape.	Movement	ST
12	Review impacts of Sea Level Rise (2050) in land to east of township.	Environment	LT
13	Maintain function of boat ramp to support commercial and recreational use.	Infrastructure	MT
14	Upgrade open space to increase amenity in the town.	Environment	ST
15	Review RV dump point location as part of industrial land	Tourism	ST

Code	Description	Timeframe
ST	Short Term	1-5 years
MT	Medium Term	5-15 years
LT	Long Term	15-30 years
FP	Future Planning	10-20 years
CA	Code Amendment	

CONCEPT PLAN

FORESHORE CONCEPT PLAN

The concept plan addresses the disconnected nature of the foreshore. Currently, the foreshore is a collection of spaces and facilities that provide little amenity and limited support for community or tourist activities in the town.

The concept plan creates a linked foreshore and camping precinct with footpath connections between the town and the jetty.

An upgrade of the camping area provides designated sites with shade trees and landscaping. The relocation of the toilet to the campsite increases the function of the area and provides an opportunity for a co-located black water dump site. This combination of site improvements, a small-scale ablution block and the dump site significantly increases the tourism offerings.

The redesign of the foreshore improves pedestrian access. The existing looped vehicular access road is reconfigured to provide separate parking for the boat ramp and a visitor's car park with access to the jetty and a new playground. Footpaths with accessible pedestrian crossing points link the town with the foreshore, and directional signage reinforces the new restricted vehicular access.

Redevelopment of the foreshore with new lawns and seating provides opportunities for congregation, while new tree planting improves shelter and shade. A new playspace increases the recreational value of the foreshore, creating a destination that supports the local community as well as visitors.



CONCEPT PLAN

CONCEPT PLAN ACTIONS

1. New entry to camping and caravan area including signage and landscape treatments.
2. Designated camping areas including surface improvements, stormwater management, swales, landscape and shade trees.
3. New information kiosk and water supply (user pay service).
4. Improved connection to foreshore to cutting alignment including increased shade trees and landscape improvements.
5. Communal facilities, shelter, water, seating and BBQ's
6. Closure of existing entrance to improve vehicular movements.
7. Boat trailer parking (overflow)
8. Gravel car park and footpath connection to foreshore.
9. Corner correction and improved signage to boat ramp and car park.
10. Pedestrian connection linking to foreshore.
11. Improved access to foreshore including tree planting
12. Pedestrian connection as reinterpretation of rail cutting including opportunity for decking, landscape treatments, shade trees, historical artifacts, rain gardens and swales improvements.
13. Gravel car park to foreshore with turnaround.
14. Foreshore precinct including new shelter, increased lawn area and improved connection to Jetty. Emergency access to Jetty maintained.
15. Improvements and upgrades to playspace including removal of existing shelter and increase connection to foreshore open space.
16. Boat ramp improvements including turn around and dedicated trailer parking
17. Foreshore shelter and lookout point for pedestrians and parked vehicles.
18. Trailhead for coastal walks and access to coastal scrub.
19. Provide electric vehicle (EV) charging station (review opportunities for solar charging).
20. Relocation of existing public toilet (unisex and wheelchair accessible).
21. Recycling and public bins.
22. Provide footpath, kerb, and gutter to improve stormwater management.
23. Improve beach access.
24. Retain services connection and develop fish cleaning station.
25. Upgrade jetty and increase recreational value with new shelter and safe swimming area.
26. Upgrade and develop coastal walking trails.
27. Large bus parking.
28. One way exit to Main Street.
29. Opportunity for large vehicle parking as part of Main Street upgrade.



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SCEALE BAY

CONTEXT

Sceale Bay is a recognised coastal destination within the district. The town is a 'starting' point from which to experience a range of environmental and recreational opportunities, with access to the Westall Way Loop and Sceale Bay Conservation Park.

The town's unique and somewhat isolated location reinforces its connection to the coastal environments, particularly the incredible biodiversity, which includes the southern right whales, dolphins, seals, Australian Sea Lion, and endangered bird species such as Osprey and the White-Bellied Sea Eagle, Hooded Plover, Fairy Terns as well as other Shorebirds such as Pied and Sooty Oyster Catchers, Sanderling and Red cap plovers.

The town is also a recognised fishing and day-trip destination with boat ramp access and trailer parking. An increase in visitation over the years has placed continued pressure on the function and facilities of the town and foreshore.

The current population is 55 people (based on 2021 census).

Over the next 40 years, the population of the town is expected to slowly grow by approximately 20 people.

A review of the existing land use indicated that there is capacity for growth based on several undeveloped residential land parcels in and on the fringe of the township. Applying the minimum site area allotments from the Planning and Design Code, Sceale Bay has a potential capacity for an additional 120 people.

Planning for the future of Sceale Bay will need to cater for a small amount of growth with a focus on maintaining and protecting the foreshore, accommodating tourism, and improving open space amenity to meet community needs.

There remains the need to balance differing community expectations while avoiding negative impacts on the town context, liveability and the landscape character.

During the community consultation process there was a strong view point to have no further growth or development within the township from some community members. However, a no growth and development scenario will further exacerbate existing property and land values and thus force additional development/growth.

To meet the future needs of the community and address tourism demands, the TMP will need to deliver improved access, upgrades to facilities and open space and guide future planning and land use decisions.



ISSUES AND OPPORTUNITIES

KEY FINDING AND COMMUNITY FEEDBACK

The following are the key topics identified through the consultation:

Service Capacity

- *Future development needs to consider infrastructure and services requirements*
- *Stormwater flow paths and floodways need to be reviewed and protected*
- *Review future capacity based on small population growth*
- *Infrastructure upgrades to be in keeping with the character and scale of the town*

Coastal Management

- *Protected coastline highly valued*
- *Restricted camping on the beach supported / no camping on the beach*
- *Management of powered watercraft*

Conservation

- *Conservation of the natural environment was highly valued*
- *Rubbish and pest species management is required*
- *Encroachment and degradation of conservation areas by development, visitors, and adjacent rural land (e.g. weeds, litter and pesticides)*

Land Use

- *Conflict between additional development and conservation, environment and coastal management*
- *Challenge assumptions associated with growth and development (alternative approaches)*
- *Improving open space provision and quality*

Movement

- *Increase footpath connections to the beaches (landscape and heritage walks)*
- *Traffic calming required (management of vehicle speed and slow vehicle environment)*
- *Road /parking/boat ramp surface needs to be maintained*
- *Formal access to Heart's Bay is required*
- *Manage parking and reduce informal access and associated environmental impacts*

Open Space

- *Improve open space to meet community and visitor needs*
- *Develop play opportunities that reflect the character of the town (consider nature play, not plastic play equipment)*

Cultural Recognition

- *Interpret Wirangu 'connection to Country'*

Governance

- *Increase funding and service provisions for the town*
- *Need to develop the town economically, socially and environmentally*





DETAILED ANALYSIS OF TOWN

1. Develop disabled access to existing toilets
2. Review beach access and parking along the foreshore
3. Investigate vehicular movement patterns to improve access to the boat ramp and reduce conflicts.
4. Manage access tracks to the beach.
5. Manage drainage outlet and associated erosion in car parks. Develop cut-off drains to assist with stormwater management.
6. Install additional rollover kerbs and gutter to residential roads to redirect stormwater and reduce erosion impact on the foreshore.
7. Investigate the arrangement and capacity of the foreshore car parks.
8. Investigate the integrity of stone walling along the foreshore (asset life).
9. Increase garden areas and landscape amenity of the foreshore.
10. Increase maintenance of foreshore lawn and improve amenity for residents and visitors.
11. Increase shade and shelter across the foreshore while avoiding impacts on views.
12. Develop new seating opportunities.
13. Increase signage and interpretation at the foreshore.
14. Review the location of the fish cleaning station to avoid potential conflict with vehicles using the beach.
15. Investigate reprofiling The Parade cross fall to reduce drainage and stormwater impacts.
16. Investigate opportunities for residential development.
17. Discourage overnight camping. Develop as a day destination.
18. Consider fire management impacts on Scele Bay.
19. Consider development capacity in relation to water supplies and septic capacity.

-  Public Space
-  Movement and Access
-  Landscape and Amenity
-  Infrastructure
-  Land Use
-  Concept Planning

STRATEGIC PLAN

OBJECTIVES

Environment

- *Protect the ecological value of the coastline*
- *Manage encroachment and degradation of conservation areas*
- *Develop and improve open space to meet community needs*
- *Develop play opportunities that reflect the scale and character of the town*

Movement

- *Improve access within the town (managing peak loads and community needs)*
- *Increase footpath connections to the coastline and beaches*
- *Improve foreshore and boat ramp access and mitigate potential conflicts*
- *Develop traffic calming to create a low-speed environment within the township*
- *Rationalise access and parking to the foreshore*
- *Resolve easement conflicts to enable continued access to Heart's Bay*
- *Manage parking and reduce informal access and associated environmental impacts*

Land Use

- *Monitor residential growth demand with a view to developing scenario-based approaches that will ensure managed future planning that will deliver desired outcomes*
- *Improve open space provision and quality*

Infrastructure

- *Upgrade township infrastructure, including roads, footpaths and stormwater*
- *Investigate infrastructure capacity to support sustainable growth*
- *Improve stormwater capacity and protect overland flow paths*
- *Investigate infrastructure upgrades that are in keeping with the town*

Tourism

- *Develop Sceale Bay as a day-trip destination*
- *Restrict camping on the beach and part of a long-term management strategy*

Management

- *Interpret Wirangu 'connection to Country'*
- *Improve maintenance of the town and open spaces*

STRATEGIC PLAN

An analysis of Sceale Bay, a planning review and the feedback received during the community consultation demonstrated numerous differing opinions concerning the future planning of the township. Given the diversity and often conflicting views, the strategic plan for the township has been developed through a scenario-based planning process.

The scenario-based planning process enables different approaches to be considered. These scenarios identify potential challenges and opportunities and provide a framework for the strategic plan. Previous scenarios considered modest residential growth to the west of the township, consolidation of the town and constrained growth, and growth of the township to the southern boundaries. Having tested the scenarios with the community, a preferred strategic plan was developed that balances a modest demand for growth with the unique character and location of Sceale Bay.

The strategic plan supports the continued development of the Rural Settlement, with ongoing infill development anticipated over the next few decades. To the west, 1.3 hectares of land have been zoned Deferred Urban. This enables future capacity to be developed when required.

The location is strategic and builds on the most recent land division as well as other potential infill development areas. This approach consolidates infrastructure requirements without impacting the existing township.






Adjacent to the Deferred Urban Land is a rezoned area of open space. The zoning protects an existing floodway and creates a landscape entrance to the west. The location of the open space enables more active recreation programming and removes potential conflicts associated with play and play equipment on the foreshore. Given the increasing impacts of climate change, the proposed open space also allows for the development of shade trees and shelter without impacting coastal views or sensitive habitats.

As the strategic planning for the township progresses, a review of the Rural land that surrounds Sceale Bay is recommended. Given the conservation parks to the east and west, it is suggested that the ecological value and management of the Rural zone be increased. The feasibility of bio-sequestration and regenerative agricultural practices are recommended to increase the ecological value of the land.








It is acknowledged that by increasing the ecological value of the land around the township, the bushfire risk is likely to increase. The increased risk will affect community safety as well as future construction costs associated with building and living in a Medium to High Bushfire Risk area. These factors will need to be continually reviewed.






Land Use / Planning Zones

	Rural Settlement
	Rural
	Deferred Urban
	Open Space
	Conservation

Function

	Playspace Upgrade
	Stormwater Management
	Car parking
	Traffic Management
	Boat Ramp Upgrades
	Open Space Upgrade
	Increase Biodiversity

Access / Movement

	Improved Road Access
	Pedestrian Links
	Shared-Use Paths
	Key Intersection & Entry

Concept Planning

	Concept plan extent
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STRATEGIC ACTIONS

No.	Actions	Objectives	Timeframe
1	Improve stormwater flow paths and floodways.	Infrastructure	ST
2	Develop footpath and road infrastructure including rollover kerbs and gutter. Review street lighting in the town considering 'light spill', impacts on fauna, dark skies and CPTED (crime prevention through environmental design).	Infrastructure	MT
3	Investigate reprofiling The Parade cross fall to reduce drainage and stormwater impacts.	Infrastructure	MT
4	Develop coastal footpath connections (nature and heritage walk).	Movement	ST
5	Maintain easement (important community access route).	Movement	ST
6	Reduce vehicle access to the beach (conservation). Reduce speed limit on beach and provide appropriate signage on beach use.	Movement	ST
7	Develop open space to reflect the local heritage significance of the Old Jetty. Including repairs and maintenance to the old jetty and stone wall and a focus on the regeneration of the natural landscape.	Environment	MT
8	Increase landscape amenity and management of the foreshore.	Environment	ST
9	Improve footpath connections.	Movement	ST
10	Increase traffic calming measure to town entrance.	Movement	ST
11	Develop new open space with kick about and shelter (no impact on views) to support residential land use.	Environment	MT
12	Investigated potential residential land use to the western edge of the town to reinforce open space and road infrastructure requirements (Deferred Urban) with consideration of water supply and septic capacity.	Land Use	MT-LT
13	Expand road network as part of residential development.	Movement	LT
14	Establish conservation land use to western town entrance.	Environment	MT
15	Investigate conservation, bio-sequestration or ecological services land uses to reinforce habitat value that surrounds the town.	Land Use	FP, CA
16	Avoid future development to low lying areas that are subject to flooding.	Land Use	FP, CA

Code	Description	Timeframe
ST	Short Term	1-5 years
MT	Medium Term	5-15 years
LT	Long Term	15-30 years
FP	Future Planning	10-20 years
CA	Code Amendment	

CONCEPT PLAN

FORESHORE CONCEPT PLAN

The concept plan for Sceale Bay Foreshore focuses on increasing the amenity, reducing conflicts between users and improving access to the coast for pedestrians and vehicles. The existing boat ramp access is upgraded to meet the growing demand in the area. Tree planting and landscaping to the edges of the car park increase the ecological value, at the same time reducing the visual prominence of the boat ramp.

The concept plan reinforces specific activities across the foreshore, creating defined access points and areas of activation. The boat ramp and beach access are separated with bollards to reduce conflicts between users. The central median between the boat ramp and beach access is designed to be trafficable and drop-down bollards allow access for large vehicles. Additional foreshore parking encourages visitors to park and walk onto the beach rather than drive. This will be reinforced with signage and improved footpath access.

Informal access roads across the foreshore will be removed, and the reclaimed land will be reused for open space and landscaping. New footpaths, lawns, and small natural play elements (carved logs and rocks) will activate the foreshore. The sensitive upgrade of the foreshore will reinforce Sceale Bay as a local day-trip destination and support visitation without detracting from the scenic character of the town.

Opportunities for informal or overnight parking will be reduced as part of the foreshore upgrade, along with regulatory signs to manage tourist visitation.

Improved footpath connections encourage opportunities for walking, and new kerbing and stormwater infrastructure reduce the impact of stormwater on the town.

The concept plan for the foreshore balances the landscape character and function, creating a destination with improved amenity, access and open space. New interpretive signage will enable visitors to gain a greater understanding of the cultural and natural environment that surrounds Sceale Bay.



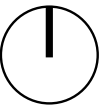
CONCEPT PLAN

CONCEPT PLAN ACTIONS

1. Improve stormwater drainage and develop water sensitive urban design approaches (soakage trenches and swales).
2. Improve trailer park and reseal. All boat parks show 12m bays.
3. Improved boat ramp precinct and beach access. (3a) removable bollard to allow access for large trailers.
4. Turn around and boat trailer parking, based on a 'design vehicle' of 16m (trailer and car).
5. Stormwater improvements and landscape buffer to car park.
6. Off-street parking and beach access (4wd only).
7. Foreshore path and access to shelter.
8. Compliant accessible parking and improved access to toilet.
9. Upgraded foreshore park including shelter, barbecue and open space areas. Consider Sedi Wifi Node near Shelter/Toilet Area.
10. Stormwater improvements (soakage trenches and swales).
11. Informal large vehicle pull in bays.
12. Improved compliant toilet.
13. Interpretation and public art opportunities along foreshore reserve.
14. Provide step access from car park to beach. Consider the provision of a fish cleaning station.



50m



PERLUBIE

CONTEXT

Perlubie provides two distinct roles as a developing township and a tourist destination. Over the last decade, Perlubie has become a popular residential area. Similarly, the popularity of the beach has also increased. The resulting frequency of people and vehicles in the area has led to conflicts and increased pressure on the natural coastal environment.

The strategic plan considers the need to resolve issues associated with vehicular access as well as manage the visitation impacts on the beach.

Ultimately, Perlubie will develop as a coastal community, with the beach becoming a well-managed tourist destination for day visitors as well as limited opportunities for short-stay camping that protects the fragile coastal environment.

The current population of Perlubie is 45 people (based on 2021 census). Over the next 40 years, the town is projected to grow modestly by approximately 16 people. A review of the existing land use indicated that there is significant capacity for growth based on the amount of undeveloped residential land in the township. Applying the minimum site area allotments from the Planning and Design Code, Perlubie has a potential capacity of 124 people.

Planning for the future of Perlubie will need to consider future growth with a focus on maintaining and protecting the foreshore, catering for tourism, and undertaking open space upgrades to meet community needs as Perlubie develops.



ISSUES AND OPPORTUNITIES

KEY FINDING AND COMMUNITY FEEDBACK

The following are the key topics identified through the consultation:

Caravan and Camping

- *Limited camping/caravans on the beach. A little bit of thought for those who live here through summer and winter and care for and clean our beautiful beach – multiple comments*
- *Camping controlled: managed, registration. Potential of ticket machine or online passes for beach access with number plate reader monitoring access*
- *The camping situation is the number 1 priority*
- *Potential to develop pull-in for camping registration – information booth, permits and tyre inflation – Wharff Drive or Woolamai Way*
- *Potential caravan and camping site – adjacent vacant land Wharff Drive and Woolamai Way*
- *Prevent overnight camping in the car park at Perlubie Beach*
- *Shelters not for campers for beach day visitors only*
- *Management and policing of the area required*

Coastal Management

- *Limit vehicle access to the whole beach to prevent destruction and abuse of coastal landscape*
- *Set low-speed limit on the beach (10KPH or 5KPH)*
- *Review location of toilet impacts ground water (Sea Level Rise)*

- *Sand dune protection*
- *Impacts of recreational activities on nesting birds (disturbance)*
- *Manage camping on the beach (restrict numbers)*

Open Space

- *Progressively improve open space provision within the town to meet the community's expectations*
- *Develop informal path connections and increase opportunities for access by residents*

Movement

- *Increase definition of the intersection between the town entry and left turn to the beach*
- *Manage vehicle speed in town:*
 - *Speed humps on Perlubie Township roads*
 - *Reduce speed limit in town to 40KPH or 30KPH*
 - *Potential for traffic calming measures around shelters to protect pedestrians*
- *Potential to develop temporary boat trailer parking*
- *Develop informal path connections and increase opportunities for access by residents*

Governance

- *Complete land swap to enable Council to care for and control the beach access*
- *Ensure that Building development is to code and compliance is managed*

DETAILED ANALYSIS OF TOWN

1. Improve legibility and directional signage to the beach.
2. Modify junction design of Wharff Drive and Woolamai Way to encourage visitors to the beach.
3. Potential to seal Wharff Drive to increase legibility to the beach.
4. Improve the quality of the Wharff Drive access road to address drainage issues and washouts.
5. Formalise and restrict the potential for 'push-in' and camp to the edge of the beach car park.
6. Develop signage for the beach and regulatory signage particular in regard to private land.
7. Maintain informal beach character
8. Maintain toilets and potential upgrades longer term. Consider designs that reduce the visibility of the building within the coastal environment.
9. Maintain shelters and celebrate the informal rustic qualities of the structures.
10. Review potential to develop overspill car parking to facilitate peak loading of the beach car park.
11. Develop opportunities for additional stormwater catchment within residential road reserves and verges through tree planting and landscaping.
12. Develop open space to increase community benefits within township.
13. Reinforce footpath connections as part of open space improvements.
14. Restrict vehicle access into the dunal system.

-  Public Space
-  Movement and Access
-  Landscape and Amenity
-  Infrastructure
-  Land Use
-  Concept Planning



STRATEGIC PLAN

OBJECTIVES

Tourism

- *Manage camping and vehicle access on the beach.*
- *Introduce camping registration*
- *Prevent overnight camping in the car park at Perlubie Beach*
- *Encourage appropriate use of the beach and associated facilities*
- *Increase management of camping and caravanning to encourage compliance*

Environment

- *Conserve the sand dune and increase protection*
- *Reduce impacts of recreational activities on nesting birds (disturbance)*
- *Progressively improve open space within the township to meet the community's expectations*

Movement

- *Improve town entrance and signage to the beach*
- *Manage vehicle speed in town*
- *Set low-speed limits on the beach*
- *Potential to develop temporary boat trailer parking as part of beach car park upgrade*
- *Develop informal path connections and increase opportunities for access by residents*

Management

- *Complete land swap to enable the council to control the beach access*
- *Manage camping on the beach (restrict numbers)*

Infrastructure

- *Investigate the long-term location of toilets and impacts on groundwater (Sea Level Rise)*

Land use

- *Maintain existing land use patterns to support future growth in the town*
- *Review future demand for residential land*






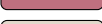
STRATEGIC PLAN

The strategic plan builds on the existing context of Perlubie as a new township. The Rural Settlement remains, and the open space provision within the township is developed. The open space and conservation character of the foreshore is reinforced with a focus on sustainable use and management by the community and tourists.







Existing residential land to the south of Woolamai Way is rezoned as a future Caravan and Tourist Park zone. This approach builds capacity in the township for tourism without impacting the residential community or the sensitive coastal environment.








Land Use / Planning Zones

	Rural Settlement
	Rural Living
	Open Space
	Conservation
	Camping & Tourism Park
	Rural

Function

	Playspace Upgrade
	Stormwater Management
	Car parking
	Traffic Management
	Open Space Upgrade
	Increase Biodiversity

Access / Movement

	Large Vehicle Access
	Improved Road Access
	Pedestrian Links
	Shared-Use Paths
	Key Intersection & Entry

Concept Planning

	Concept plan extent
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STRATEGIC ACTIONS

No	Actions	Objectives	Timeframe
1	Develop open space to increase community benefit in the township.	Environment	MT-LT
2	Reduce speed limit and modify junction of Wharff Drive and Woolamai Way to guide visitors to the beach.	Movement	ST
3	Develop informal path connections and increase opportunities for access by residents with consideration of 'light spill', impacts on fauna, dark skies and CPTED (crime prevention through environmental design).	Movement	MT
4	Develop structured recreation opportunities (shelter, multi-use court).	Environment	LT
5	Develop opportunities for additional stormwater catchment within residential road reserves and verges through tree planting and landscaping.	Infrastructure	MT
6	Introduce Bookable camping sites on the beach.	Tourism	ST
7	Maintain access to the existing water tank that supplies public amenities water (logistic of semi-trailer access).	Infrastructure	ST
8	Investigate potential pull-in for camping registration (information booth, permits and tyre inflation and deflation) on Wharff Drive	Movement	ST
9	Develop a lookout for visitors on coastal crown land and restrict informal access to the township	Environment	MT
10	Restrict overnight camping in the car parking.	Movement	ST
11	Enforce low-speed environment on the beach		
12	Investigate the sealing of Wharff Drive to improve access and reduce dust nuisance.	Movement	MT
13	Review potential to develop overspill car parking to facilitate peak loading of the beach car park.	Movement	MT
14	Review signage with a view to increasing legibility of town entrance.	Movement	ST
15	Review safety of town entry and formalise pull-in	Movement	ST
16	Manage vegetation and maintain sight lines.	Environment	ST
17	Investigate dump-point as part of town entrance upgrade.	Infrastructure	MT
18	Investigated potential residential land use to the western edge of the town to reinforce open space and road infrastructure requirements (Deferred Urban).	Land Use	MT-LT

Code	Description	Timeframe
ST	Short Term	1-5 years
MT	Medium Term	5-15 years
LT	Long Term	15-30 years
FP	Future Planning	10-20 years
CA	Code Amendment	

CONCEPT PLAN

CONCEPT PLAN

The concept plan for Perlubie aims to address two critical issues faced by the township. Firstly, the legibility of the township entrance and, secondly, access to the beach. Over recent years, Perlubie has grown in popularity as both a residential area and a tourist destination. The original road layout and beach access are no longer functioning adequately, which is causing significant conflicts for tourists and residents.

To resolve the town entrance, the Wharff Road and Grubb Road intersection will be realigned to alter the priority of traffic. Using paving treatments, road narrowing, kerb buildouts and directional signage, tourist traffic will be encouraged to turn left and follow Grubb Road to the beach.

Additional tree and shrub planting at the intersection will reinforce the new road priority and establish Wharff Road as a residential entrance.

The beach car park will be upgraded and spray sealed to provide an all-weather surface that defines parking and turnaround areas. The use of wheel stops, line marking and low fencing prevents uncontrolled parking and allows the development of small overnight camping spots adjacent to the car park.

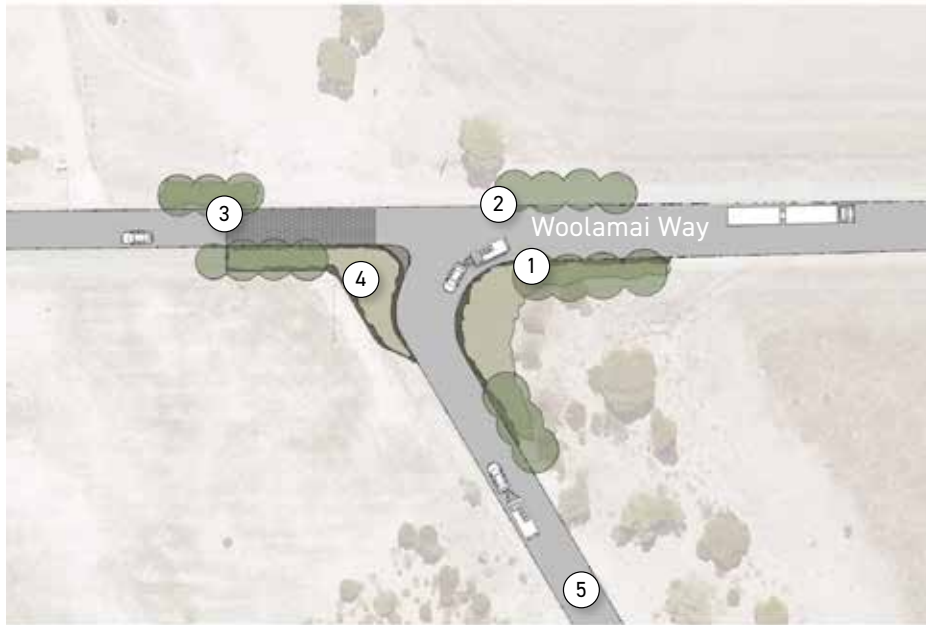
The entrance to the beach will be formalised with signage alerting visitors to access restrictions, camping numbers, impacts on wildlife, dangers of driving on sand and appropriate behaviour. In the long term, the beach access ramp will include a camera and digital monitoring system to enable proactive management of the beach.

With the toilet reaching the end of its asset life, rather than replacing it, the toilet will be relocated further inland to address future sea level rise and issues related to contamination from the septic system.

Additional landscaping will increase the habitat value of the area.



CONCEPT PLAN

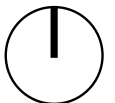


CONCEPT PLAN ACTIONS

1. Corner correction and junction realignment.
2. Tree planting to define entrance.
3. Raised 'table top' with different surface treatment and road narrowing to deter through traffic to residential area.
4. Stormwater upgrade to corner and define entry. Opportunity for improved town entry signage including 'beach access sign'.
5. Reduce speed to 30kph.

1. Spray seal surface to car park.
2. Turnaround area.
3. Closure of informal parking area.
4. Formalise parking including large vehicle area.
5. Beach access.
6. New toilet set back from beach to improve visual amenity of dunes and increase storm resilience.
7. Information signage display & temporary parking for viewing.
8. Potential overspill parking and tyre pressure check area.
9. Informal boat and trailer parking.

50m



DESIGN GUIDELINES

DESIGN PRINCIPLES

The need to create cohesive public places and open spaces will contribute to the success of the District of Streaky Bay Township Master Plans. Opportunities exist to reinforce the town and landscape character, social vibrancy and placemaking potential across each township.

By applying a consistent approach to the design and selection of elements, objects and materials, quality, outcomes can be delivered, as well as cost benefits. The analysis and community consultation have highlighted the unique township characters that need to be maintained while creating new contemporary contexts.

In essence, the guidelines for the Township Master Plans should reinforce the strategic planning of the townships and the future design of the public realms and open spaces.

The following represents a set of guidelines for the design and delivery of public realms and open spaces within the townships. The guidelines are designed to be aspirational, as well as providing key performance indicators for future projects.

The guidelines have been developed in response to district character and context and best practices design approaches. They focus on the following areas:

- Universal Principles and Guidelines
- Human Experience
- Social Activation & play
- Urban Context and Built Form
- Access
- Integration and Compatibility
- Quality, Durability and adaptability
- Public toilets
- Natural Landscape and Environment
- Street furniture
- Public Art
- Management of the Public Realm

UNIVERSAL PRINCIPLES AND GUIDELINES

- Ensure all design and management responses are socially and environmentally sustainable.
- Ensure design and management responses attempt to meet and resolve issues and opportunities using innovative and best practice approaches.
- Apply Crime Prevention Through Environmental Design (CPTED) principles to all aspects of the public realm and open space design.
- Apply Universal Design principles to all aspects of public realm and open space design.
- Ensure the public realm, pathways, shared use areas and playspaces are compliant with the Disability Discrimination Act 1992 (accessible for all where appropriate).

HUMAN EXPERIENCE

- Design public spaces to have a high level of amenity, including shade, shelter and aesthetic character.
 - Provide opportunities for human interaction such as congregation, meeting, seating and play in all public spaces.
 - Seek to create high-quality public spaces and landscapes that deliver a sense of beauty and add to a general sense of well-being.
 - Provide shade to meet the demands of the South Australian climate (consider a balance of natural and constructed shade and the provision of amenity).
 - Provide adequate climate control and micro-climate mitigation through shading and shelter screens (both natural and constructed) to increase the comfort and usage of public spaces.
 - Consider opportunities to express 'Prospect and Refuge' (create a feeling of security and/or seclusion) within the design and development of public spaces.
 - Avoid visually dominant constructed shade and ensure that a suitable balance is reached in relation to visual enclosure (refuge) and the ability for passive surveillance (prospect).
- Create safe and secure places, connections and environments by embedding Crime Prevention Through Environmental Design (CPTED) and Universal Design principles within public spaces. Public spaces must be perceived as safe to encourage use, particularly for older aged people, women and children (unaccompanied).
 - Avoid locating facilities or seating in areas of prolonged shadowing (consider the extent of overshadowing).
 - Provide consistent lighting levels within public realms with a hierarchy of light levels that responds to:
 - *Access, public spaces and pedestrian lighting*
 - *Landscape and tree lighting*
 - *Decorative and feature lighting*
 - *Compliance with the new Australian Standard AS/NZS 1158 3.1:1999 Pedestrian Area (Category P) Lighting*
 - *New technologies (LED)*

DESIGN GUIDELINES

SOCIAL ACTIVATION AND PLAY

- Provide opportunities and programs that encourage social and cultural engagement and the delivery of new community events.
- Ensure that public spaces deliver a range of incidental, occasional and planned events.
- Explore opportunities to deliver commercial and retail activity within public spaces.
- Seek to create opportunities for changing engagement and entertainment within the public spaces.
- Maximise play opportunities and value, with a focus on natural play that responds to land use and demographic demands.
- Establish opportunities for passive surveillance and nighttime lighting will help foster safer public spaces and play environments.

URBAN CONTEXT AND BUILT FORM

- Ensure significant activation of building façades with windows and balconies to allow passive surveillance of the public realm. Avoid boundary fencing and blank boundary enclosures.
- Avoid concealed alcoves, dark areas, and hidden entrances which limit passive surveillance.
- Avoid the use of multiple fencing styles and materials in order to reinforce a consistent public realm design response.
- Ensure that building edges and setbacks do not create a dominant sense of containment (response to a human scale).
- Consider development that recognises and enhances the heritage value and character of the existing urban form.

ACCESS

- Footpaths and public access points should be of a sufficient width to allow equitable access by wheelchairs and pushchairs, in accordance with the Disability Discrimination Act 1992.
- Provide kerb ramp access points into reserves to ensure easy and safe crossing and entry, in accordance with AS1428.
- Design car parking and access areas to ensure compatibility between all users – pedestrian, wheelchair, cyclist and vehicular (including service and emergency)
- Cycle paths to be a minimum width of 2.0 m with a preferred width of 2.5 m.
- Shared use paths and trails (cycle/pedestrian) to be a minimum width of 3.0 m.
- Provide adequate bicycle parking on share use paths and at identified recreation nodes
- Develop signage strategies that provide a hierarchy of information that is consistent, and legible, with pictograms, images and devices to assist the visually impaired - ensuring a clearly articulated intent and the correct delivery of information.
- Provide consistent lighting and clear sight lines along laneways and streets and across parking areas and ensure that safe pedestrian routes are provided.

INTEGRATION AND COMPATIBILITY

- Consider the development of facilities and infrastructure that promote and enhance the demands and needs of the community.
- Design roads, car parks and vehicular accessways that focus on shared use principles in order to maximise the potential for usable public space (consider roads as shared social infrastructure, not just vehicular transport assets).
- Deliver water sensitive urban design (WSUD) principles that enhance the function and amenity of public spaces.
- Seek to maximise design responses and minimise the visual impact associated with dominant infrastructure such as roads, electrical cabinets, pumping mains and fire hydrants (reduce the utilitarian aspect of facilities)
- Seek to maximise landscape and biodiversity opportunities and encourage habitat creation within all public space.
- Design and select street furniture and facilities that contribute to a contemporary and sophisticated public realm through design, material selection and detailing.
- Furniture and facilities should be placed with care and in response to the context of the public space in order to enhance the character of the area and avoid excessive physical and visual clutter and potential conflicts with users.

QUALITY, DURABILITY AND ADAPTABILITY

- Consider the durability of materials, furniture and landscaping and the requirement for maintenance and asset renewal.
- Maintain consistency in the development and delivery of the public realm.
- Deliver robust designs that meet the usage expectations of the community.
- Develop and select materials, paving and furniture that are robust and durable.
- Develop and select materials and infrastructure that can respond to climate change during the life of the asset (consider whole-of-life properties)
- Provide opportunities for public space programming that allow for adaptive use and temporary transformation (road closures and street markets).
- Consider trees, plants and landscape treatments that can adapt to future changes in climate.
- Develop flexible street furniture (opportunities for flexible seating, mobile lighting, planters and interactive public art and play).

PUBLIC TOILETS

- Public toilets can increase visitor numbers and visit length, which increases the use and activation of public spaces
- Locate public toilets within walking distance to areas which attract high usage, such as parks, playgrounds and events spaces, with consideration to less mobile users such as the elderly and young children.
- If possible, co-locate public toilets adjacent to or within developments with complementary uses such as cafes, shopping centres or shopping streets to improve passive surveillance
- Provide accessible toilets (both to the toilet block and within the toilet cubicle) which comply with Australian Standards (AS1428 and AS2890) as well as additional provisions such as baby change facilities
- Consider CPTED principles when locating public toilets, including orienting the entrance towards the most publicly used space to provide clear sight lines and exit points
- Provide lighting only in locations where it is anticipated that the toilet will be used at night time

DESIGN GUIDELINES

NATURAL LANDSCAPE AND ENVIRONMENT

- Consider opportunities for increasing biodiversity and habitat value within the public spaces.
- Ensure that landscape areas provide adequate habitats for local native fauna such as small birds, butterflies, bats, lizards and frogs.
- Develop planting areas and tree vaults that will accommodate mature trees and shrubs (make provision for trees to reach maturity and provide soil volumes in excess of 7-10 m³).
- Provide diversity within the design of landscapes to create different characters, aesthetics and various levels of amenity. Planting selections for public space should comprise of a mixture of native and exotic species to match township characters and provide shade or winter solar access.
- Plant species should be carefully considered for drought tolerance, climate adaptation, provision of shade, amenity value, seasonal variation and species origin.
- New trees should be selected for their longevity (40-50 years), amenity, climate adaptation abilities and habitat value.
- Trees within the public realm should not impinge on visibility and should be clear stemmed to a minimum of 2.5m above ground level (once mature).
- Amenity landscapes within public spaces should be low to medium height and not create visual barriers where surveillance is an issue.
- Landscape treatments should assist in creating a legible public realm with defined entrances, edges and spaces and with significant levels of shade and amenity.
- Establish water efficient water use and irrigation systems including subsurface irrigation - IPOS standards (>85% efficiency). Incorporate where appropriate porous surfaces to allow water to permeate and increase stormwater inundation.
- Ensure that the selection of trees and shrubs avoids impact on infrastructure and does not lead to potential public liability issues (reference should be made to State Government requirements, detailing recommendations and other requirements specified by service providers such as AGL, Origin, Telstra and SA Water).
- Ensure landscape areas are mulched in order to conserve water by decreasing evaporation and reducing soil temperature (consider both organic and inorganic mulches spread at a depth of the mulch is 75 mm to tree and shrub beds).
- Negotiate with ETSA to modify infrastructure or maintenance schedules to reduce impact or damage to significant trees.

STREET FURNITURE

- All outdoor furniture should be designed and maintained in compliance with Australian Standards, including Occupational Health and Safety Regulations, and the Disability Discrimination Act 1992.
- Compliment the character of the townships through the selection of materials, finishes and colours.
- Select durable materials which will provide a significant public realm asset and ensure that structures, equipment, street furniture and paving have at least a 20 to 30-year asset lifespan.
- The location of street furniture and facilities should assist in place making and defining the public realm, as well as guiding pedestrian movement.
- Shelters should be designed to capitalise on site aspect and should take in views and vista to the surrounding landscapes.
- Select materials, products and systems that have a low embodied energy, low transport miles or energy consumption and that are sustainable and locally sourced.
- Select timber from recycled or approved non-rainforest plantation sources.
- Street furniture, shelters and other objects within public spaces should be located within an area of hard standing to facilitate maintenance operations and all-weather access.

- Seating should be provided at regular intervals along footpaths, walking tracks and shared use paths, as rest stations for recuperation, contemplation and viewing.
- Seats and benches should be set back from paths on paved areas to avoid potential conflicts and hazards for bike riders, joggers or the visually impaired.
- Street furniture should be well designed, comfortable, resistant to vandalism, easy to maintain, and functional with fixings below final finished surfaces.
- Street furniture should be typically constructed using materials that require no or limited applied finishes, including aged timber, stainless steel, pre-aged mild steel stone and concrete.
- Seats should have seat backs and armrests.
- All lighting should ensure optimal energy efficiency and seek to use renewable energy powered technologies where appropriate.
- Minimise light pollution where possible, whilst providing a degree of lighting to encourage evening activation and a general sense of security.
- Bike racks should be designed as part of a coordinated street furniture collection.

PUBLIC ART

- Use public art to create activation, animation and destinations within public realm.
- Avoid commemorative or 'plonk' art responses that add little to the public realm and public realm value.
- Public art should be an integral part of the public realm with artworks designed to reflect the culture, history and community of the area, building on the existing works that have occurred within sites previously.
- Explore public artworks that commemorate and celebrate the history and sense of community, considering both Aboriginal and European histories and narratives.
- Local artists should be utilised to help create individual detail.

MANAGEMENT OF THE PUBLIC SPACES

- Develop and maintain the public spaces to an agreed standard.
- Undertake regular maintenance and address vandalism and graffiti.
- Understand the lifecycle and replacement requirements of public spaces as part of ongoing asset management.
- Manage the provision and location of activity spaces (and particularly play and youth spaces) to minimise impacts whilst ensuring good passive surveillance.
- Undertake tree management and garden maintenance on a regular basis to maintain landscape assets to a high standard.
- Identify trees and landscape as assets - consider impact of depreciation and renewal.
- Manage the provision and location of activity spaces (and particularly play and youth spaces) to minimise impacts on adjoining land uses whilst ensuring good passive surveillance.
- Develop an asset renewal program that is consistent with the level of use.

CONCLUSION

While the District of Streaky Bay faces both opportunities and challenges in relation to future planning as well as resolving social, economic and environmental impacts, what is clear from the analysis, and consultation undertaken by the project team, is the desire for the district to strengthen and grow as a regional, with vibrant township and resilient communities.

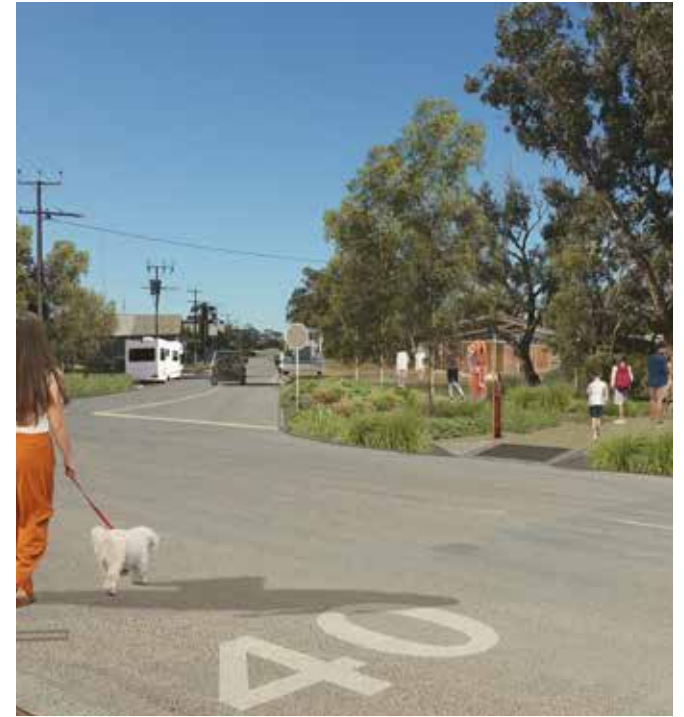
The District of Streaky Bay Township Master Plans provide a roadmap and long-term strategic directions, with future actions, developments, investment and capital works aligned to guide growth in the district over the next 30 to 40 years.

The analysis, objectives, strategic plans, actions, concept plan, and guidelines provide a progressive framework for the future planning of Streaky Bay, Wirrulla, Poochera, Haslam, Sceale Bay and Perlubie. The recommendations contained within each township master plan will require an ongoing commitment from the community, council, stakeholders, investors and State Government.

REVIEW PERIOD

Council acknowledges that the plan(s) contained within the document are “living” and will from time to time required to be reviewed to ensure current and future relevance, legislative compliance and opportunities to implement projects according to changing priorities.

The Council commits to ensuring the plan(s) are reviewed following each Local Government Election cycle or as otherwise required.





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