

Penneshaw Harbour Precinct Master Plan

Draft Master Plan Investigations Report



Prepared for the Department for Infrastructure and Transport

+ Jensen PLUS

+ Stantec

JENSEN PLUS 
Planning
Landscape Architecture
Urban Design
Social Planning



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We acknowledge the following stakeholders and consultants whose inputs and participation informed the draft Master Plan.

- _ Jacobs
- _ Stantec
- _ WGA
- _ Kangaroo Island Council staff
- _ Participants of the Stakeholder Reference Group
- _ Landowners + residents of the study area
- _ The wider community of Penneshaw and Kangaroo Island



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An introduction to the project and the process leading to the Master Plan development.

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A summary of engagement activities undertaken.

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An outline of the extent of the site, observations and technical investigations.

5. Strategic context

A review of the strategies, policies and drivers for change.

6. Values, issues, opportunities

Consolidated values, issues and opportunities captured from engagement, investigations and analysis.

7. Vision + guiding principles

A vision statement and seven guiding principles have been written as an overview of the strategic intent of the Master Plan. Use these to guide future projects including project scope, design and development.

8. Master Plan

The Master Plan, understand what's included, and the rationale behind it.

9. Implementation

Detailed guidance to help develop and deliver the Master Plan concepts.

Appendices

This section contains further investigations + supporting documents.



1. Master Plan At A Glance

“Delivering local benefits while meeting island-wide needs.”

Aim

The project seeks to develop an overarching and implementable Master Plan for the Penneshaw Harbour Precinct, to improve the safety, amenity and function of the harbour precinct, and to better integrate it with the township centre

Vision + Guiding Principles

A vision statement and five guiding principles outline the strategic intent of the Master Plan.

Opportunities investigated

New SeaLink ferries present an opportunity to reconfigure the ferry terminal precinct, in a way which better utilises space.

Land use, place-making and tourism and commercial opportunities to improve the township centre were also identified.

Options to improve heavy vehicle access and waiting areas were investigated.

The Master Plan

The proposed Master Plan creates an integrated harbour precinct, which facilitates safe movement between the township centre and ferry terminal for all users.

Place-making, legibility and accessibility are all embedded into the design to improve experience for locals and visitors, enticing people to linger and explore the town at a leisurely pace.



A. Penneshaw for people



B. Future focused



C. Safe + Efficient



D. Embrace the environment



E. An inviting island





Master Plan at a glance: Key elements and features

Harbour upgrades



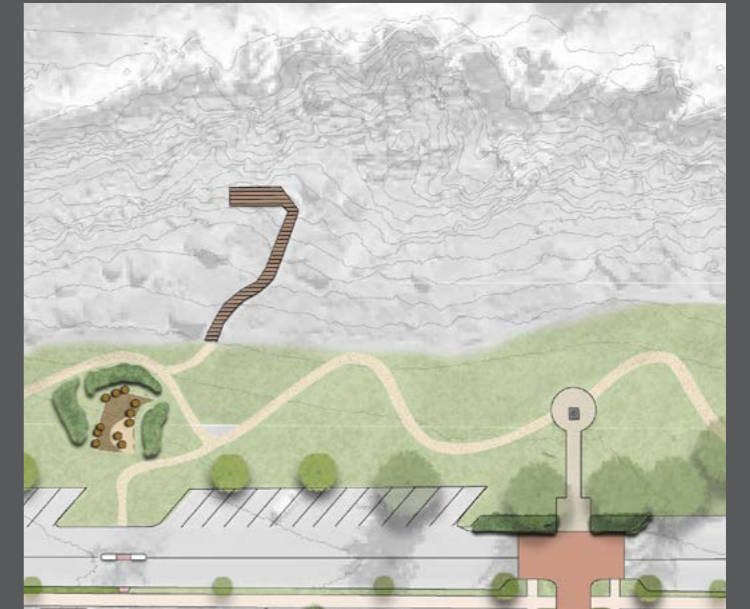
"Infinity Walking Loop"



North Terrace lookout + open space



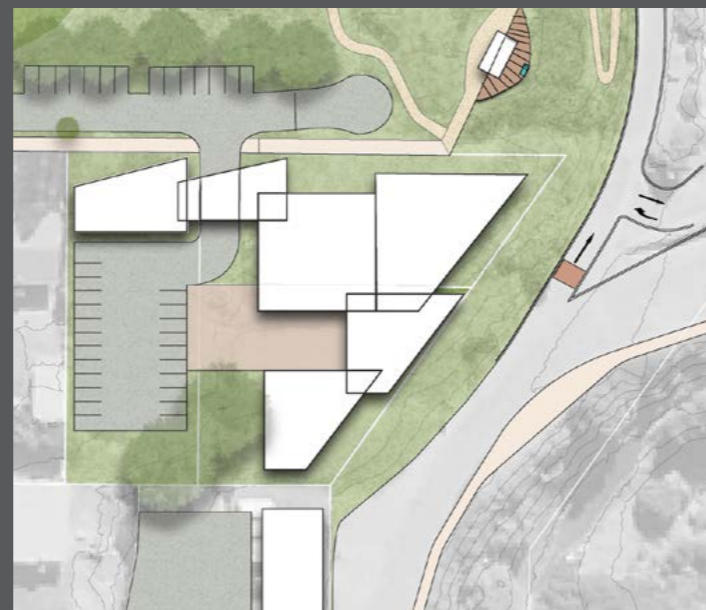
War Memorial Park upgrades



Safer intersections



Tourism development opportunities

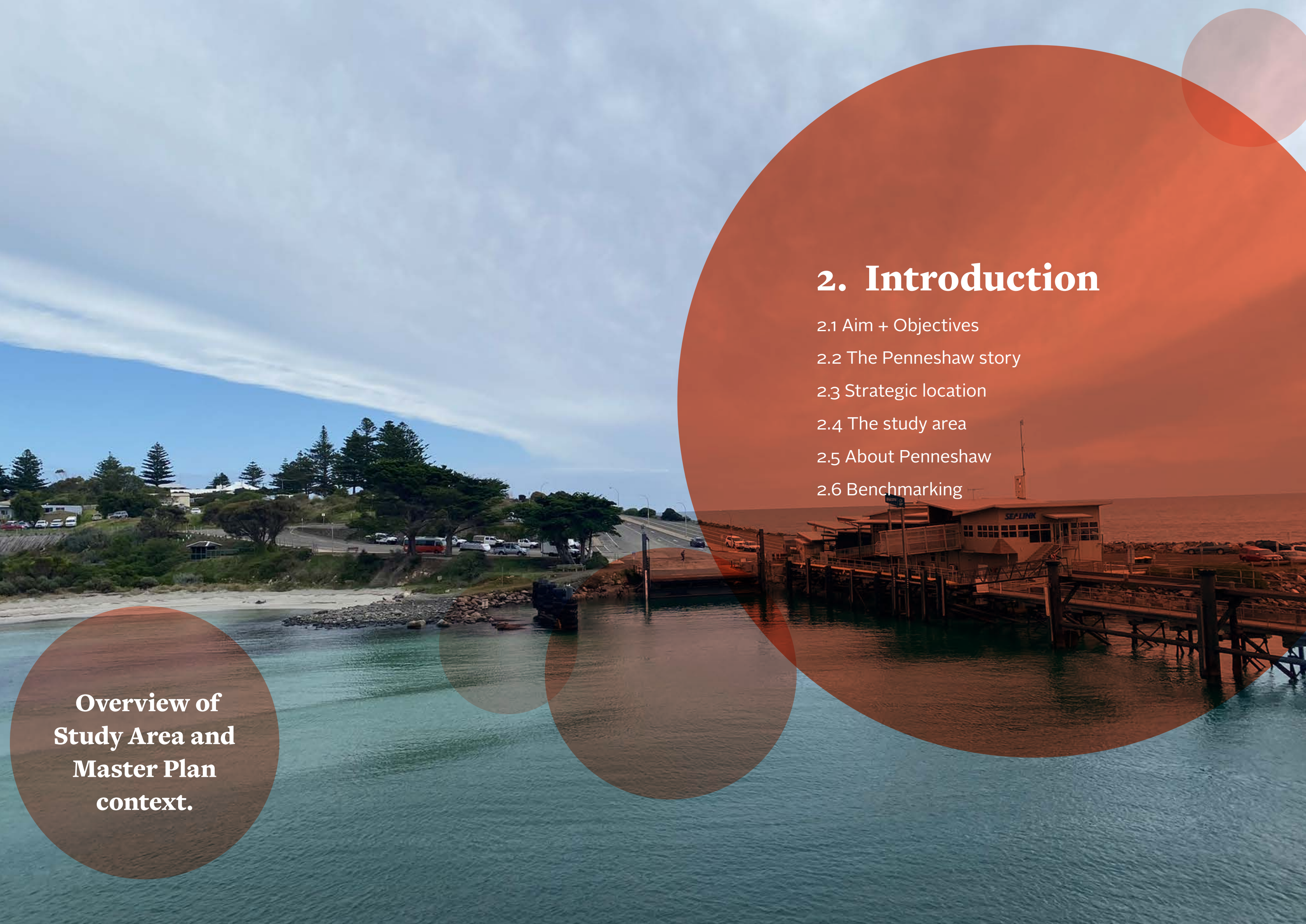


Heavy vehicle route



Revegetation





**Overview of
Study Area and
Master Plan
context.**

2. Introduction

2.1 Aim + Objectives

2.2 The Penneshaw story

2.3 Strategic location

2.4 The study area

2.5 About Penneshaw

2.6 Benchmarking



2.1 Aim + Objectives

As the gateway of Kangaroo Island, the Penneshaw Harbour Precinct plays a crucial role in the movement of people and freight, and is a hub of commercial, cultural and tourism activity.

Aim

The project seeks to develop an over-arching and implementable Master Plan for the Penneshaw Harbour Precinct. The Master Plan will endeavour to create a framework for establishing a well-designed, safe and functional harbour precinct that improves the efficient movement of passengers and vehicles to and from the ferry and cruise ships, and improves the integration of the commercial harbour, gateway and township environs associated with the harbour over the next ten years.

Objectives

- _ **Place-making and attraction:** Identify broader place-making and commercial opportunities, providing public realm improvements that ensure visual impacts and functionality are addressed. This will work to maximise a positive contribution to regional growth, cultural story-telling, community, recreational and visitor experiences and potential tourism development opportunities within the harbour precinct and along the Penneshaw main street areas.
- _ **Movement:** Consider any changes to the transport network including transport impacts within the proposed harbour precinct and along the existing freight route through Penneshaw. (Note: consideration of additional / alternative port options, and road bypass options were not included in the scope of this Master Plan.)
- _ **Continuity:** Leverage off the knowledge already gained from previous investigations, studies and plans for the Penneshaw township and surrounds, including infrastructure requirements.

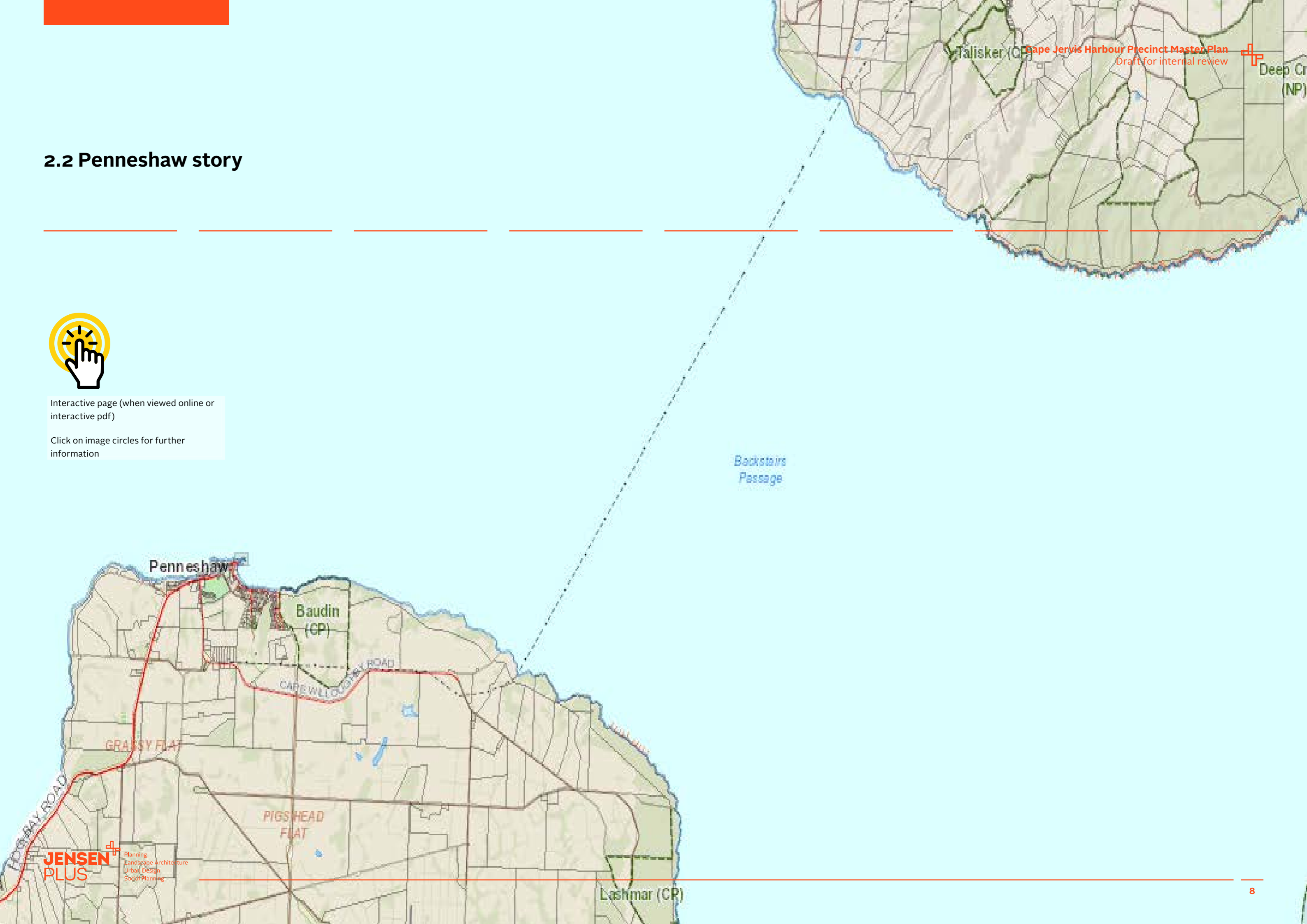


2.2 Penneshaw story



Interactive page (when viewed online or interactive pdf)

Click on image circles for further information



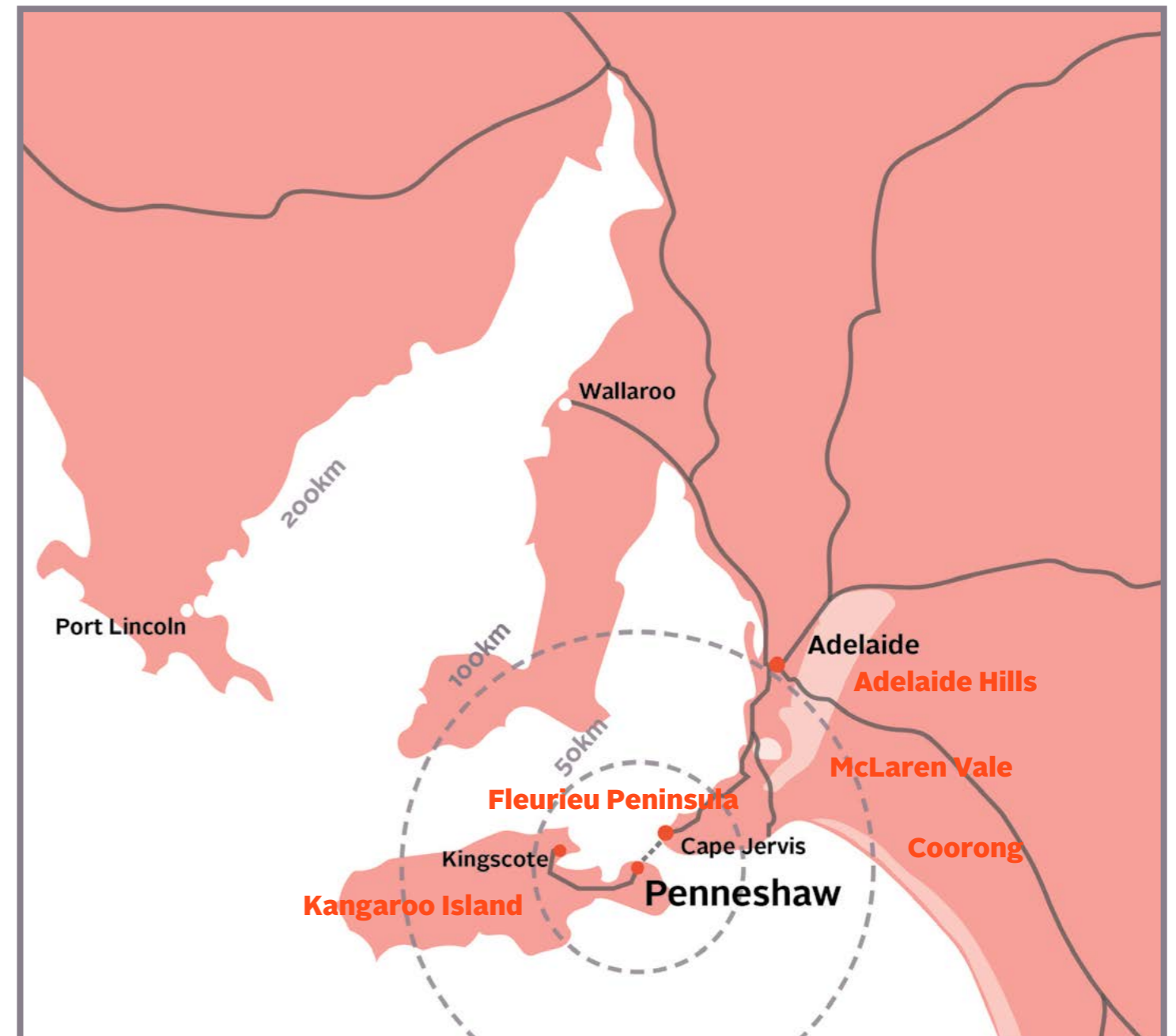
2.3 Strategic location



Connecting Kangaroo Island to the mainland via Cape Jervis by ferry, Penneshaw acts as an important local and regional gateway and serves a pivotal role for the Island, providing the primary access to the rest of South Australia for people, vehicles and freight.

Beyond its important gateway function, Penneshaw is home to an engaged and proud community and is a township which attracts visitors for its natural and cultural values and is the first and last place visitors to Kangaroo Island experience.

Penneshaw lies about 130km southwest of Adelaide and is the main township on the Dudley Peninsula, the easternmost section of Kangaroo Island. Kingscote is located approximately 50km west via Hog Bay Road





2.4 The study area

The study area is just under 10ha in size and is bound by Thomas Wilson Street to the west and Middle Terrace to the south. The northern edge follows North Terrace before wrapping around the breakwater, ferry terminal and Bay Terrace in the East. Howard Drive is the main access road that connects the precinct to the wider island. Frenchmans Terrace connects to the residential and holiday home area in the east.





2.5 About Penneshaw

Harbour Precinct

The harbour is the location of the ferry berth which connects Kangaroo Island to the South Australian mainland. Kangaroo Island has a population of 4,000 people and accommodates many visitors each year as a popular tourist destination. In 2021, it received about 150,000 overnight visitors.

Therefore, the Penneshaw Harbour Precinct is an important piece of infrastructure which acts as a gateway to Kangaroo Island and South Australia.

SeaLink is the ferry service provider and has two ferries, both with capacity to take vehicles and freight as well as passengers. In addition, cruise ships also use the jetty for berthing.

SeaLink is currently constructing two new, larger vehicle ferries with increased capacities. They will begin service in 2024.

Kangaroo Island Connect was an additional smaller ferry, taking passengers only, but is no longer in operation.

The Precinct also accommodates fishing from the public jetty as well as opportunities for passive recreation and appreciating the natural landscape.

Christmas Cove contains public boat launching facilities and is located approximately one kilometre away from the main harbour precinct.

Landscape

Penneshaw possesses spectacular and varied landscape qualities. To the east lies Penneshaw Beach, which is 600m long and backed by a foredune. The gently ascending coastal slope behind this has been divided into three distinct terraces where many holiday homes are located.

The township is elevated above the water, offering views in all directions. It is bound by the beach to the east and Christmas Cove to the west, a small and circular bay flanked by bluffs on either side. The northern edge of the township is characterised by a rocky coastal slope which descends toward the waters edge.

Township

The township is an eclectic mix of shops, cafés, civic buildings and homes. Middle Terrace functions as the main commercial street, containing numerous parking spaces, an IGA supermarket which serves the wider region, the post office and business centre.

Many tourist-related businesses are also located within the township, including those offering accommodation and car hire services. As the gateway to Kangaroo Island, Penneshaw benefits from being the primary access to the rest of South Australia for people, vehicles and freight.

There are many recreational assets within the township, including the War Memorial Park, oval, tennis courts and skate park.

KI Council has recently undertaken works to upgrade the amenity of the town including along the footpaths, parking areas and formalising safer walking routes to the school.





2.6 Benchmarking

Comparisons have been sought with other similarly-scaled ferry harbours, to identify Master Plan opportunities and principles for harbour precincts and their integration with town centres.

Sorrento, VIC

Context

Located on the opposite side of Port Phillip Bay from Melbourne, the ferry connects Sorrento to Queenscliff over the bay. The ferry is one of the busiest services of its kind in Australia, carrying more than 950,000 people and 26,000 vehicles every year

Main uses

Ferry and terminal, car parking, jetty, boat ramp, charters.

Learnings for Penneshaw

Sorrento harbour is a shared space between ferries, charters and fishers/boaters and other visitors. The area is legible and there is well defined areas for manoeuvring, marshalling of vehicles and formal car parking.

Similar to Penneshaw, Sorrento's town centre and harbour are in close proximity and vehicles pass through the town's Main Street en route to the ferry terminal. The 40km/h speed limit and high quality public realms allows vehicular traffic and pedestrian activity to coexist well.

There are also clear and comfortable pedestrian links between the town centre and harbour with safe crossing points.



Benchmarking (continued)

Redland Bay, Qld

Context

Located on the eastern edge of the suburb of Redland Bay, 31km south-east of Brisbane. The ferry terminal takes up a small area in the north of the harbour precinct along side the jetty, formal car park and foreshore park. There are multiple ferries from here servicing the Bay Islands, including North Stradbroke Island. The majority of the harbour is occupied by the Marina and associated car parking which has a separate access to the ferry terminal

Main uses

Ferry and terminal, car parking, restaurants, moorings, boat ramps, charters, boat building and hire.

Lessons for Penneshaw:

The roll-on-roll-off ferry system allows the ferry terminal to be separated from the jetty, which reduces pedestrian and vehicle conflict. The presence of many formal car parking spaces is also beneficial.

The local town centre and main street is located some distance away from the harbour precinct. However, there is a cluster of civic buildings and recreation areas that interface directly with the harbour precinct. Clear pedestrian links to the harbour and facilities like public toilets for visitors (in the foreshore park) are present. However, there is a lack of safe crossings.



Kettering, TAS

Context

Located on an inlet on the south-eastern side of Tasmania with a population of approx. 1,000, Kettering is where tourists catch the ferry to Bruny Island, a popular tourist destination with a population of 800, and 150,000 visitors a year.

Main uses

Ferry and terminal, moorings, jetty, restaurants, dry-land boat storage, marine-supply store, boat ramp, yacht club, charters.

Lessons for Penneshaw

The Kettering ferry terminal and marina, is located close to a small rural village. Parking around the precinct is largely informal and there have been some access issues and congestion in recent years. Public realm treatments and places for people to spend time are limited.

Kettering does not have a clearly defined 'main street', but there is a cluster of shops and businesses up the road from the Harbour Precinct. A continuous footpath links these two areas.



A photograph of an outdoor cafe named 'Fat Beagle'. The cafe has a corrugated metal roof and large glass windows. Several people are sitting at wooden tables and benches outside. There are two large black umbrellas with the cafe's logo. The scene is set on a grassy area with a large tree in the background. The image is overlaid with a semi-transparent orange circle on the right side, which contains the text for the engagement summary.

3. Engagement Summary

3.1 SRG Workshop 1 summary

3.2 SRG Workshop 2 summary

3.3 Penneshaw Listening Post summary

3.4 Additional engagement

3.5 Combined outcomes

3.5 Ongoing engagement



3. Engagement Summary

Stakeholder and community engagement has been an integral part of the Penneshaw Harbour Precinct Master Plan development process.

The engagement process undertaken ensured key stakeholder and community insights were well understood and used to inform this Master Plan. It also helped us to understand the key priorities needing to be considered and incorporated into the Master Plan.

Thank you to everyone who participated in this engagement process

How we engaged

Key stakeholder engagement

Stakeholder Reference Group

A Stakeholder Reference Group was established to seek insights from a broad range of different experiences and interests. Throughout the process, membership included representatives from, Sealink, the Penneshaw Progress Association, KI Business + Brand Alliance, AgKI, SARTA, Regional Development Australia, precinct property owners, and state and local government representatives.

Throughout the two Stakeholder Reference Group workshops, a series of activities were held to provide group members an opportunity to share their insights on:

- _ existing problems and opportunities in the Penneshaw Harbour Precinct.
- _ a potential vision and guiding themes for the Precinct.
- _ potential elements to be included in the Master Plan and how they could fit spatially.

Targeted key stakeholder engagement

Targeted meetings and technical workshops were held with DIT specialists and other key stakeholders including Kangaroo Island Council, SeaLink and SARTA to inform the Penneshaw Harbour Master Plan.

Please refer to Appendix A for a full record of the engagement summary.



Engagement Summary (continued)

Community engagement

We carried out engagement with the community on our proposals for The Penneshaw Harbour Precinct Master Plan between September and October last year.

Our community engagement activities were promoted through our Social Media channels and project email distribution lists. We also consulted with Kangaroo Island businesses and used local community groups social media platforms to encourage feedback.

People were given the opportunity to respond and share their local knowledge by attending Community Listening Posts, through an Online Survey, and via email.

Listening Posts were held at the Penneshaw Ferry Terminal and Penneshaw Town Hall, where 86 local residents attended. The Online Survey had 44 respondents.



Community members attend listening posts at ferry terminal



Engagement Summary (continued)

Guiding principles

Common themes that emerged from the creation of guiding principles include protecting the sense of community for locals, safety for pedestrians, environmental values and attracting more business activity and visitors.

Consideration of how Master Plan elements could be spatially arranged

- _ **The management of heavy vehicles is an important element.** A "truck stop" could be located on Mary Seymour Ln on flat land, or near Charing Cross Road (outside study area). Comments suggested that further planning needs to include how big it would be and which amenities it needs to accommodate.
- _ An appropriate heavy vehicle route through Penneshaw is also fundamental to the amenity of the town and should be based on evidence and an evaluation process.
- _ Improved signage for vehicles and pedestrians.
- _ Parking formalised and better utilised on land north of the terminal.

- _ Amenity improvements on Middle Terrace and the areas of the hill which are visible from the ferry as it's coming into harbour.
- _ Visitor hospitality opportunities on North Tce, key opportunity sites in the town, overlooking the terminal and at the golf course.
- _ Traffic calming treatments coming into the town and speed reductions for the whole town.
- _ Improvements to reserves and playspaces, including nature play near Frenchman's Terrace.

Summary of key from community feedback themes

- _ Car parking in the council car park could be better utilised as people now park elsewhere to avoid paying for a ticket- impacting the function and safety of other areas.
- _ The car park could accommodate more staff permit parking or enable trucks to park there while waiting. This land/hill that the council car park is sited on was also supported to be "cut back" if it enabled truck movement and parking improvements.
- _ Potential locations for unlimited time parking at the skate park, and Mary Seymour Lane, and ANZAC Reserve.
- _ Road safety was important and many attendees recommended lower speed limits through town, particularly for trucks. An option was identified that speeds could be lowered using a community event By-law for when cruises are in town.
- _ Better signage and appropriate street lighting through the town and the Harbour Precinct is supported to make the area function better (but avoid light pollution)..
- _ Feedback supported better cycling infrastructure and parking.

- _ Better signage and appropriate street lighting through the town and the Harbour Precinct is supported to make the area function better (but avoid light pollution).
- _ Feedback supported better cycling infrastructure and parking.
- _ Heavy vehicle routes through Penneshaw was an important topic for many people but one with mixed opinions. There was some support for moving the designated heavy vehicle (truck) route to North Terrace to avoid the main street area of Middle Terrace (with feedback noting that it may require an upgrade to the North Tce corner near the Pub and widening of North Tce).
- _ There was also some support for protecting the peace and amenity of North Terrace by keeping the truck route to Middle Terrace. There was strong support for an evidence-based evaluation of the options for the truck route to assist in the decision making.
- _ Potential locations for heavy vehicle parking or waiting areas was identified at a location on Mary Seymour Lane opposite Lashmar St.
- _ Feedback also queried whether there could be a road bypass for freight and that Penneshaw should not be a freight port.



Engagement Summary (continued)

_ There are peak periods for the movement of livestock (Sept to June for cattle, Sept to Dec for sheep). Livestock welfare and flat land for trucks to wait (ideally outside of the township) are important.

_ Pedestrian safety improvements were paramount with feedback supporting wider footpaths on both sides of the road especially to cater for cruise ship peaks.

_ Safe drop off / pick up locations for passengers is also important, especially for people with mobility aids.

Summary of online survey feedback

Responses showed the community is supportive of the Master Plan vision and guiding principles.

Priority features

The top five features that the community believed important to pursue in the Master Plan were:

1. Traffic flow (30 respondents)
2. Carparking re-arranged (29 respondents)
3. Signage and wayfinding (29 respondents)
4. A truck stop area (27 respondents)
5. Improved visual experience (23 respondents)

How community and stakeholder feedback has been incorporated into the Master Plan

Based on stakeholder and community feedback, the following features will be further considered in the draft Master Plan:

- _ Amenity and liveability improvements, particularly along Middle Terrace, areas visible for people coming into the harbour, and at places which would help people appreciate the coastal environment and penguins, and other open space areas and play spaces near the harbour.
- _ Pedestrian infrastructure improvements, including wider footpaths, DDA compliant where possible, and safer pedestrian crossings of roads and car parking areas.
- _ Address the management of heavy vehicles through Penneshaw and identify an appropriate route(s).

_ Wayfinding signage for pedestrians and vehicles so people know how to get into town and how to get to the terminal.

_ Accommodating visitors with more accommodation and things to do.

_ Traffic calming to slow trucks and vehicles, particularly on days when cruise ships have docked.

_ Formalised and better designed car parking spaces to cater for a range of users and time-limits.

_ Recommend potential locations for a truck waiting area (which may be outside of the township).

_ Cycling infrastructure.

Outside of scope for this Master Plan (may be noted in the document)

_ Additional / alternative port options.

_ Road bypass options.



4. Local area analysis

4.1 Existing conditions

4.2 Placecheck site analysis

4.3 Traffic and parking analysis

4.4 Movement and place analysis

4.5 Technical investigations

4.1 Existing Conditions

On approach towards Penneshaw harbour via the SeaLink ferry, visitors are greeted by the sight of Penneshaw Beach.

When exiting the terminal either by foot or vehicle, the built elements of the environment are more prominent due to the wide roadways and vehicle marshalling areas.

Topography and slope provides scenic vistas from entry/exit points to the harbour precinct.

The harbour's marine facilities consist of the ferry terminal, wharf and jetty. The jetty contains seating and a mooring point for cruise ships.

Landscape and Amenity Harbour Precinct



Penneshaw beach, as viewed from the ferry deck.



Gravel path that leads to beach. Poor amenity and bench is awkwardly placed.



Greening provides buffering and amenity, contrast to damaged road surface



Descent towards harbour precinct from Bay Terrace.



Landscaping around car park with a mix of native vegetation.



View of the harbour precinct from North Terrace arrival. Ocean views obstructed

Marine Infrastructure Harbour Precinct



Ferry terminal (left), main jetty access (middle) and ferry wharf (right) as viewed from land.



Ferry docked at terminal, as viewed from the jetty.



Jetty, with seating and mooring for cruise ships.

Existing Conditions (continued)

There is limited space for pedestrians as they exit the terminal and are waiting to be picked up or walk to the town centre.

Lack of clear signage results in potential pedestrian / vehicle conflict, particularly in ferry unloading area where vehicles enter and exit.

Pedestrian line markings are faded and the ground surface is in poor condition.

Poor carparking provisions - terminal parking is not configured resulting in few spaces and formalised parking is located away on a hill top that is challenging for users with low mobility.

Movement, Access and Parking Harbour Precinct



Pedestrian crossing to access the town centre via Bay Terrace.



Direct drop-off point at the ferry terminal, mainly used by larger groups such as tour buses.



Pedestrians right in front of the unloading area. The designated pick up point is on the pedestrian island.



Few carparks provided in terminal's gravel carpark.



Pedestrian crossing and car marshalling area adjacent to ferry terminal.



Council paid car park (top of the hill) and short term parking spots on road.

Bay Terrace



Freight and long vehicle marshalling area on Bay Terrace.



Access to the harbour precinct via Bay Terrace, with vehicle directional signage.



One-way car lane from Bay Terrace to the car marshalling area. Poor sight lines.

Existing Conditions (continued)

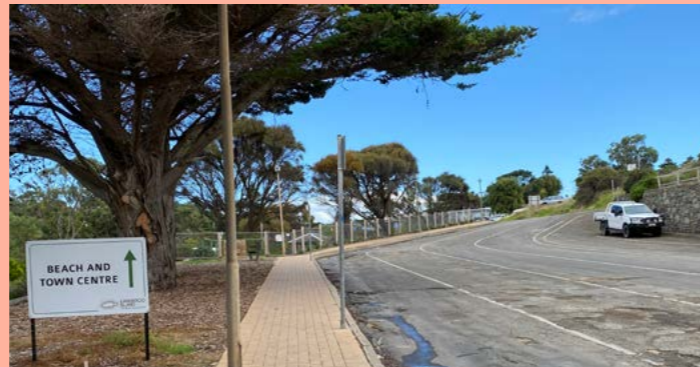
Signage directs pedestrians to the town centre from the harbour precinct. Good quality paving and gentle grade improves walkability.

North Terrace pedestrian link provides a more direct route to some destinations, but pedestrians may be unaware of this route due to a lack of signage.

Pedestrian safety and amenity is generally good throughout the town apart from some gaps at major intersections.

Easier for motorist to exit than enter the harbour precinct via North Terrace due to clear signage and relatively unobstructed roads.

Movement, Access and Parking Bay Terrace and Middle Terrace



Signage points pedestrians toward Bay Terrace and then Middle Terrace.



Blue sign directs motorists toward the ferry terminal along Bay Terrace



Wide footpaths, parking spaces and landscape elements along Middle Terrace.

Movement, Access and Parking North Terrace



Scenic and welcoming entry into the town from North Terrace.



Approach towards harbour precinct via North Terrace.



Interpretive wayfinding on North Terrace. Formal footpaths located on one side.

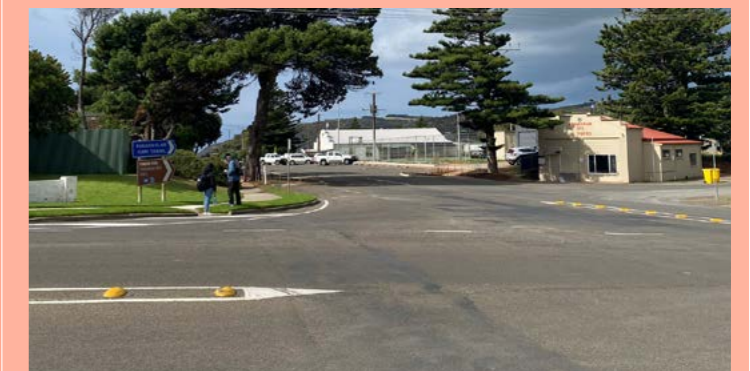
Movement, Access and Parking North Terrace



Motorists using North Terrace to access other towns on Kangaroo Island.



Intersection between North Terrace and Thomas Wilson St.



Wide intersection between Thomas Wilson St, Howard Drive and Middle Terrace.



4.2 Placecheck site analysis _ 28th April 2023 _ early opportunities identified

Harbour precinct

- **Clearly define pedestrian, vehicle and shared zones.** A public plaza directly in front of the terminal with a different surface treatment will help drivers be more vigilant and aware of pedestrians.
- **Improve signage and wayfinding** to make arriving and exiting the precinct clearer, both for vehicles and pedestrians.
- **Resolve the intersection between** North Terrace and the one-way car entry point from Bay Terrace.
- **Enhance arrival experience** by enhancing the public realm through added pedestrian paths, landscaping, and connecting people to the water.
- **Formalise and reconfigure** the gravel car park to increase the quantity of parking spaces.

Cape Jervis Harbour Master Plan PLACECHECK
Sept 2021

HARBOUR

Success Factors	Indicators	Good / better / no problem	OK - opportunity for improvement	Poor - significant improvement opportunity	N/A - not the area	Not necessary
3. PUBLIC REALM						
31	Planted trees, + landscaping <i>Are there areas of trees, canopy cover, do they form a gateway to the precinct or beyond, part of the place's character? shade for pedestrians and parked vehicles? Planting patterns quality of trees. Does it feel green and inviting, cool and comfortable, does it encourage sitting + walking?</i>					
	<i>hit, needs ground covers, some native</i>					
32	Quality of public realm <i>Level of wear and tear, paving, public realm, street aesthetics, lighting, signage, rubbish collection, quality detailing, clutter free well-maintained buildings (including facades)</i>					
	<i>limited, harsh, not tidy, v construction-site feeling, not inviting</i>					
33	Key public realm opportunities <i>Are there elements of the precinct which could be updated? Opportunities for seating, footpaths etc to be improved? Clean? Well maintained?</i>					
	<i>signage v paths same space at beach for fishing boats, same signage for safety</i>					
34	Safety + CPTED <i>Is it reasonably evident, with a clear line of sight, that the area is being surveyed / watched, is there a traffic / pedestrian conflict, feeling of personal safety, clear lines of sight?</i>					
	<i>informal area could result in conflict with ped / cars, walking onto KIC boat path was sketchy.</i>					
35	Design, history + interpretation <i>Are there any elements of historical significance in the area? Is there a clear and understood history / context of place?</i>					
	<i>CJ boat ramp, plaque on rock</i>					
36	Interest + cultural interpretation <i>Public art, local history, signage to watch, street art, murals, interesting buildings, colour of place, the history + culture of the area is easily interpreted?</i>					
	<i>limited, conflicting terms v interesting, jelly area looks natural</i>					
37	Coastal interface <i>Is the coastal environment celebrated?</i>					
	<i>beach is nice-ish but otherwise you need to walk out onto the groynes and beach is hard/unconforty</i>					
	Immediate opportunities <i>Any clear and immediate opportunities to note?</i>					
	<i>Make inviting + safer</i>					

Cape Jervis Harbour Master Plan PLACECHECK
Sept 2021

SEALINK

Success Factors	Indicators	Good / better / no problem	OK - opportunity for improvement	Poor - significant improvement opportunity	N/A - not the area	Not necessary
2. ACCESS + MOVEMENT						
21	Permeability, foot traffic + walkability <i>Safe and comfortable, well-located and safe crossings, wide paths, destinations, wheelchair use, accessible crossings beyond foot path by car drops/ along traffic, eyes on the street, good level of activity.</i>					
	<i>ped cross right in front of where cars load onto ferry, open + exposed people walking uncomfortably around terminal + no ped drop-off area</i>					
24	Efficient, legible, safe car access <i>Direct, legible, well-signed roadways, parking, waiting areas, no car queues</i>					
	<i>queuing for cars onto ferry, peds mixed in one taking opportunities cars + big trucks conflict and getting up steps + right hand land</i>					
23	All ages, all abilities access <i>Easy access for wheelchairs, strollers, prams and other mobility requirements. What about children in the space?</i>					
	<i>footpath between fence + carpark / loading terminal - gravel, narrow, no easy ramp down from fence, no ramp</i>					
24	Wayfinding <i>Legible, easy to follow, hierarchy of pathways, clarity of information/signage, is it interesting?</i>					
	<i>direction signage to head + passenger not all very tight though, very formal/safety</i>					
27	Public transport <i>Clear, safe access to bus stops and services</i>					
	<i>some Sealink buses + parking near terminal.</i>					
28	Desire lines <i>Are there any informal desire lines evident? Are there paved footpaths to popular parking and recreational areas?</i>					
	<i>limited in this area</i>					
29	Freight access <i>Space for freight vehicles, moving, parking, waiting, separated from traffic</i>					
	<i>trucks are challenged up top of driveway onto road (hill, comes R/H then)</i>					
	Notes + immediate opportunities <i>Any clear and immediate opportunities to note?</i>					
	<i>car / people / truck conflict needs improvement!</i>					

Township precinct

- **Improve signage** particularly on Middle Terrace so that vehicle access to the harbour through the township is more legible.
- **Improve wayfinding** for pedestrians between the harbour and destinations in the township, particularly via North Terrace where there is currently a gap.
- **Resolve pedestrian crossings at major intersections** to improve safety and accessibility.
- **Identify more spaces for freight vehicles** to park in the township while in transit or waiting for the ferry.



4.3 Traffic and parking analysis

Traffic engineering consultants have undertaken a traffic and parking study for the Penneshaw ferry terminal and connecting road network.

The study defined the existing traffic and pedestrian movements, parking requirements to identify issues and opportunities to improve the efficiency and safety of the area's traffic movements.

Traffic and Pedestrian movements

As a key site for passengers boarding the ferry, the Penneshaw terminal attracts a high number of people.

The Pedestrian movements and parking areas plan on the following page identifies key areas in the harbour area. Of particular note is that many pedestrian routes require people to cross roads and vehicle loading areas which are regularly very busy with vehicle traffic and trucks.

This makes it extremely **difficult to navigate, and potentially unsafe**, particularly for first time visitors.

Traffic data

Traffic counts for all vehicles were undertaken between April to May 2023 across five locations in Penneshaw to understand existing traffic volumes and vehicle types on township roads.

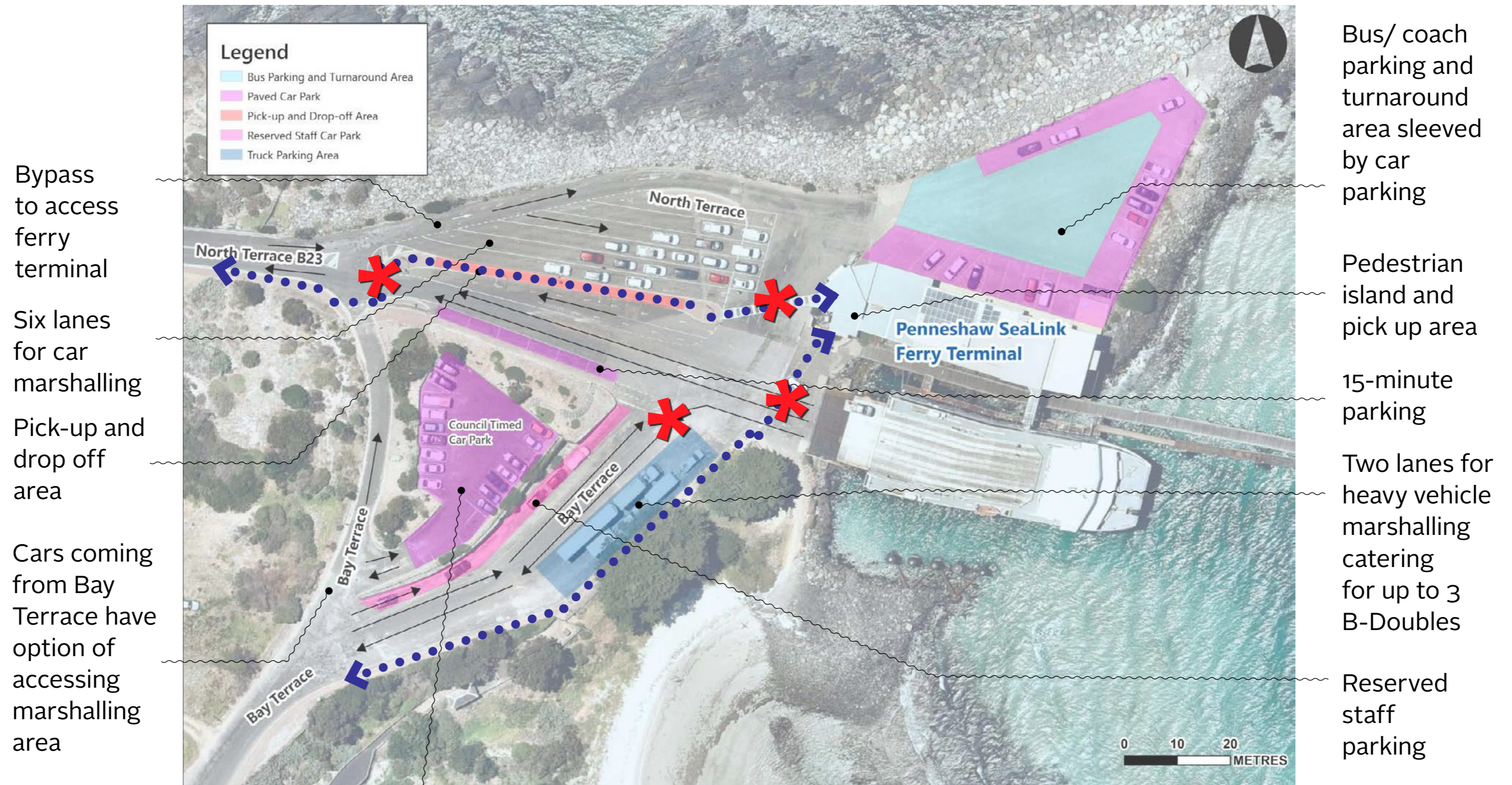
Traffic analysis

Traffic data assessment shows:

- _ Bay Terrace has lowest volume.
- _ North Tce and Brickworks Road is the most used route to / from the harbour precinct for cars, cars towing and small commercial vehicles; which aligns to posted directional signage for ferry access.
- _ Middle Tce and Bay Road is the most used route for large freight combinations.
- _ Route selection preferences to the harbor precinct aligns to parking arrangements.
- _ Most commercial vehicles are smaller vans and there are few semi-trailer and B-double vehicles recorded in comparison to general traffic movements.



4.3 Traffic and parking analysis _ Pedestrian movements and parking areas



Bypass to access ferry terminal

Six lanes for car marshalling

Pick-up and drop off area

Cars coming from Bay Terrace have option of accessing marshalling area

Bus/ coach parking and turnaround area sleeved by car parking

Pedestrian island and pick up area

15-minute parking

Two lanes for heavy vehicle marshalling catering for up to 3 B-Doubles

Reserved staff parking

Council timed car park

- ← General vehicle movements
- ⟷ Pedestrian movements
- * Pedestrian vehicle conflicts movements

Traffic and parking analysis _ Traffic data mapping





Traffic and parking analysis (continued)

Parking analysis identified that free car parking is in demand in the area and it is mostly controlled, yet not well-organised, making some areas confusing to use and unsafe for people.

The car parking data mapping on the following page identifies the different areas and their current capacities.

Parking north of the terminal

Parking north of the terminal is mostly reserved for staff and has time restrictions but no ticketing.

From the 26 car parking spaces available, five are time-restricted public parallel parking spots, two are accessible spots and three are designated for hire car collection. There are also angle-parking spaces for coaches, tour buses and regional passenger services. Up to three coaches could be present in the area at once. A constraint to the parking here is that the coaches are required to do a three-point turn to manoeuvre into the parking bays and reverse out.

This space is dusty, muddy, unsafe for

pedestrians and not efficiently utilised.

Existing passenger pick up area

There is a passenger pick up area along North Terrace, and cars who are waiting in "standby" for loading onto the ferry wait in the most northern marshalling lane.

Council-managed car park

A council-managed parking area on Bay Terrace provides 12 staff spaces and 22 time-restricted and ticketed public spots.

16 of these time restriction spots allow someone to accommodate the spot for up to 120-hours (5 days) for long term car parking.

It was observed that this car park could be better utilised and / or re-designed to utilise the space better. A redesign would not likely result in higher numbers of parking spaces due to the odd shape of the land but could facilitate more heavy-vehicle marshalling lanes at the foot of the retaining wall.

Truck parking

In the harbour precinct, two marshalling lanes exist, catering for up to three B-Double trucks. It was observed that

additional trucks/long vehicles would wait in an informal way on the down-ramp prior to loading.

The SeaLink ferries will accommodate 4 trucks at a time.

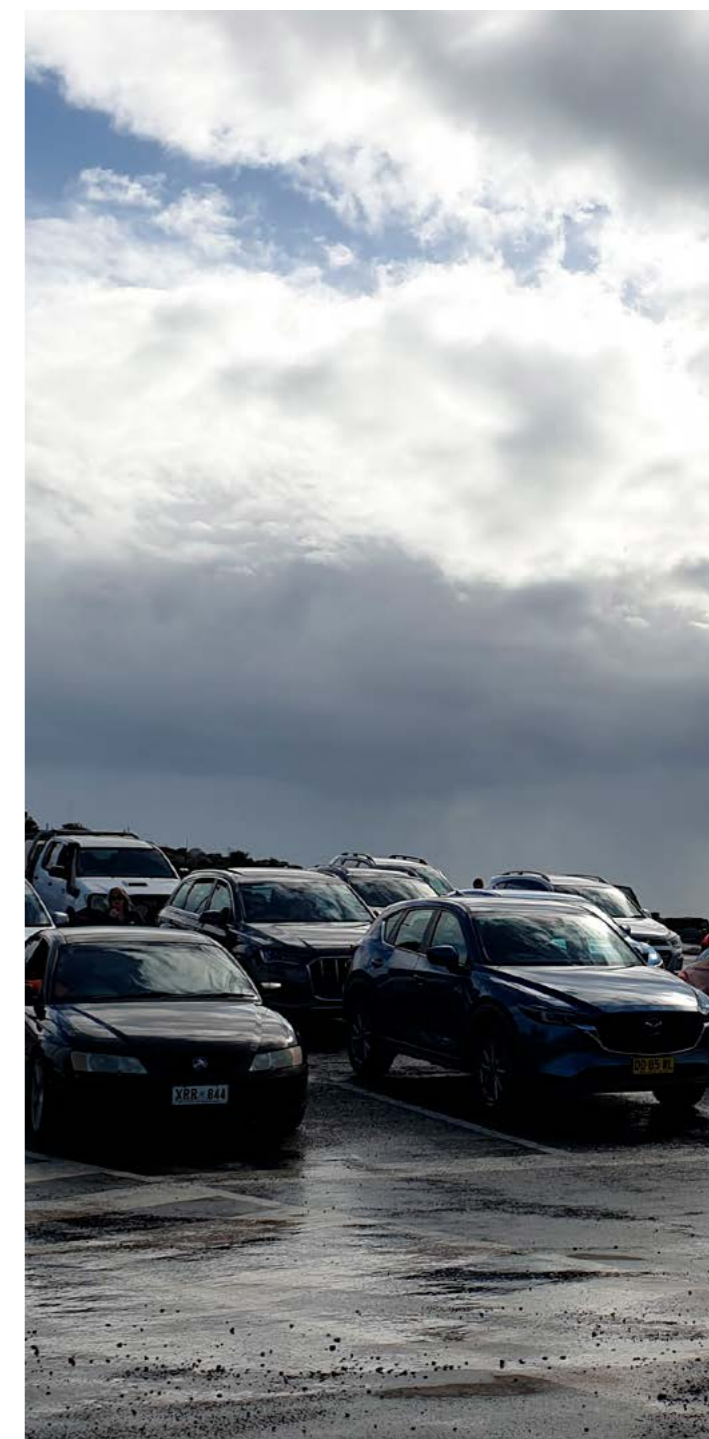
There was feedback received stating that truck parking in the township is occurring so truck drivers could access facilities yet this caused challenges and amenity impacts for other users of Middle Terrace.

Parking findings

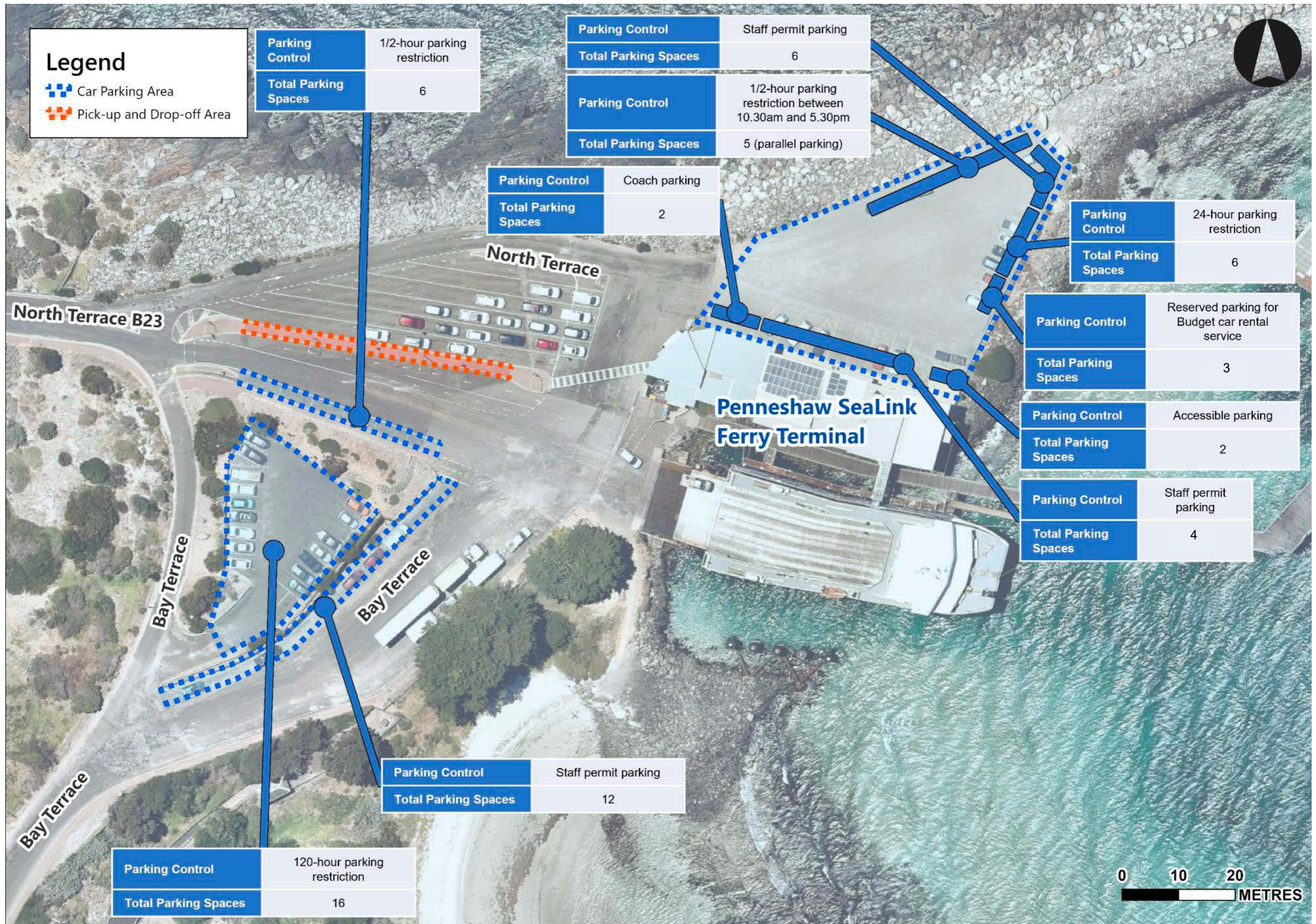
The current parking arrangement caters for users with different parking duration needs. The disorganisation of the northern terminal car park could be better designed for safe manoeuvring of coaches/cars while still providing for car parking (albeit slightly fewer spaces).

Long term car parking beyond 5 days is not catered for in the harbour area with cars being parked near the Penneshaw oval, at the North Terrace car parking area or (potentially illegitimately) on private land off North Terrace on the hill overlooking the terminal.

Parking with facilities outside of the study area for trucks should be enabled to reduce the presence of trucks in Middle Terrace.



Traffic and parking analysis _ Parking area data mapping





Traffic and parking analysis (continued)

Heavy Vehicle approved RAV network

_RAVnet is an interactive online map system that displays approved heavy vehicle route networks in South Australia. Restrictions associated with specific route networks are also included.

_There is an approved freight route for Semi trailer and B-Double vehicles (Austroads Class 7-10) at Penneshaw.

_A restriction is included in the RAVnet route that requires B-Double and PBS Level 2A combinations to wait 20 minutes before leaving the terminal car park to avoid holding up other vehicle traffic.

_General access vehicles including passenger vehicles, commercial vehicles (eg delivery vans) up to semi-trailer combination size are allowed to use all public roads.

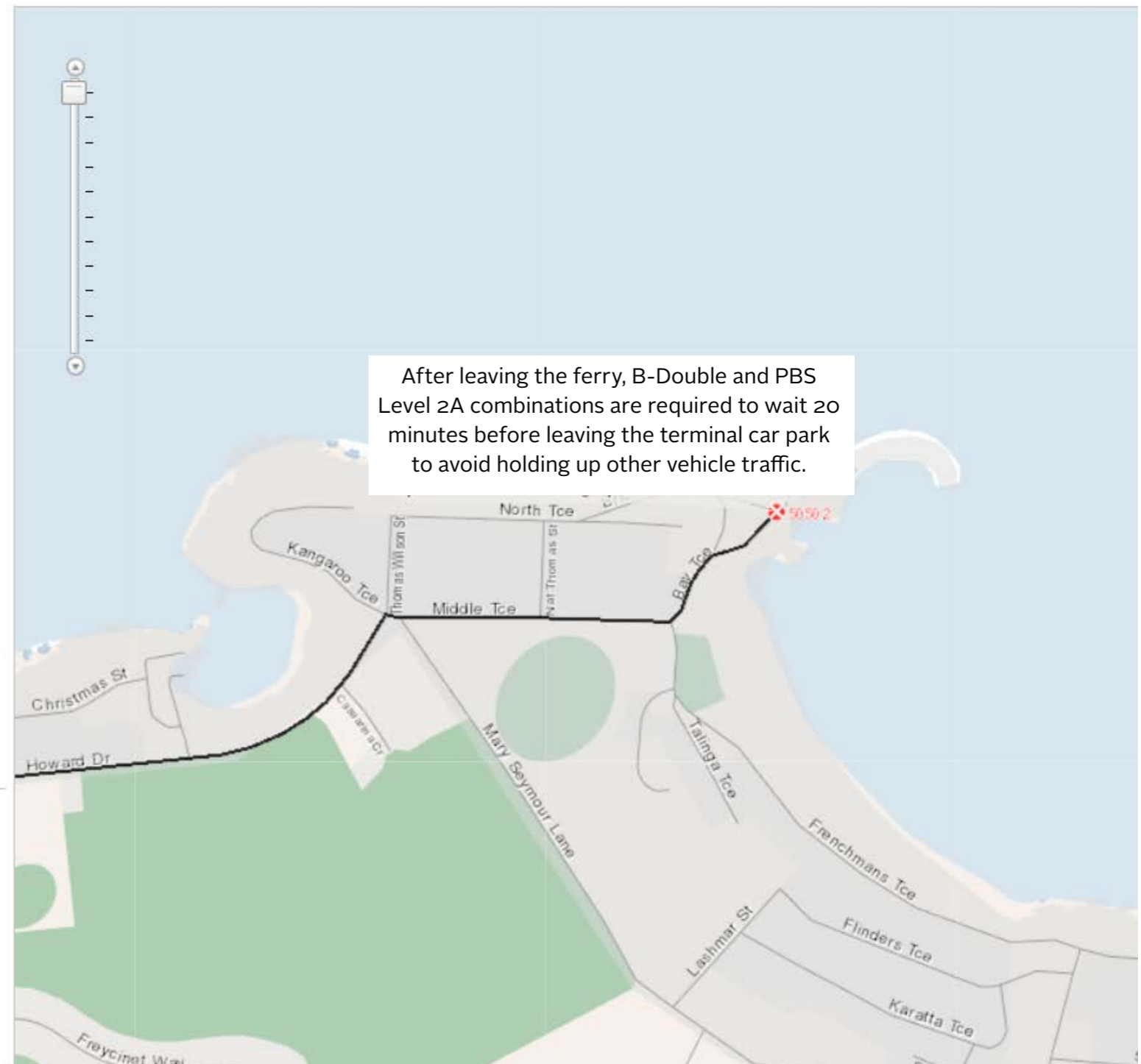
RAVnet

Stuart Hwy Port Augusta West

- GML Routes**
 - 23m B Double (GML)
 - 26m B Double (GML)
 - 30m Road Train (GML)
 - 36.5m Road Train (GML)
 - 53.5m Road Train (GML)
 - Road Train Converter Dolly (GML)
 - 23m Vehicle Carrier (GML)
 - 25m Vehicle Carrier (GML)
 - Rigid Truck and Dog (23m) (GML)
- HML Routes**
- OSM Routes**
- PBS Routes**
- Commodity Routes**
- DIT Safe T Cam Sites
- State Maintained Roads

Legend

- General Freight Route
- Commodity Route
- State Maintained Roads
- Steep Descent
- Safety Ramp
- ⊗ Restriction
- ★ Star (Level crossing) Restriction
- LGA with Commodity Restrictions
- 🚚 DIT Safe T Cam Site



Traffic and parking analysis (continued)

Heavy Vehicle route feasibility analysis

- _ For the North Terrace option, B-Double vehicles **are unable to make the turn safely between North Terrace and Thomas Wilson Street in both directions** (see swept path diagram).
- _ The North Terrace option **requires the heavy vehicle and passenger vehicle marshalling area to be in the same location.**
- _ On the other hand, the Middle Terrace option separates vehicle movements by having the heavy vehicle marshalling on Bay Terrace.

Implications

- _ Ultimately, the assessment of the North Terrace option revealed major feasibility issues.
- _ While the current Middle Terrace route poses some challenges, it is able to accommodate B-Double vehicle movements within the road.
- _ Amenity and safety issues associated with this route can be mitigated through the Master Plan recommendations, such as **lower speed limits and safer intersections with traffic calming.**



26m B Double vehicles cannot turn right from Thomas Wilson Street to North Terrace without crossing the centreline.

This is a significant constraints for heavy vehicles to use the North Terrace route to the ferry terminal.

26m B Double vehicles turning left from North Terrace into Thomas Wilson Street are constrained by the stobie pole and the former café building on the south east corner.

North Terrace Swept Path Analysis



4.4 Movement and Place Analysis

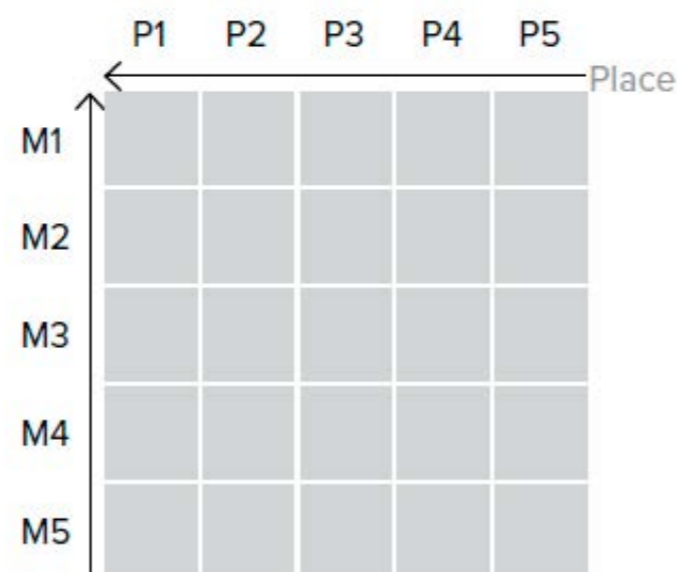
Approach

‘Movement and Place’ is an analysis tool for understanding the roles and challenges facing our roads and streets.

This analysis type recognises that streets perform two functions: Movement of people and goods (a movement conduit), and serving as a Place (a destination in its own right). Both of these roles need to be considered simultaneously when planning for our road networks, especially when compared to traditional traffic-focussed methodologies.

In this case, the high number of people using this area and its important role as a destination indicates that enhancing the Place quality is appropriate for safety and amenity benefits.

The classification used for the Movement and Place functions in this project are based on the draft functional hierarchy for SA roads which have been developed by DIT.



Roads and streets in the study area are first analysed in their current state. Their movement and place classifications are displayed in a matrix format.

They are then analysed again in their "future" state based on preliminary opportunities and envisaged changes.

Increasing the significance of an area's Place level can result in public realm improvements which could include places for outdoor dining, wider footpaths, landscaping and street furniture or public art.

Movement Hierarchy

M1 Strategic Roads	Roads that connect the largest population centres and destinations of national importance
M2 Major Arterial Roads	Provide links between larger regional towns with higher traffic flows or are key tourist outback tracks
M3 Arterial Roads	These routes provide link between regional towns with moderate to low traffic flows
M4 Collector Roads	Roads that collect and carry traffic from local streets to higher order roads. Low traffic flows
M5 Local Streets / Access Roads	These have very low traffic flows and generally provide first and last mile connections to properties

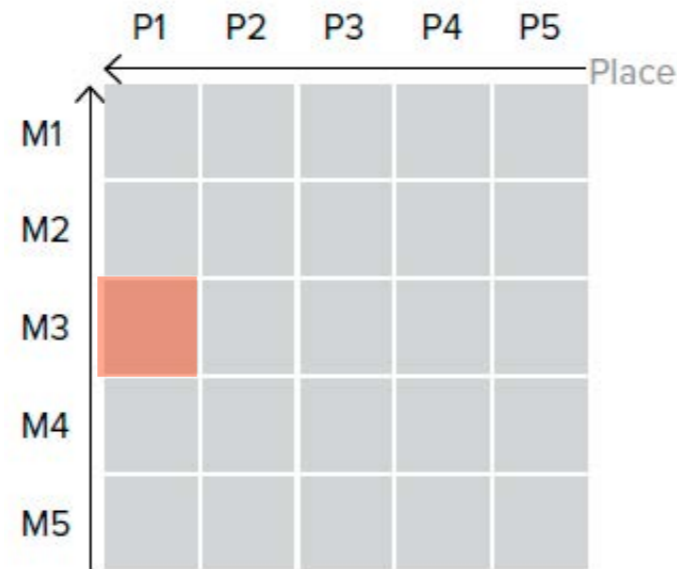
Place Hierarchy

P1 National and regional significance places	Street frontages that form part of state significant tourist precincts, or are premier destinations
P2 District significance places	Popular and well-known destinations with visitors from metropolitan-wide catchments
P3 Council significance places	Commercial, retail and service type destinations used by visitors from a district or frontages with civic uses such as libraries and townhalls
P4 Neighbourhood significance places	Small neighbourhood mainstreets or commercial precincts used by local visitors
P5 Local significance places	Local places of residence or commercial/industrial destinations

Movement and Place Analysis (continued)

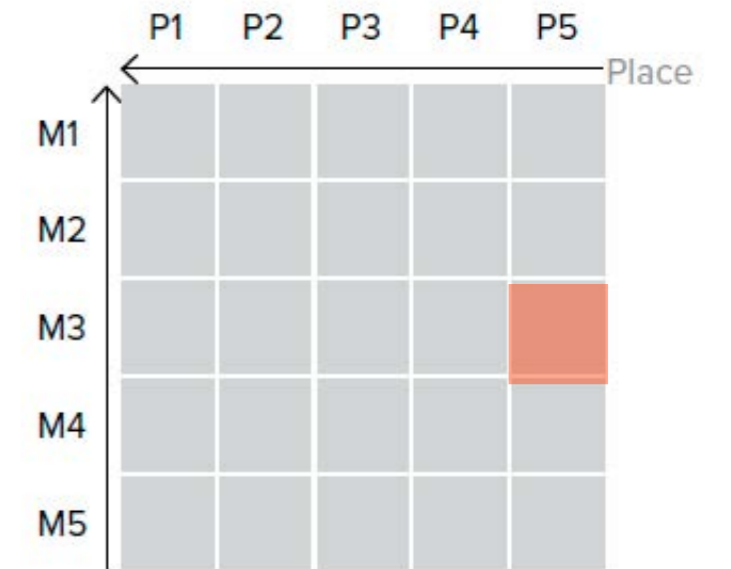
Harbour Precinct (toward Brickworks Road)

- _ Plays a crucial Movement function as the primary access route between the ferry terminal and Penneshaw, which is a State-significant tourist gateway. Includes the car marshalling area.
- _ Currently low Place function as it is a traffic-dominated environment with narrow path, no places to linger or clear pedestrian signage.
- _ **In the future**, public realm improvements, including a clearer and wider pedestrian areas are welcome. However, this location will still have a low Place function as people will not be encouraged to linger for long.



Harbour Precinct (toward Bay Terrace)

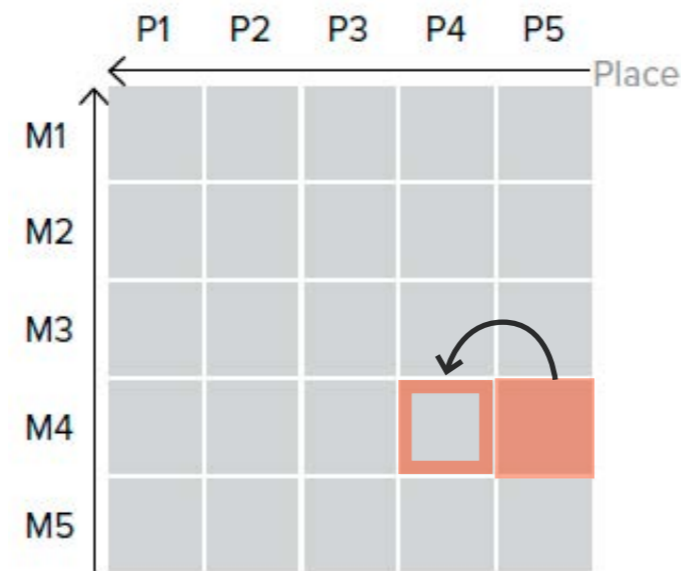
- _ Similar function, but mainly carries heavy vehicle traffic as it includes the truck marshalling area.
- _ Currently not a people-friendly environment but there is access to the beach, which can be improved upon.
- _ **In the future**, public realm improvements, such as wayfinding and pedestrian crossings to increase safety of different users. However, this location will still have a low Place function as used as a vehicle waiting area.



Movement and Place Analysis (continued)

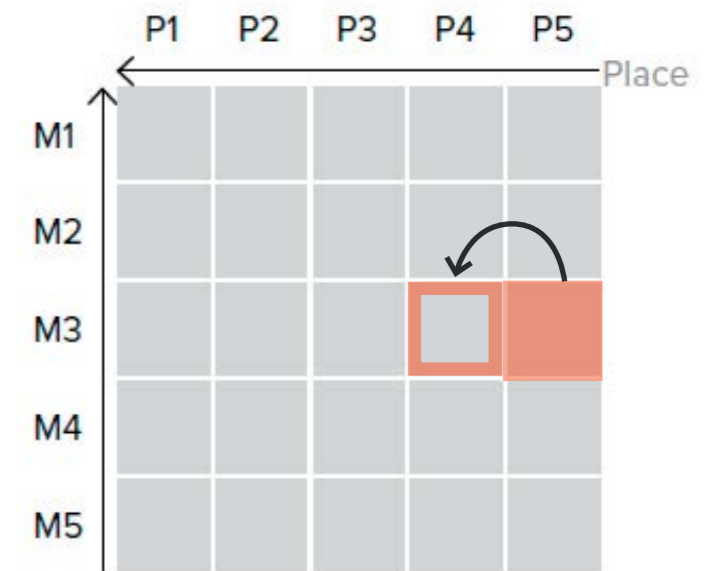
Brickworks Road

- _ High amount of traffic relative to other roads and streets in the study area. It is a key link between the harbour and the town centre for the majority of vehicles.
- _ Low place function as it currently lacks formal activity generators and destinations. Footpaths and informal open space on one side of the road.
- _ **In the future**, there could be an opportunity to activate the informal open space with place making elements.



Bay Terrace

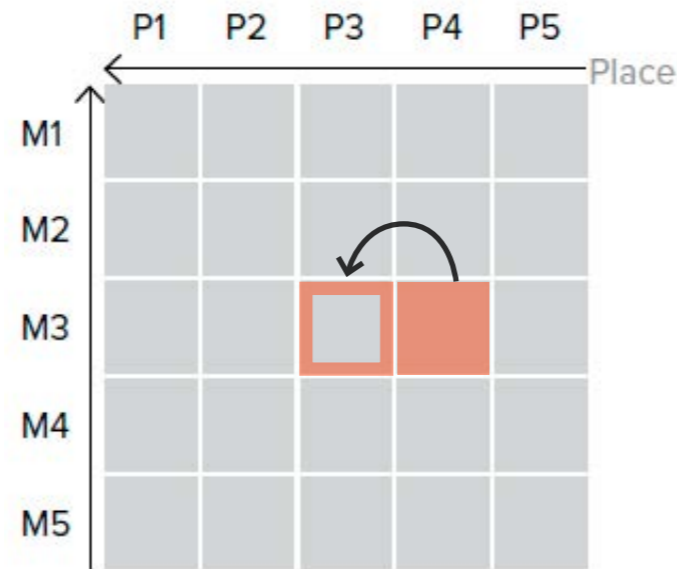
- _ Carries less traffic compared to Brickworks Road, but is nonetheless a key connector between the harbour and town centre, especially for heavy vehicles.
- _ The penguin centre at southern end of Bay Terrace generates a small amount of activity and there are some places to sit, though these are confined on one side of the road.
- _ **In the future**, there is an opportunity for public realm improvements which can encourage people to linger.



Movement and Place Analysis (continued)

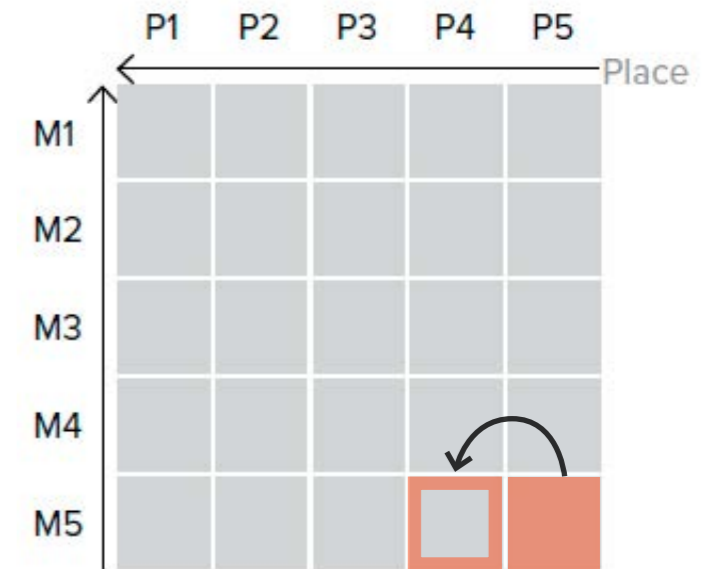
Middle Terrace

- _ Carries heavy vehicle traffic between Penneshaw and other parts of the island. It is also a key link for all traffic between the western and eastern sides of the Dudley Peninsula.
- _ Is a place of neighbourhood significance as it contains key destinations that provide goods and services for the wider township. Modest amount of places sit including outdoor dining.
- _ **In the future**, it could become a significant main street place with more opportunities to stay and linger.



Nat Thomas Street

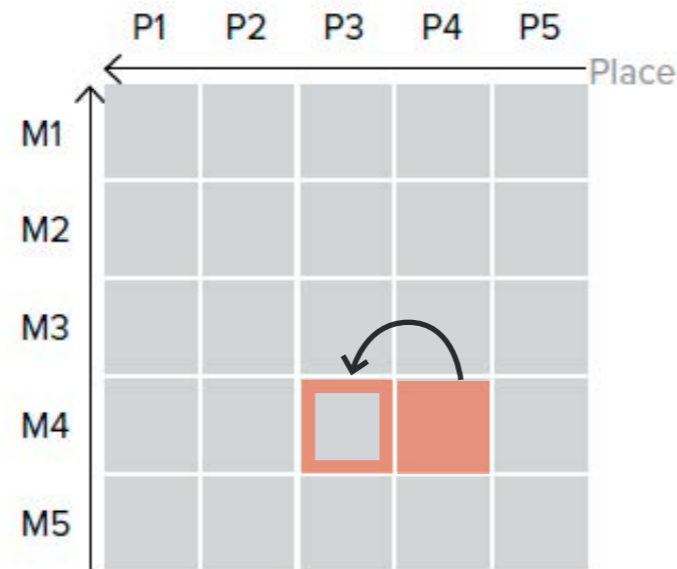
- _ Mainly caters for low volume local movements between North Terrace and Middle Terrace.
- _ Some cafés have emerged on the southern end of the street, allowing people to linger and dine in the public realm.
- _ **In the future**, its movement function will remain, but there are opportunities for the northern end to become more activated and become a place of neighbourhood significance.



Movement and Place Analysis (continued)

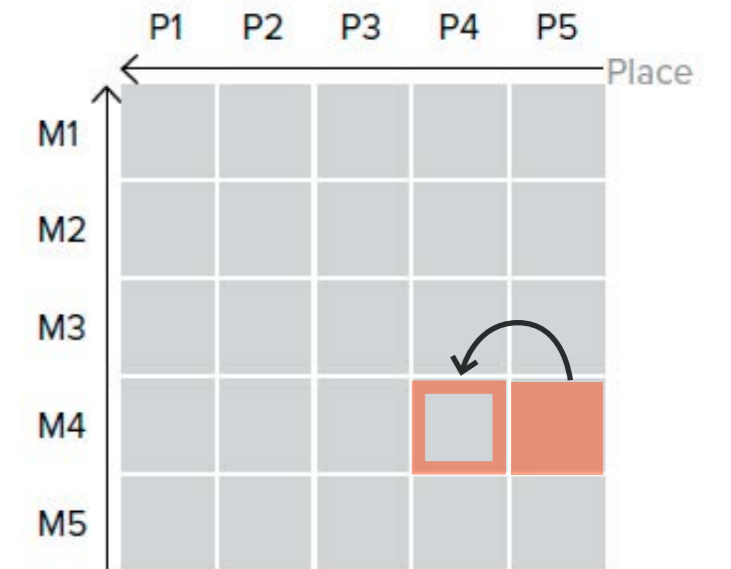
North Terrace

- _ Carries a moderate level of traffic between the harbour precinct and other parts of the island.
- _ Contains destinations with active frontages on its southern side. The northern side adjoins the war memorial park, with functions as a public open space for the township.
- _ **In the future**, the development of tourism related services and potential place making projects could make North Terrace into a more attractive council significant destination.



Thomas Willson Street

- _ Carries a moderate level of traffic between the harbour precinct and other parts of the island.
- _ The Penneshaw Pub is an iconic attraction which activates the public realm, but there are a lack of additional destinations.
- _ **In the future**, streetscape and amenity upgrades to improve visitor experience and installation of a gateway element, potentially at the corner's high point, to provide a sense of arrival for people accessing the street.



Movement and Place Analysis (continued)

Overall (Present)



Overall (Future)



In the future, the Movement functions of all streets will remain the same due to the lack of alternative routes to and from the harbour.

The Place function of all streets have the potential to increase based on the proposed Master Plan strategies.



4.5 Technical investigations

Summary of Environmental Values and Constraints

Jacobs

Penneshaw Environmental Values and Constraints

Document no: IS371700-1-NP-RPT-0044
Version: Rev B

Department for Infrastructure and Transport
20C1116

Penneshaw Master Plan
9 May 2023



Purpose

This report, which is predominantly based upon desktop analysis, covers the following environmental values: ecology / biodiversity, Aboriginal heritage and cultural values, Native title, non-Aboriginal heritage and cultural values.

Findings

- The report identified there may be EPBC-listed threatened fauna, flora and migratory species within the Project Area. However, the likelihood of such being present is considered low, with the exception of nesting hooded plovers.
- Although they are not EPBC-listed, little penguins are known to nest within and adjacent to the project area and are valued by the community and tourists. Hence impacts on their population and habitat should be mitigated against during construction and operation of any project.
- A little penguin tour is operated by the Penneshaw Penguin Centre. The operator of the Centre holds considerable knowledge and is considered a valuable stakeholder for any future engagement regarding the Penneshaw Master Plan.

- There are no registered Aboriginal heritage sites within the Project Area, and there is no Native Title claim or determination for Kangaroo Island.
- A State heritage place (Christmas Cove Geological Site) is partially located within the Project Area.
- Five Local heritage places are located west of the Project Area. Two historic shipwrecks are located within marine waters adjacent the Project Area.
- Impacts to the heritage places is considered unlikely, however, the potential for impacts should be further considered following the drafting of project plans.
- Approvals may be required for the clearance / disturbance of native vegetation and / or development that may materially affect the value of a heritage place.

Recommendations

Following the identification of the proposed impact area for development, the Penneshaw Environmental Values and Constraints report recommend focusing on identifying and mitigating potential impacts on the environment and heritage during a project. This includes checking for threatened species, assessing vegetation, determining heritage significance, and consulting with relevant authorities.

Summary of Environmental Values and Constraints (continued)

Values and Constraints Map

- _ Identifies known and possible penguin burrows within and adjacent to the project area.
- _ Identifies the State Heritage Place "Christmas Cove Geological Site", with the Certificate of Title reference CR5228/52, partially near the project area.





The supporting strategic documents, previous investigations and approval process.

5. Strategic context

- 5.1 Strategic state and local plans and policies
- 5.2 Relevant projects
- 5.3 Development approval process



5.1 Strategic plans and policies

State level



State Planning Policies (2019)

- _ The planning vision for South Australia; responding to strengths and needs through a future-focussed policy framework.
- _ Penneshaw is identified as a Strategic Sea Port.



Planning + Design Code (2021)

- _ Primary development assessment framework for SA.
- _ Infrastructure (Ferry and Marina Facilities) Zone and Conservation Zone.
- _ Exemptions from Code assessment for essential transport infrastructure (such as wharves and jetties).
- _ Approval must be sought from the Commission.



Greater Adelaide Regional Plan Discussion Paper (2024)

- _ KI is not located within the Greater Adelaide Region, however growth on the main land will certainly affect the island.
- _ Of note is the Fleurieu Connector Project (Main South Road and Victor Harbour Road duplications) which will increase improve to Cape Jervis and KI



20-Year State Infrastructure Strategy (2020)

- _ The key outcomes of the overall strategy including needs, challenges and future priorities.
- _ Identifies the ferry link to Kangaroo Island an associated infrastructure as a critical tourism and cultural connection yet that the current infrastructure provides a limited visitor experience.



Draft SA Jetties Strategic Plan (2019)

- _ Established five guiding principles for future planning and investment in South Australia's jetties,
- _ The state has 75 jetties and wharves.
- _ Kangaroo jetty is DIT owned and managed. In 2012 it was upgraded to facilitate cruise ship landing which has had a positive impact on tourism.



SA Boating Facilities Strategic Plan (2018)

- _ A strategic approach to facilities funding so that boating facilities funding so that boating activities and related tourism can grow to respond to community needs.
- _ The plan identifies projects at Christmas Cove but none around Penneshaw Jetty



DEW Planting Indigenous Species Policy

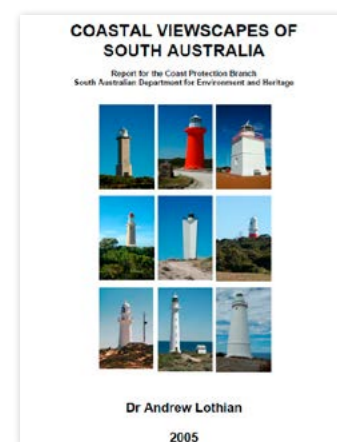
- _ The policy state the Government of South Australia's commitment to the planting of indigenous native vegetation on government-managed land and projects.

***In addition to these, the State Government is currently preparing a Transport Strategy and a Freight and Supply Chain Strategy**



5.1 Strategic plans and policies (continued)

State level



SA Coastal Viewscapes (2005)

- _ To measure and map the scenic quality of South Australia's coastline.
- _ High ratings were above 7.
- _ Penneshaw scored 6.94
- _ Used to assess impacts of development on natural scenic qualities.



SA Climate Change Action Plan (2021-2025)

- _ To understand, mitigate and adapt the State to a climate changed future
- _ Penneshaw is susceptible to the effects of climate change including sea level rise and erosion.
- _ Recommends actions to build climate resilient landscapes and infrastructure.



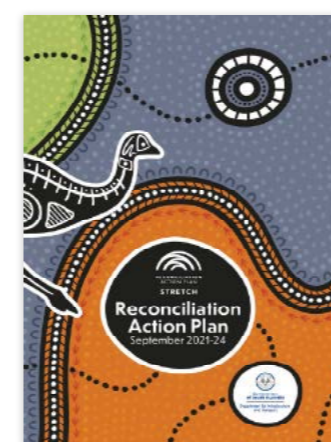
SA Visitor Economy Sector Plan

- _ The South Australian Tourism Commission's plan to grow the Visitor Economy of the State to \$12.8b by 2030 with an additional 16,000 jobs generated.
- _ In 2018, Kangaroo Island visitor economy generated \$126m of spending.
- _ The 2030 aim for Kangaroo Island is \$268m.



Southern & Hills LGA 2030 Regional Transport Plan

- _ Limited freight movement capacity to Kangaroo Island is identified as a key issue.
- _ To address this a priority project is the development of a freight corridor from Gosse to Penneshaw as a secondary cross regional road to be gazetted for 26m B-Double trucks.



DIT Reconciliation Action Plan 2021-2024

- _ A key action (10.1) is that Aboriginal and Torres Strait Islander land rights, languages, cultures and histories are preserved and promoted.
- _ This involves deliverables such as including Aboriginal voices and languages into projects, and developing rest areas where Country is recognised



2021 DIT Green Infrastructure Commitment

- Increasing urban canopy**
 - _ 'By 2045 DIT will deliver a 20% increase in canopy cover on department-managed land (measured from the 2018/19 baseline)'
- Biodiversity sensitive urban design**
 - _ 'Minimum 50% of new landscape plantings needs to be local native species suited to local conditions.'



Kangaroo Island Plan (2024)

- _ The plan provides guidance regarding economic development, environmental conservation, settlement patterns and infrastructure provision.
- _ The importance of Penneshaw as the main visitor gateway to the island is also emphasised.
- _ The town also has a commercial and service role which should be reinforced.
- _ The SeaLink passenger and freight ferry service operating from Penneshaw and the Secondary freight and motor vehicle road corridor are identified as important assets that should be protected and enhanced, particularly to benefit export-related industries.



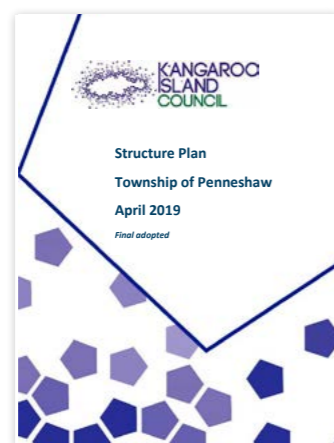
5.1 Strategic plans and policies (continued)

Local level



Kangaroo Island Council Infrastructure and Asset Management Plan 2021-2030

- _ Upgrade priorities include upgrading The Lane to a sealed road, footpath upgrades along Howard Drive and delivery of Penneshaw Foreshore Walking Trail.



Structure Plan: Township of Penneshaw (2019)

- _ The structure plan states the need for traffic management improvements around the wharf
- _ Streetscape beautification and a major town entry is proposed for the town centre. It is recommended that the Wharf Precinct is redeveloped with mixed use and integration with town centre.



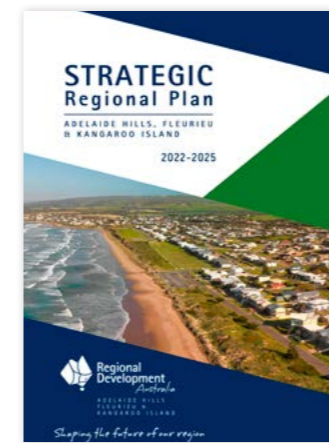
Kangaroo Island Council Strategic Plan (2020-2024)

- _ The vision of the plan is "a confident and cohesive Community supported to rebuild our unique Island environment, with a strengthening economy led by primary production and tourism."
- _ Recommends a Master Plan for Penneshaw to optimise Island access opportunities and affordability.



Penneshaw 2040 (2020) Penneshaw Progress Association

- _ Vision aims to:
 - _ **Retain** well planned township + manage growth.
 - _ **Maintain** + enhance tourism/gateway.
 - _ **Protect** character + setting.
- _ Improve **terminal precinct**, including amenity, parking, access, wayfinding.
- _ Connections to town centre.



Strategic Regional Plan 2022-2025

- _ **Tourism** grew twice as fast as the state.
- _ Low jobs growth forecast in export-oriented industries.
- _ **Competitive advantages** - natural setting, Penneshaw terminal, tourism, Kingscote offerings, agriculture specialisation.
- _ KI to South Coast **freight corridor**.
- _ Priority sectors - **tourism + agriculture**.

5.2 Relevant projects

Cape Jervis and Kangaroo Island Ports Upgrade Project

A South Australian Government-funded Project to upgrade port facilities at Cape Jervis and Penneshaw to improve the facilities and support the continued ferry service between Kangaroo Island and the mainland.

On completion, the upgraded ports will include improved berthing areas, additional navigational equipment and new passenger amenities to help facilitate an increased number of ferry services, faster turnaround times, improved safety and access for the new vessels and pedestrians.

The ferry service is of vital importance to and from KI residents, tourists and freight. Access to ferry services during construction will be maintained.

Works expected to commence in early 2024.

Key features of the Penneshaw port upgrade include:

- new fit-for-purpose berthing and

mooring infrastructure to service ferry operations over a 100-year design life and minimise ongoing maintenance;

- refurbishment and realignment of the public jetty improving safety and access for all harbour users; and
- upgraded safety barriers and handrails throughout the port area to improve safety and access for all harbour users, ferry passengers and staff, particularly through adverse weather events.

Advice from the DIT Ports Upgrade project team identified that access to the public jetty will be ensured during construction.

Construction activities will be carefully staged to ensure that any potential inconvenience to cruise ships and tourism activities are minimised.





5.2 Relevant projects (continued)

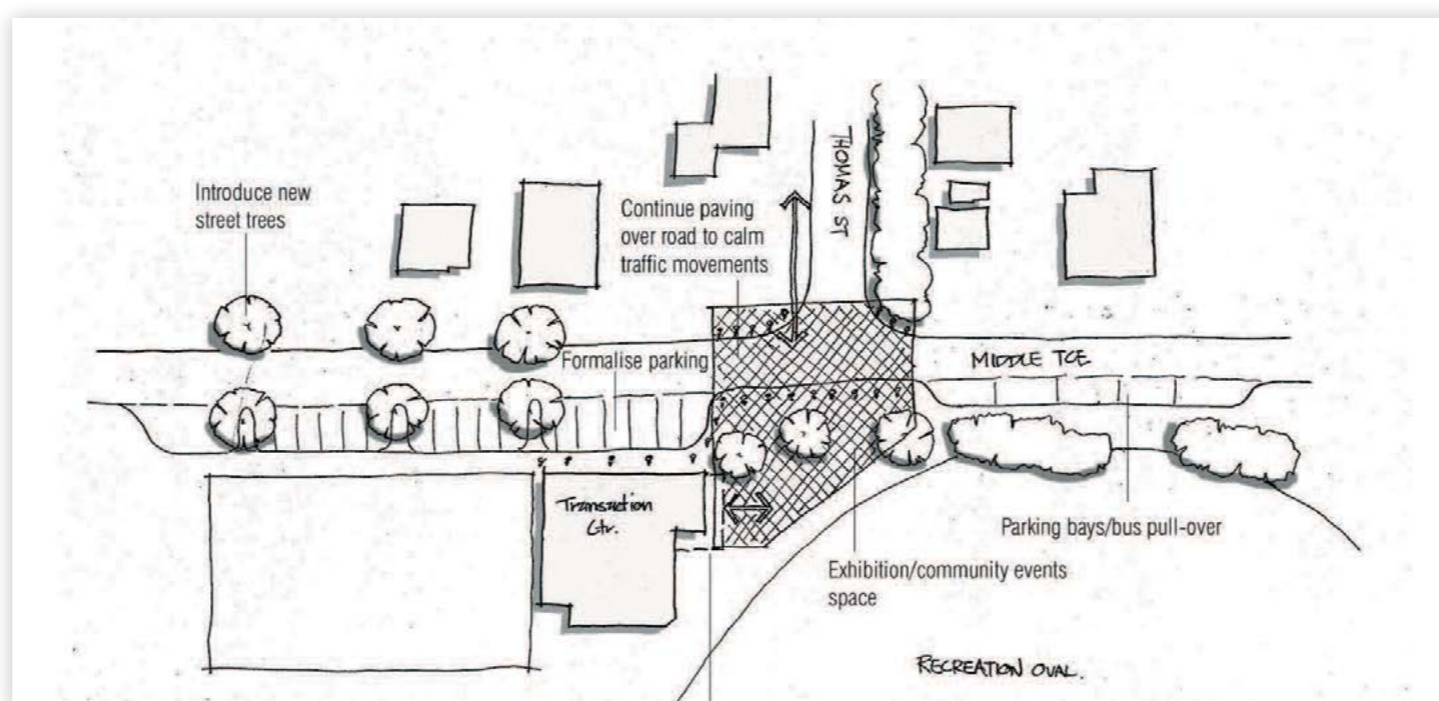
Overall Summary

While the following plans focus on the Penneshaw town centre, any changes proposed here will have a bearing on the harbour precinct as the two are strongly interrelated. This is especially true for traffic and car parking arrangements.

Kangaroo Island Town Centres Project: Penneshaw Urban Design Framework (2005)

This project sets out to position the townships of Kangaroo Island to enhance their charm and character, meet community expectations and deliver on the needs of tourists. The relationship between movement and land use is a strong theme of the framework. It mainly focuses on pedestrian movement.

The overall vision is to continue developing Penneshaw as the principle tourist and freight entry/exit point to Kangaroo Island by sea. It should also develop its capacity to capture the significant tourist market.



- The plan highlights that safer areas for pedestrians should be created to link the town centre and the ferry terminal which is currently disconnected, uninviting and lacks a public feel
- Proposes Nat Thomas Street as the arts / cultural strip where cafés, galleries and workshops are encouraged.
- Creation of a 'Town Heart' or village square at the intersection of Nat Thomas Street and Middle Terrace with traffic calming, more formalised parking, street trees and a community events spaces. It is also recommended that
- Proposed addition of more facilities at the open space along North Terrace (Penneshaw War Memorial Park) such as picnic facilities, a lookout and walking trail.

5.2 Relevant projects (continued)

Kangaroo Island Town Centres Project (2022):

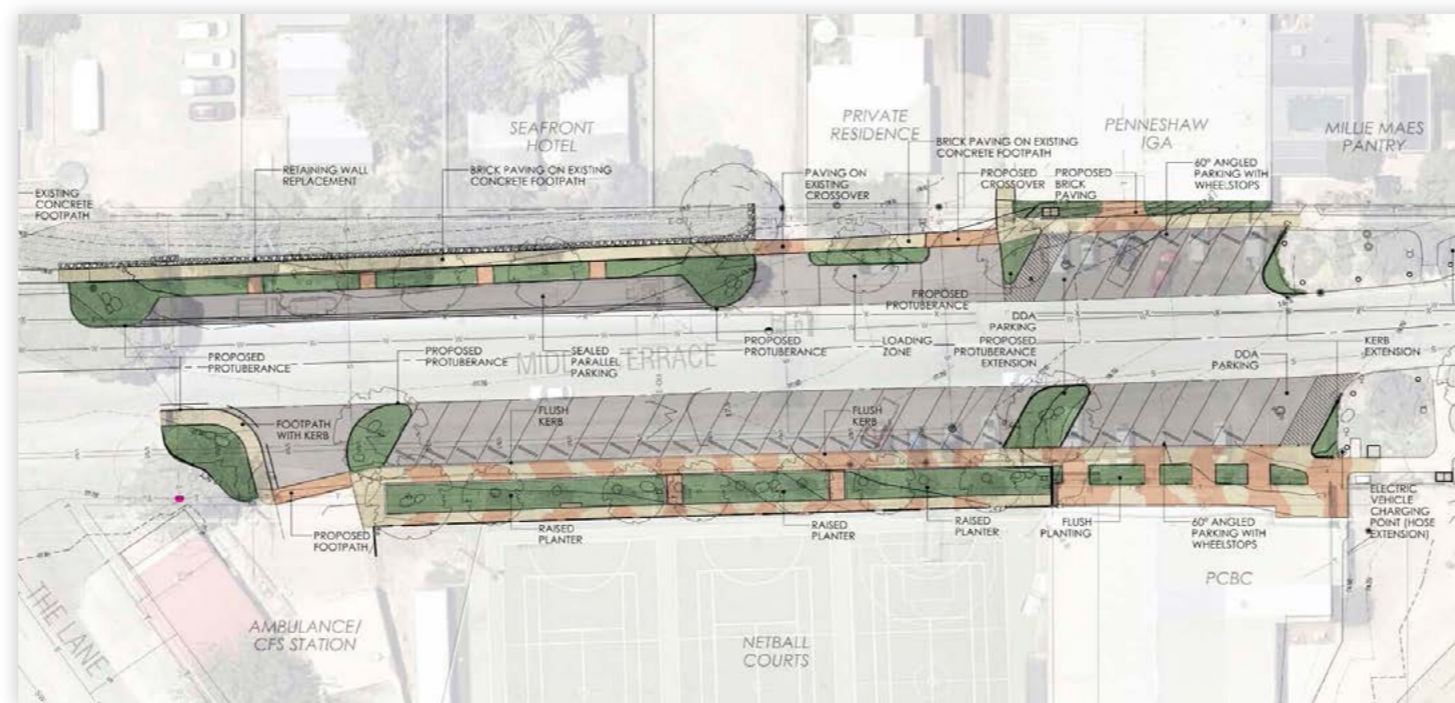
This project expanded on the Urban Design Framework and is nearing completion.

Phase 1 focussed on 'Place Creation' and identifying future projects with the following aims:

- _ Improved gateway entrances and linkages
- _ Streetscaping and beautification initiatives
- _ Walking trails, health and wellbeing
- _ Create sense of place and pride
- _ Wharf Precinct mixed use redevelopment options, and integration with town centre
- _ Public art and music
- _ Enhance open space/recreational areas.

Funding was sourced from the Open Spaces + Places for People fund from the State Government and the Federal Drought Communities Programme. An additional \$200k was committed by SATC to improve pedestrian connection from ferry terminal to town centre.

A detailed concept design for Middle Terrace (west) was also developed.



Key elements of the Middle Terrace (west) plan include:

- _ Angled parking, DDA parking, long vehicle parking and oversized vehicle parking for heavy vehicles RVs etc
- _ Increased plantings to passively reduce speed of passing vehicles
- _ Ambulance entrance
- _ DIT 8.5-8.6m carriageway
- _ Continuous pedestrian footpath with seating and plantings



Middle Terrace landscaping upgrades



Middle Terrace public realm upgrades



5.3 Development approval process

Components exempt from approval

Many elements typical of a Master Plan like this are Essential Infrastructure, as defined by the *Planning, Development and Infrastructure (PDI) Act 2016*, and do not require Development Approval. For example:

- _ transport networks or facilities, including roads, ports, wharfs, jetties and freight-handling facilities
- _ causeways, bridges or culverts
- _ embankments, walls, channels, drains or other forms of earthworks
- _ coast protection works or sand replenishment facilities
- _ police and emergency services facilities.

Elements of the Master Plan which may be considered Essential Infrastructure may include:

- _ boat ramps
- _ ferry berths
- _ jetty
- _ breakwaters
- _ roads (and footpaths)
- _ areas used for freight-handling.

The presence of the State Heritage Place that encroaches into the Study Area along North Terrace, and the Heritage Adjacency overlay, may impact the ability for some features of the Master Plan to be considered Essential Infrastructure and may require Development Assessment and referral to the Minister responsible for the Heritage Places Act.

Other elements not considered a form of development include:

- _ the construction and repair of public recreation paths by a public authority,
- _ landscaping,
- _ some shade sails or pergolas.

Components needing approval

Elements of the Master Plan considered likely to need Development Approval include:

- _ tourist accommodation
- _ ferry terminal expansion
- _ signage
- _ shade structure (size dependent)
- _ shade sail (size dependent)
- _ retaining walls (not associated with Essential Infrastructure)

The Planning and Design Code

The study area falls into four zones- predominantly the Township Activity Centre and Infrastructure (Ferry and Marina Facilities) Zone, with the northern area of the Study Area within the Open Space Zone. The jetty is within the Coastal Waters and Offshore Islands Zone.

Where development is required to be assessed using the P&D Code, the relevant Overlays must also be considered.

Other relevant legislation

Projects within the Study Area should also be considerate of the requirements of the following acts:

- *Environment Protection and Biodiversity Conservation Act 1999*
- *South Australian Native Vegetation Act 1991 and Regulations 2017*
- *South Australian National Parks and Wildlife Act 1972*
- *Landscape South Australia Act 2019*
- *Aboriginal Heritage Act 1988*
- *Native Title Act 1993*
- *Heritage Places Act 1993*
- *Recreational Greenways Act 2000*



Planning and Design Code Zone map of Penneshaw

The study area is largely comprised of the **Township Activity Centre Zone** as well as the **Infrastructure (Ferry and Marina Facilities) Zone**, which is generally the Department of Infrastructure and Transport's core interest of the study area. Pedestrian, vehicle and freight movements associated with the harbour will also have effects on the township environs.





Planning and Design Code Zone review

Infrastructure (Ferry and Marina Facilities) Zone

Desired Outcome

A zone accommodating on-water development associated with the function of marinas and passenger ferry services together with a range of complementary waterfront-oriented recreational and tourist development activities.

Zone recommendations

On-water development, including boat and ferry berthing, boat servicing facilities, walkways and channel markers, should preserve the function of marinas, passenger ferry services and port activities.

Off-water development should be associated with marinas, passenger ferry services and port activities including complementary conservation works. These works should cater to the needs and enjoyment of visitors and occupants such as residential development tourist accommodation, restaurants, clubrooms, and the like, provided at a scale compatible with the role and function of the associated marina and / or the passenger ferry service.

Pedestrian and bicycle pathways associated with marinas and passenger ferry services link

tourist accommodation with other recreation, tourist facilities and attractions within the area.

Advertising in this zone should be associated with businesses without creating a visually dominant element in the locality.

Township Activity Centre Zone

Desired Outcome

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.

The range of land uses that occur in the centre provide important services to town residents, rural hinterland and the broader region.

Zone recommendations

Land uses should provide a range of goods and services to the local community and surrounding district.

Development should be sited and designed to achieve or maintain a vibrant and interesting streetscape within retail areas.

Buildings should also be sited and designed to create pedestrian, vehicular and visual linkages between the various built-form elements within the zone and adjoining main roads.

Open Space Zone

Desired Outcome

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

Zone recommendations

Development can be associated with or ancillary to the provision of unstructured outdoor passive and active recreation facilities.

Buildings should be limited in number and size to provide a natural, landscaped setting.

Development should be designed and sited to be unobtrusive and not spoil the open space character or interrupt views of natural or landscape features.

Development should be sited and designed to be compatible with the conservation and enhancement of the natural environment

Coastal Waters and Offshore Islands Zone

Desired Outcomes

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.

Zone recommendations

Development in this zone should be small-scale and low-impact, for the purpose of conservation, navigation, science, recreation, tourism or aquaculture.

Development should be undertaken in a way which minimises impact to the marine and coastal environment.



Planning and Design Code Overlay review (continued)

Planning and Design Code Overlays

The Study Area has eleven applicable Overlays. The Overlays which have referral requirements for some forms of development are detailed in the following images. In addition, the Study Area also has the Hazards (Bushfire- General), the Hazards (Flooding), the Hazards (Flooding - Evidence Required), Local Heritage Place, Heritage adjacency and the Marine Parks (Managed Use) Overlays applied, which do not have referral requirements.

The Overlays involve referrals to state agencies or address sensitivities of land uses where proposed developments may be considered to impact upon the subject land or land adjacent.



Coastal Areas Overlay: referral to Coast Protection Board



Native Vegetation Overlay: referral to the Native Vegetation Council



Key Outback and Rural Routes Overlay: referral to Commissioner of Highways



State Heritage Place: referral to Minister for Heritage Places Act



Historic Shipwreck Overlay: referral to Minister for Historic Shipwrecks Act



PORT LINCOLN
191

ELIZABETH
3400

DELAIDE
71

PERTH
2025

STOKES BAY
59

ALMASCOTE
20

CAPE JENNIS
16

CAPE BORDA
107

PARNDANA
60

AMERICAN RIVER
17

WILLOUGHBY
19

CAPE DU COUEDIC
102

SEAL BAY
54

SOUTH POLE
5338



6. Values, issues & opportunities in Penneshaw

6.1 Introduction

6.2 Values

6.3 Issues

6.4 Opportunities



6. Values, issues and opportunities in Penneshaw

6.1 Introduction

This chapter brings together the initial investigations about Penneshaw and what people see as its values, issues and opportunities. This information has been captured through stakeholder and community engagement and through the investigations and analysis undertaken by the project team.



6.1 VALUES



Interactive page (when viewed online or interactive pdf)

Click on image circles for further information



Penneshaw Pub

North Terrace

Penneshaw IGA

Middle Terrace

Thomas Wilson St

Nat Thomas St

Bay Terrace

Howard Drive



Local Businesses



Legend

-  Green open spaces
-  Key Buildings
-  Penneshaw Town Walk

6.2 ISSUES



Interactive page (when viewed online or interactive pdf)

Click on image circles for further information



6.3 OPPORTUNITIES



Interactive page (when viewed online or interactive pdf)

Click on image circles for further information





7. Vision and Guiding Principles

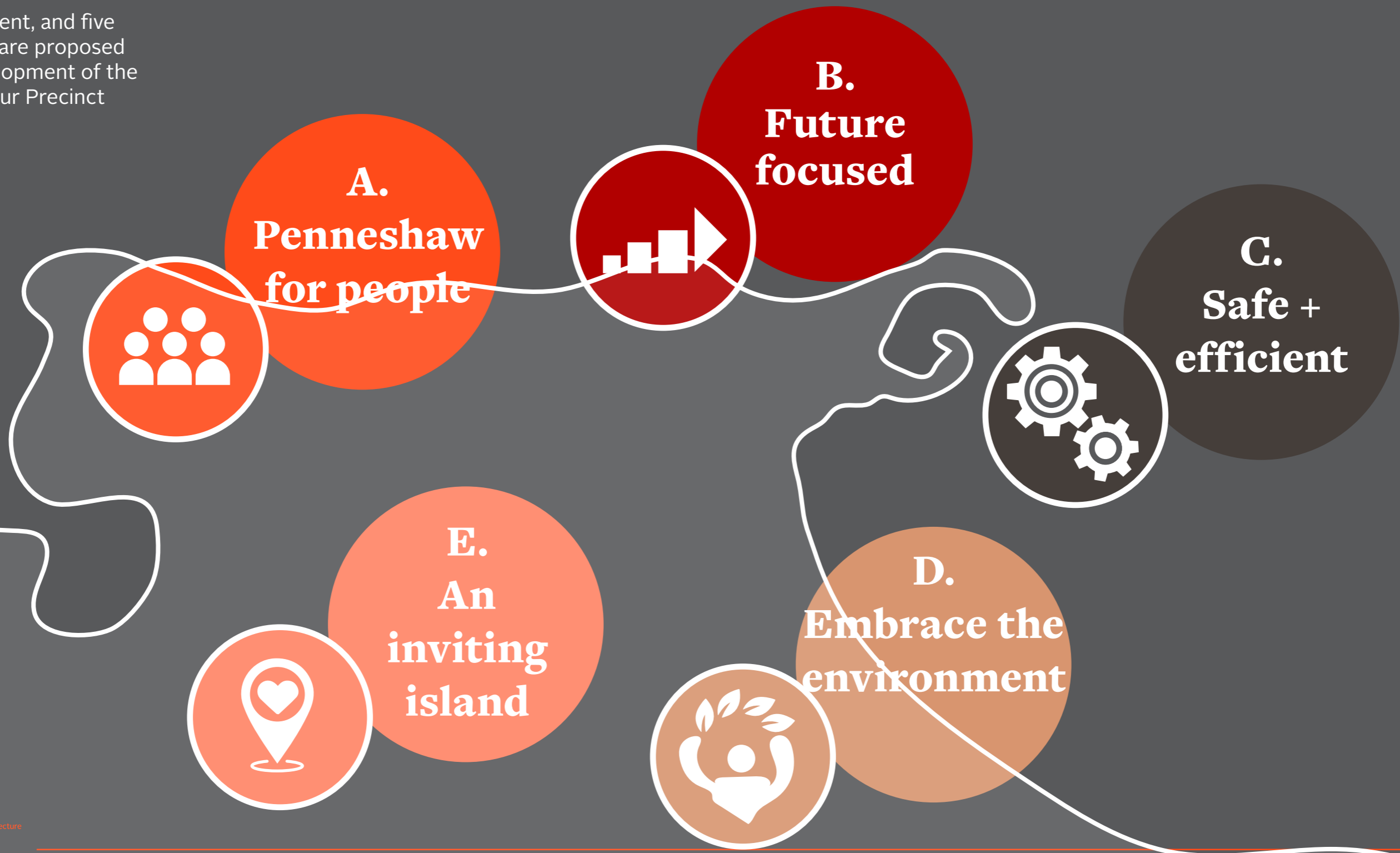
A vision and set of principles based on the findings from community and stakeholder engagement and early project investigations.



7. Vision and Guiding Principles

“Delivering local benefits while meeting island-wide needs.”

One vision statement, and five guiding principles are proposed to shape the development of the Penneshaw Harbour Precinct over time.





7. Vision and Guiding Principles continued

One vision statement, and five guiding principles are proposed to shape the development of the Penneshaw Harbour Precinct over time.



A. Penneshaw for people

- _ Protect the strong sense of community in Penneshaw.
- _ Enhance liveability for local residents.
- _ Recognise wide range of user groups and their specific needs (e.g. the elderly, those who work in the precinct).
- _ Facilitate a people-friendly public realm.
- _ Include community in the planning of the town.



B. Future focused

- _ Plan for growth of tourism and agriculture exports.
- _ Ensure that land use responds to this future growth.
- _ Consider future functionality of the precinct in infrastructure design.



C. Safe + Efficient

- _ Prioritise pedestrian safety throughout the precinct.
- _ Separate movements of heavy vehicles, light vehicles, pedestrians and coaches at the harbour.
- _ Ensure efficient configuration of space to meet diverse user needs.



D. Embrace the environment

- _ Protect the pristine natural environment, particularly along the coast.
- _ Provide opportunities for people to connect with the environment.
- _ Integrate native planting into harbour precinct.
- _ Mitigate the impacts of projects on the environment and the penguins.



E. An inviting island

- _ Recognise Penneshaw as the gateway to Kangaroo Island.
- _ Improve amenity at the harbour precinct to improve arrival and departure experiences.
- _ Increase visitor appeal of Penneshaw.
- _ Encourage visitors to explore the town, by creating things to do and see e.g. walking loops.



8. Master Plan

- 8.1 Overall Master Plan
- 8.2 Harbour access, parking + amenity improvements
- 8.3 Penneshaw “Infinity Walking Loop”
- 8.4 North Terrace lookout + open space
- 8.5 Penneshaw War Memorial Park
- 8.6 Safer intersections
- 8.7 Tourism + Mixed Use development opportunities
- 8.8 Heavy Vehicle route + opportunities for HV Waiting Area)
- 8.9 Revegetation for the Penneshaw Little Penguins

8.1 Master Plan

The overall Master Plan shows how the Penneshaw Harbour precinct can be improved over time, including roads, footpaths and parking, land use and tourism opportunities, and open spaces.



8.2 Harbour access, parking + amenity improvements

A Ferry Terminal with improved safety and amenity for all users. The Terminal will cater for the operations of SeaLink's future ferries, and allow for future freight growth, while improving the experience for visitors and regular users. Amenity improvements will include better footpaths, wayfinding signage and car parking.



8.2 Harbour access, parking + amenity improvements (cont.)



Safer pedestrian zones



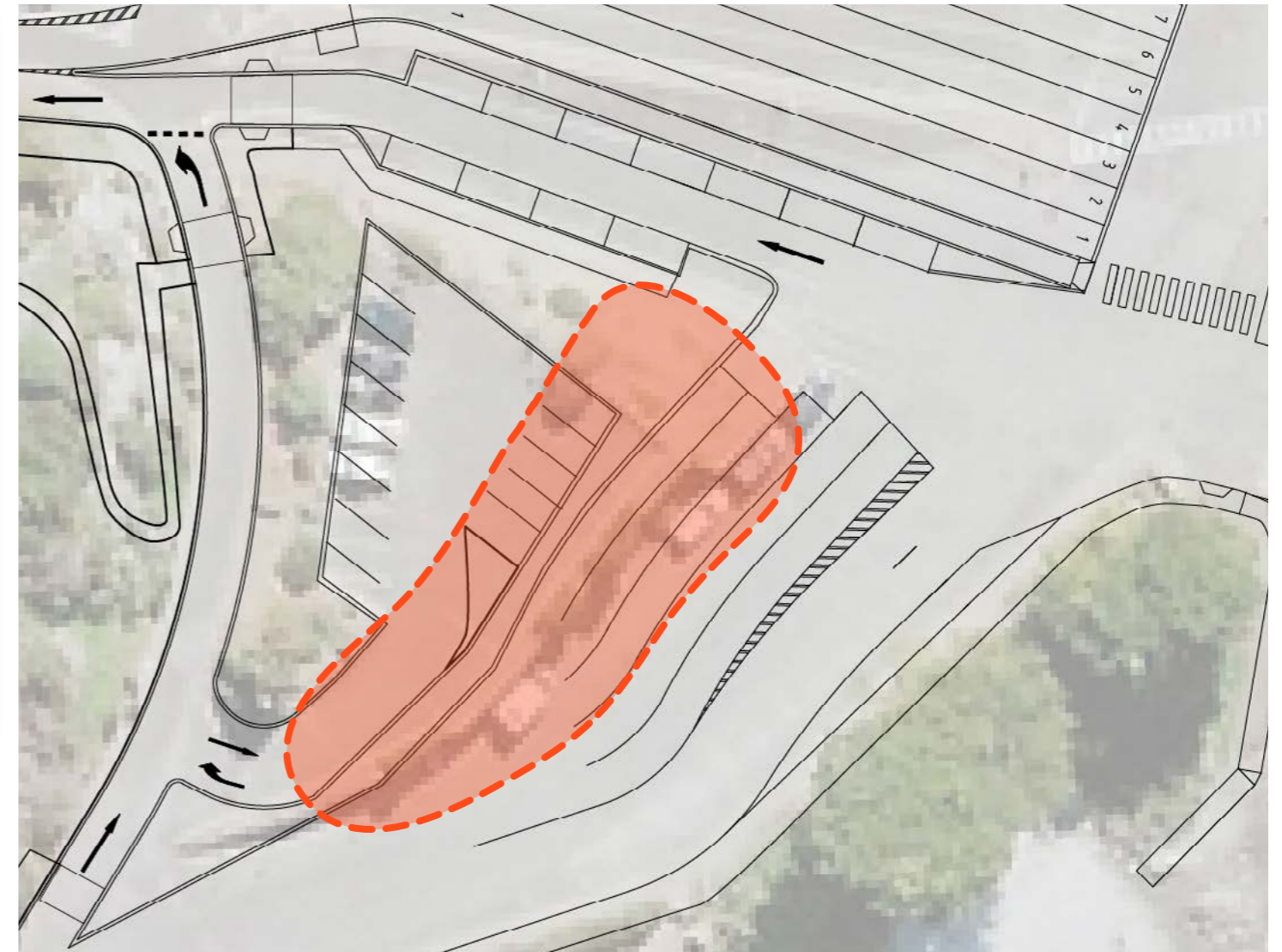
Formalised short term car park



Improved passenger and heavy vehicle marshalling



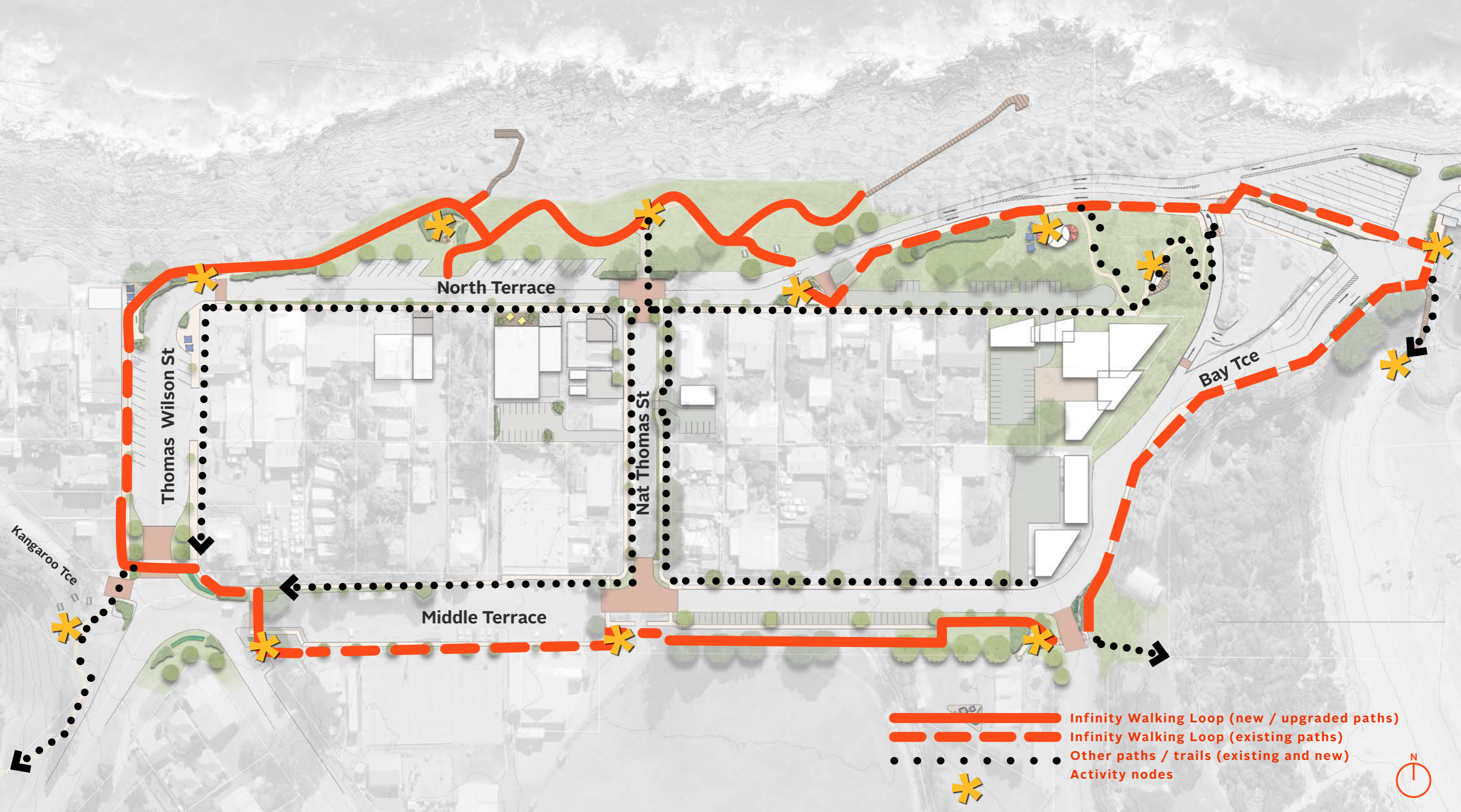
Public realm amenity improvements



Alternative future expansion option Bay Terrace Heavy Vehicle marshalling

Catering for future increased freight use, this concept involves a reduction in size of the Council-owned car park (with re-alignment of parking) to add two more freight waiting lanes while maintaining the function of the car park. Sheltered from the wind, vegetation will be used to soften the retaining which will be required, to improve arrival experience.

8.3 Penneshaw "Infinity Walking Loop"



- Infinity Walking Loop (new / upgraded paths)
- - - Infinity Walking Loop (existing paths)
- ... Other paths / trails (existing and new)
- * Activity nodes






8.3 Penneshaw "Infinity Walking Loop" (cont.)

Penneshaw is compact, but the routes between the harbour, town and the rest of Kangaroo Island are not intuitive for first time visitors.

Clear signage is needed to clearly direct freight and passenger vehicles to and from the harbour.

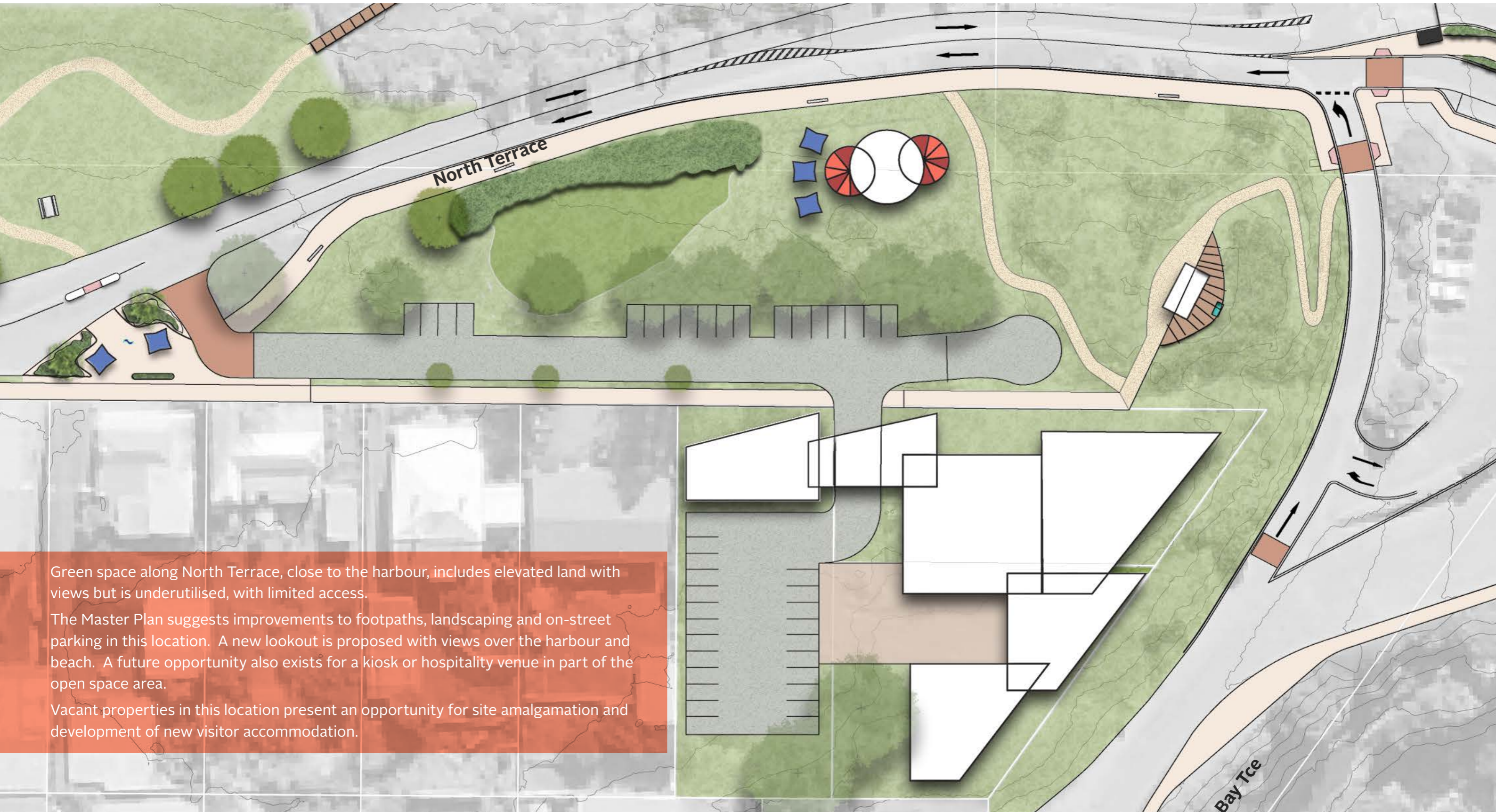
Attractive pedestrian wayfinding signage will encourage visitors to explore Penneshaw and support placemaking and township amenity.



-  _ Gateway wayfinding marker creating identity
-  _ Pedestrian wayfinding signage
-  _ Vehicle + heavy vehicle directional signage



8.4 North Terrace lookout + open space



Green space along North Terrace, close to the harbour, includes elevated land with views but is underutilised, with limited access.

The Master Plan suggests improvements to footpaths, landscaping and on-street parking in this location. A new lookout is proposed with views over the harbour and beach. A future opportunity also exists for a kiosk or hospitality venue in part of the open space area.

Vacant properties in this location present an opportunity for site amalgamation and development of new visitor accommodation.



8.5 Penneshaw War Memorial Park

Sensitive additions to open spaces along North Terrace to increase use by visitors and residents.



Nature play space



Seating and gravel paths



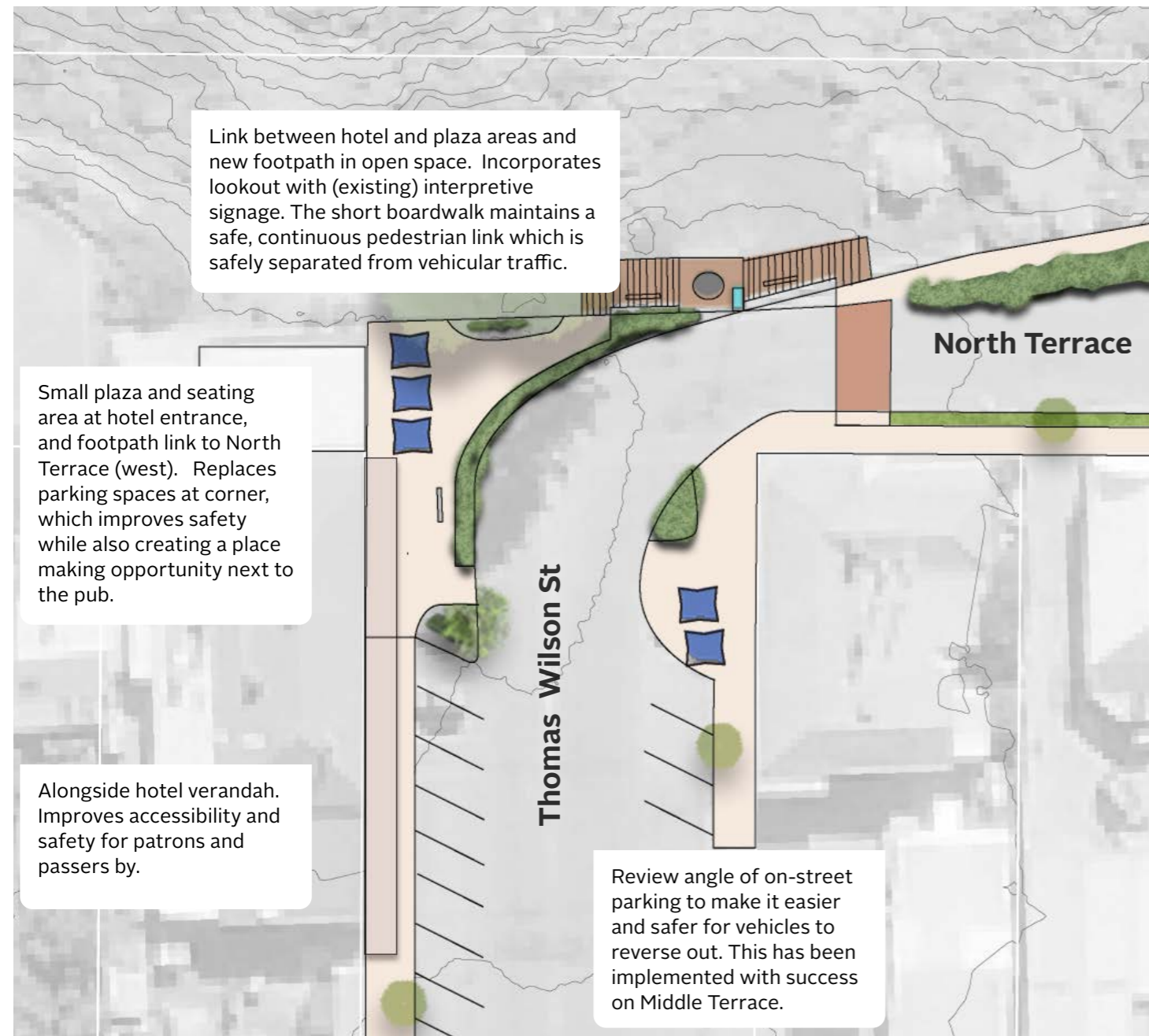
Contrasting intersection treatment



Focal point around memorial

8.6 Safer intersections

Thomas Wilson St and North Terrace



Thomas Wilson St and Middle Terrace Intersection



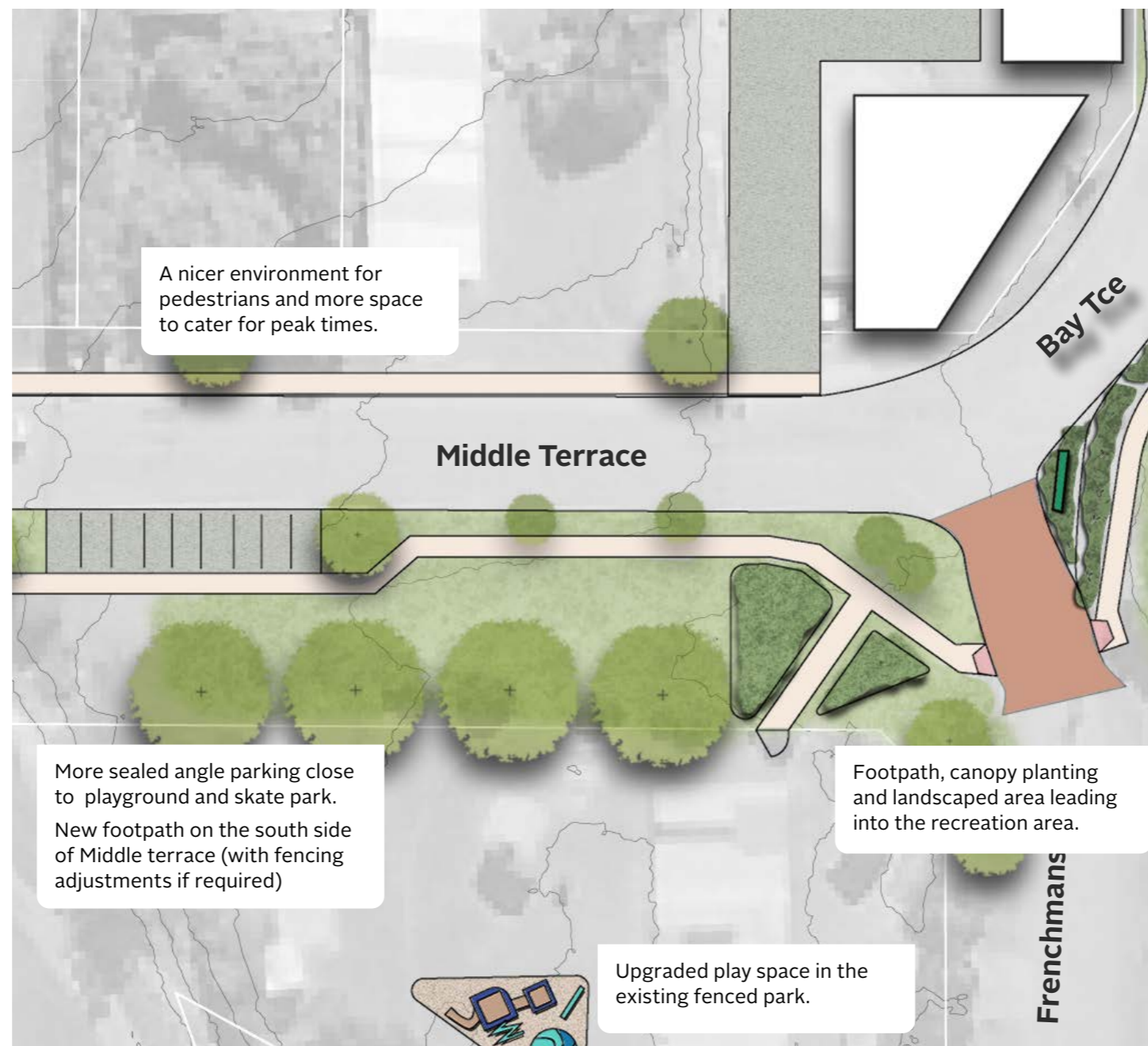


Artist Impression

Safer intersections _ Thomas Wilson St and Middle Terrace Intersection (facing east)

8.6 Penneshaw "Infinity Walking Loop" + Traffic Calming (continued)

Safer intersections and crossing points _ Bay Terrace and Middle Terrace intersection



High quality footpaths with paving details



Park entrance



Paths enable safe cycling

8.7 Tourism + Mixed Use Development Opportunities

To plan for the growth of tourism, opportunities for visitor accommodation and mixed use development have been identified on privately-owned land, including several sites of vacant land, and other underdeveloped sites (pending Development Approval).



- Vacant land _ tourism / mixed-use development opportunity
- Redevelopment opportunity _ new / expanded tourism / mixed-use



Development examples

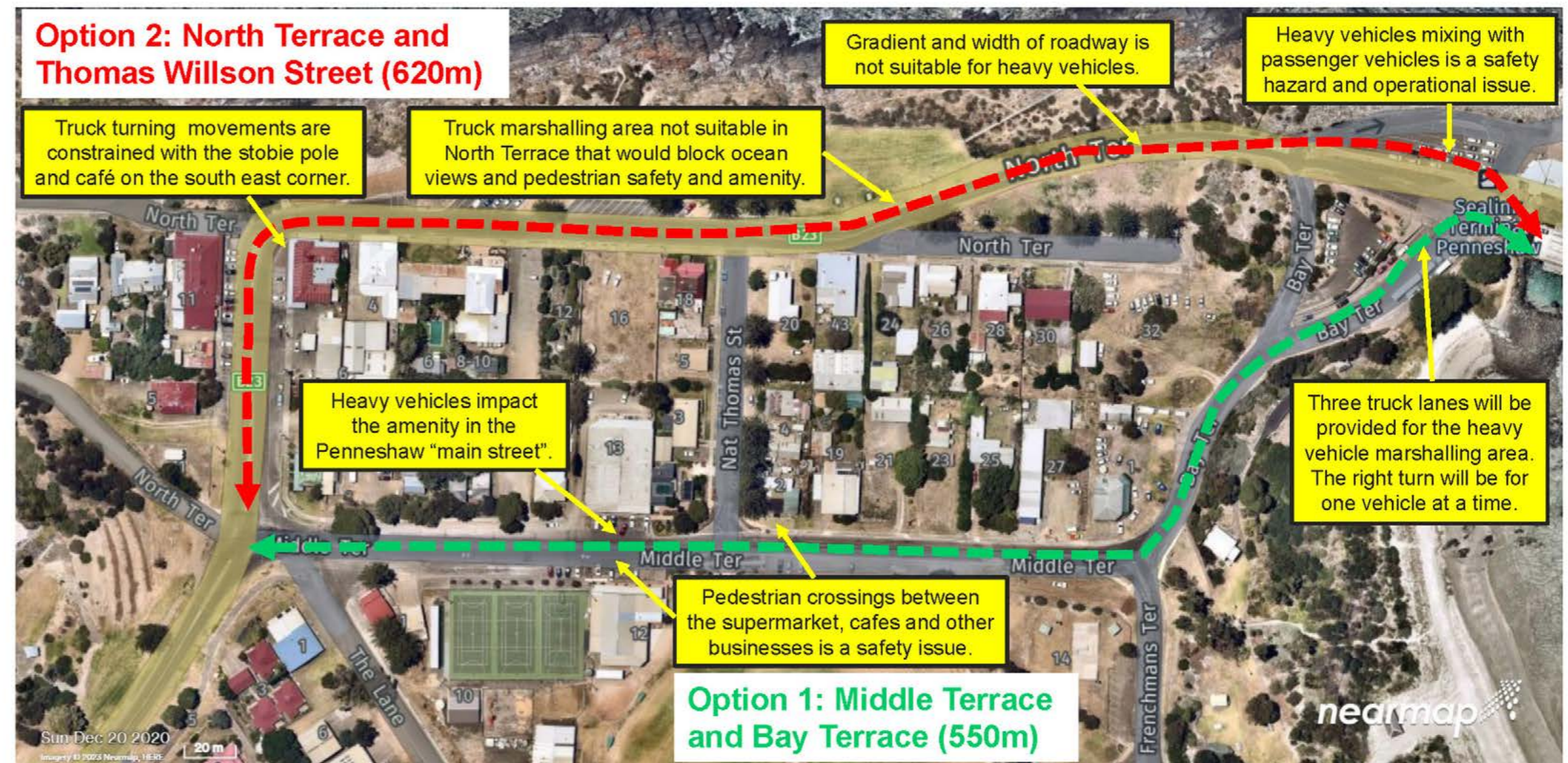
8.8 Heavy Vehicle Route + Opportunities for HV Waiting Area

Heavy Vehicle Routes

Middle Terrace and Bay Terrace are the designated freight vehicle route to the harbour, with North Terrace the access point for passenger vehicles.

Redirecting heavy vehicles via North Terrace has been investigated but found to be too constrained to be feasible.

Options for HV waiting areas outside the centre of Penneshaw have also been examined.



It is recommended that Middle Terrace / Bay Terrace remain the heavy vehicle route to Penneshaw Harbour, but with additional traffic calming including speed limit reductions to 30kph or 40kph to manage safety and amenity.

8.8 Heavy Vehicle Route + Opportunities for HV Waiting Area (continued)

HV waiting area options assessed

Four heavy vehicle marshalling areas considered were:

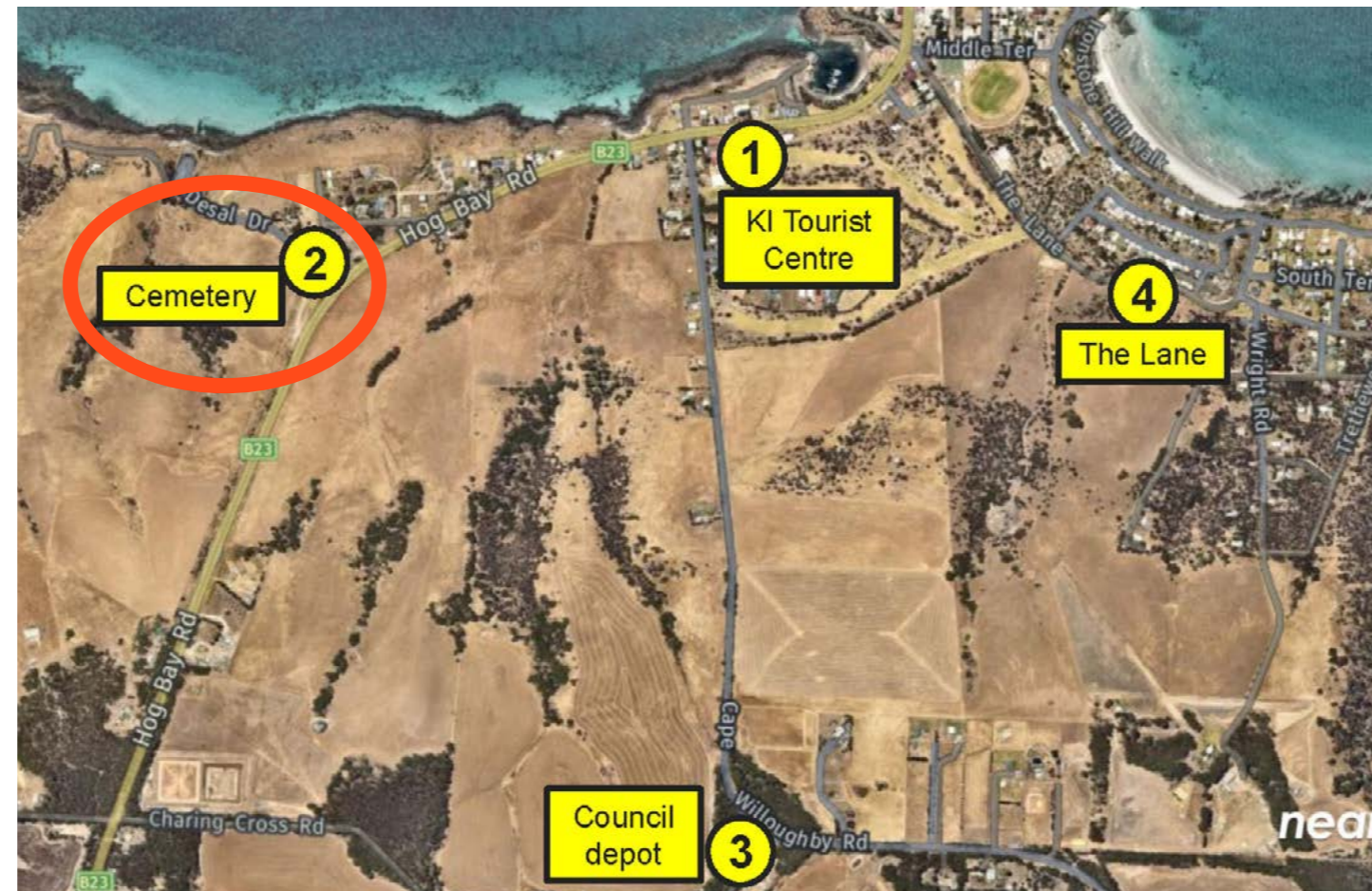
1. KI Visitor Centre on Howard Drive,
2. Adjacent to the Cemetery along Hog Bay Road,
3. Council depot at Charing Cross Road,
4. Vacant land on Mary Seymour Lane.

_ A multi-criteria assessment of these options was conducted by Stantec, taking into account route efficiency, access, suitability of land use, space for vehicles and truck driver amenity.

_ **Option 2 (highlighted in red), located on land next to the cemetery, is the preferred location as it can already be easily accessed along the HV route.**

_ **Facilities for truck drivers e.g. toilets, drinking water should be added.**

_ Options 1 & 3 are plausible but have disadvantages. Option 1 would result in mixing passenger vehicles with heavy vehicles which is not desired. Option 3 at the council depot is difficult for heavy vehicles to access.



_ Option 4 on Mary Seymour lane is ruled out as it is narrow and its road surface is unsuitable for heavy vehicles. It would be difficult for trucks to make a sharp left turn from Middle Terrace and is also in close proximity to residential areas.



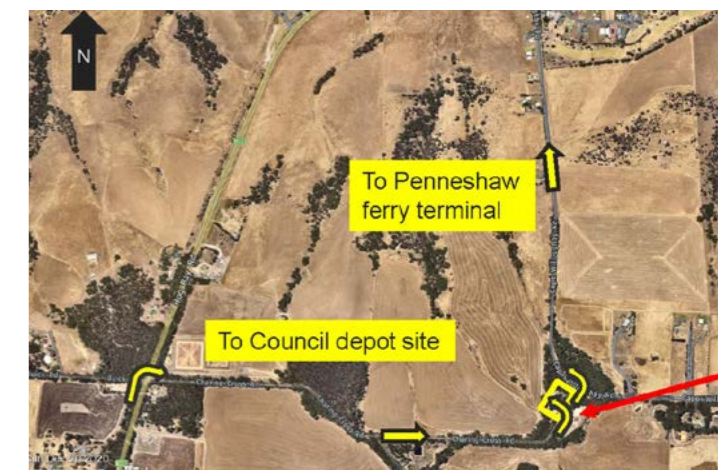
Location 2 is already used informally for truck parking (no facilities)



Option 1 concept



Option 2 concept



Option 3 concept

8.9 Revegetation for the Penneshaw Little Penguins

Penneshaw is home to a colony of Little Penguins.

The Penneshaw Penguin Centre is located to the east of the town and advocates for their habitat.



- _ Where known and possible penguin burrows are located on coastal areas north and east of the town, revegetation efforts should increase the vegetation cover of dense and thorny shrub species. This protective habitat can help the penguins avoid attack from predators.
- _ Further revegetation efforts could expand to the western headland, north of Christmas Cove in the future, to plan for the growth or movement of the penguin colony.
- _ Environmental investigations on the impact of proposed projects to the flora and fauna should precede and inform all projects near to the penguin colony. Programming projects to occur when Penguins are less active could assist in minimising impacts.



Bursaria spinosa



Acacia paradoxa



Atriplex cinerea

9. Implementation

9.1 Implementation

9.2 Staging Strategy

9.3 Next Steps





9.1 Implementation

Early success vital

While we like to think that all Master Plans will stand the test of time (and many do), the reality is that priorities, leaders and local communities change over time.

The first few years of implementation are therefore critical to a successful public realm transformation.

Selecting and delivering catalyst projects that make a meaningful difference on the ground, that change perceptions, and in turn attract more funding and investors is essential for longer term success. It is also important to deliver on the promise while community support and energy is high.

The Penneshaw Harbour Precinct is well placed as the site of a key piece of transport and tourism infrastructure allowing public realm upgrades to be focussed at key locations which will result in safety, efficiency and amenity benefits for the whole precinct.

Strategy

A high-level staging strategy is suggested (on the following page) with project areas organised into three phases.

Partnerships

While implementation may be led by the SA Government, strong partnerships are desirable with the Kangaroo Island Council.

Priorities

The Master Plan will evolve into a staged program of work and investments guided by a number of externalities such as private development, purchase of strategic sites within the precinct and funding opportunities.

The focus on renewal of the public realm, pathways and accessibility is to ensure the precinct looks and feels like the key transport and tourism asset that it is and establishes the foundations for further investment attraction.

Quick wins

_ Quick win projects are typically low cost and simpler, not relying on enabling infrastructure or complex design, approval or funding processes. Quick wins demonstrate action on the ground, make improvements that can be enjoyed immediately, and set the scene for things to come.

Catalysts

_ These projects often take time to plan, design, fund and implement. It is important to start early. Including transformational projects in this medium-term phase is important as these “catalysts” will in turn support later projects by bringing more people, investment and a higher profile to the area.

Transform

_ Final phase of the strategy, involving large and smaller projects to consolidate and complete the transformation in the long-term

Consultation

It is recommended that the Master Plan is made available for public comment and that feedback is evaluated and incorporated into a final version of the Master Plan where deemed appropriate.

Further investigations

As a high level strategic document, this Master Plan does not address all aspects which are important for the success of the precinct and its future projects. As such, it is recommended that further investigations are undertaken into the sustainability of the precinct and strategies are developed for sustainability, infrastructure and tourism.

9.2 Staging Strategy

Quick wins

Focus on delivering on a balance of essential pieces of infrastructure and quick wins.

- Improve amenity, design and functionality of the Harbour access. Establishing the Infinity walking loop and introduction traffic calming measures.

Catalysts

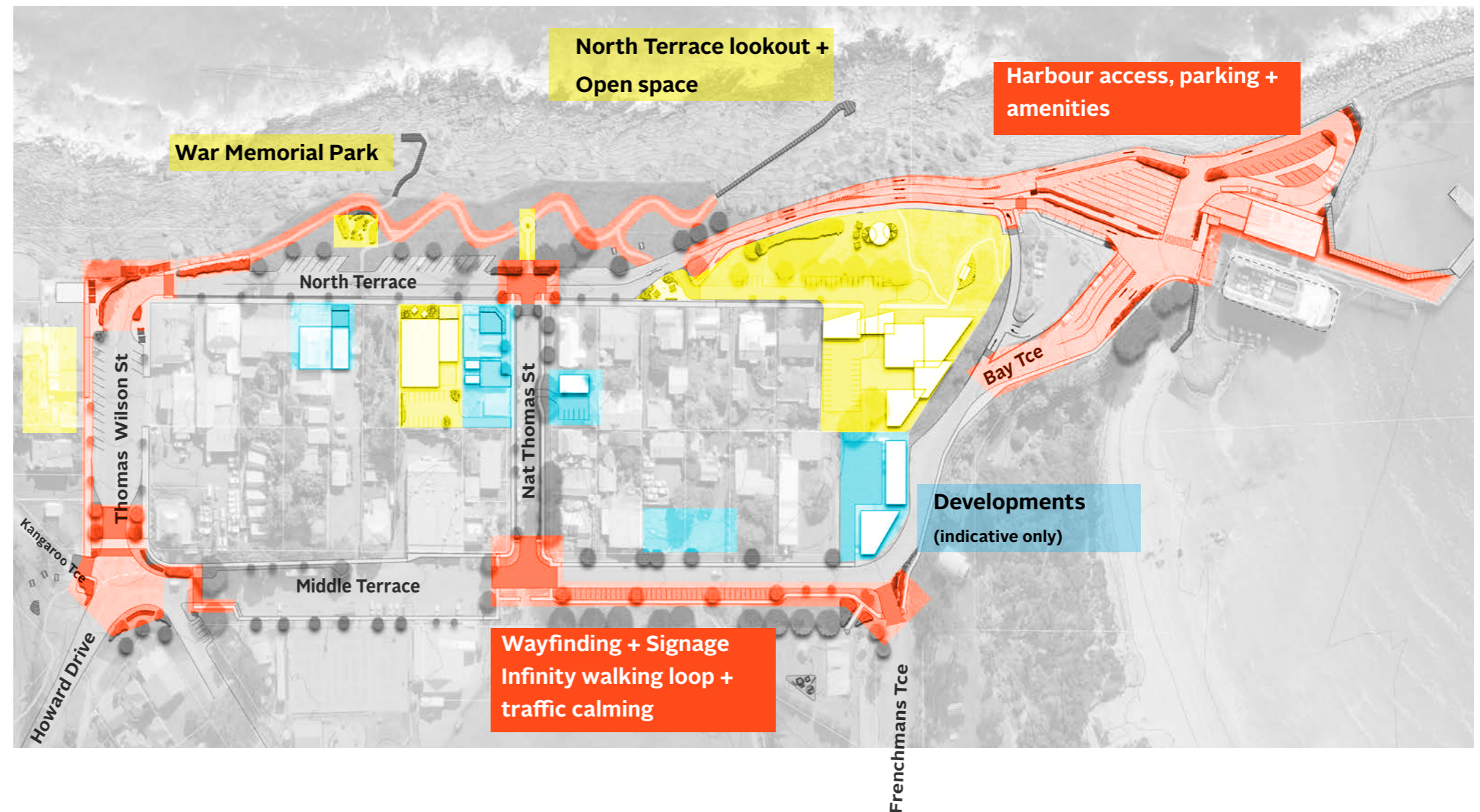
Includes a focus on the establishment of key sites including,

- North Terrace lookout and open space. War memorial park, the identification of key sites for redevelopment.

Transform

Responds to the vision for future growth, identifying locations

- To facilitate the growth of tourism, opportunities for visitor accommodation and mixed use development





9.3 Next steps

- _Community consultation on the Draft Penneshaw Harbour Precinct Master Plan and its options, to receive community input about a preferred Master Plan option.
- _Early use and reference of this Master Plan, its vision and guiding principles, into future projects.
- _Community consultation for feedback on Master Plan elements.
- _Develop strategies to address the precinct's sustainability, infrastructure and tourism. These strategies should be applicable to future projects in the precinct.





Appendices

Appendix A_ Full Engagment Summaries



Appendix A _ Full Engagement summaries

SRG workshop 1

The purpose of the workshop was to collaboratively inform the early Master Planning for Penneshaw Harbour Precinct

Objectives

Jensen PLUS facilitated an online workshop with the Stakeholder Reference Group (SRG) on June 4th, 2023.

The workshop objectives were to gain an understanding of:

1. Stakeholder insights, local knowledge and information gaps to understand the roles of the Penneshaw Precinct
2. Priorities, risks, threats to consider for Master Planning
3. Collaboratively developed vision for the precinct

This engagement report summarises the findings and themes from the workshop activities.

The summary helps to identify and clarify actions and points of focus to help shape the development of the Penneshaw Harbour Precinct Master Plan.

Agenda

9:30am Welcome and introductions

9:50am Workshop purpose and agenda

9:55am Project Overview presentation and briefing, Q&A

10:15am Workshop Activity 1 "Values, issues and opportunities"

11:00am Quick 5 min break

11:05am Workshop Activity 2 "Visioning"

11:50am Next Steps

12pm Close and informal discussions

Attendees

Penneshaw Stakeholder Reference Group

DEW- Yani Grbich

KI Landscape Board- Paul Rogers

KI Council- Jon Herron + Yarran Iversen

SeaLink- Peter Vickery

Penneshaw Progress Assn- Dr David

Mepham and Dr John Holmes

RDA AH, F, KI- Sue Arlidge

SARTA- Steve Shearer

KI Business + Brand Alliance -Lizzie

Trethewey

AgKI – Anna Osman + Jamie Heinrich

Seafront- Sam Atkins



Appendix A _ Full Engagement summaries

SRG workshop 1

A presentation briefed stakeholders on key project considerations and fostered a collaborative approach to developing a vision for the precinct.

Approach

The first part of the workshop was a presentation by the project team which contained the following:

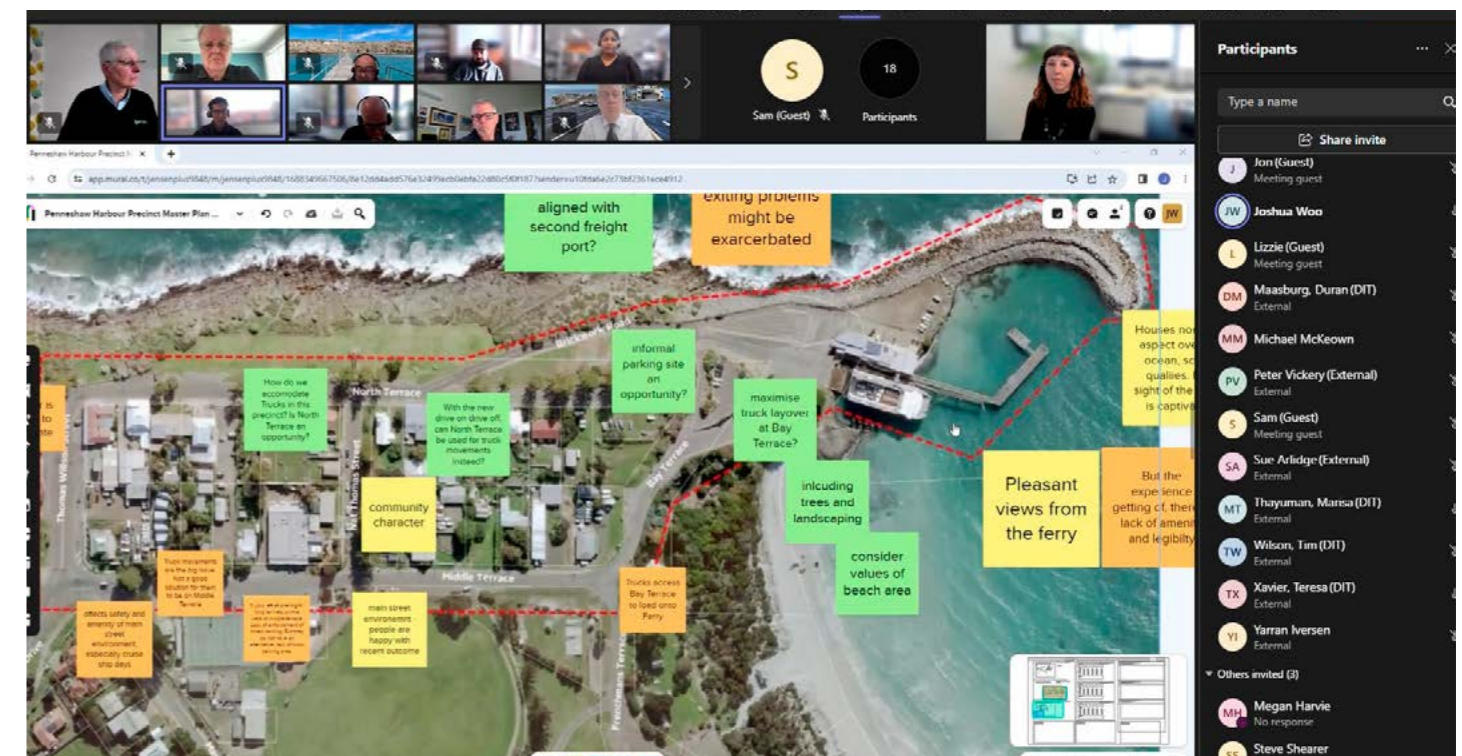
- The study area was clearly defined, setting up the parameters for subsequent discussions.
- A virtual site tour was conducted using site photos. This allowed attendees to get a feel of the precinct, particularly those who were less familiar with the site.
- Key background information and considerations were highlighted, including future plans for the ferry, strategic plans and the environmental and heritage values of the precinct.
- Finally, John Devney from Stantec explained traffic and transport considerations relating to the harbour precinct including its existing circulation and traffic volume data.

These key considerations informed the conversations that occurred in the second part of the workshop and attendees were encouraged to speak about other topics that were relevant.

The second half of the workshop involved splitting up the attendees into three groups, with a member of the project team facilitating each of those groups. Two activities were conducted and information was captured using MURAL, an online digital whiteboard.

This approach ensured that each attendee was able to contribute to the discussions.

The activities, which are explained in greater detail in the next sections, culminated in the collaborative development of three vision statements for the precincts.



Screen capture of online workshop at the conclusion of Activity 1



Appendix A _ Full Engagement summaries

SRG workshop 1

Attendees were asked to identify the values, issues and opportunities, both in the harbour precinct and the township itself

Values

Attendees identified values attached to the study area and these fell into four broad themes.

1. Natural and scenic qualities

- _ Penneshaw's beauty as a seaside town
- _ People enjoy great views over the water
- _ Presence of natural assets such as Penneshaw Beach and penguin habitats

2. Liveability

- _ Sense of community among residents
- _ Peacefulness

3. Vibrant Town Centre

- _ Main street experience on Middle Terrace
- _ Variety of retail and hospitality options

4. Gateway function of Penneshaw

- _ Recognition that the gateway function is part of Penneshaw's history and this adds to its charm
- _ The gateway function supports a range of industries by facilitating livestock transport, tourism etc.

Issues

The issues fell into four main themes, with safety viewed as most important.

1. Road safety and traffic

- _ In the harbour, pedestrians, heavy vehicles and passenger vehicles compete for space.
- _ Middle Terrace is the primary route for B-doubles but this can conflict with the main street environment and pedestrians.
- _ The corner of North Terrace and Thomas Wilson St is difficult to navigate, especially for larger vehicles.
- _ Footpaths and wayfinding for large groups of pedestrians are not well accommodated for.

2. Lack of waiting area for trucks

- _ Trucks that arrive early before ferry departure usually park temporarily in the township which affects safety and amenity.

3. Poor arrival experience

- _ There is a lack of amenity and legibility in the harbour precinct which leaves a negative impression on visitors.

4. Anticipated increase in freight and visitation

- _ This will lead to more vehicle and pedestrian movements which could potentially exacerbate the aforementioned issues.

Opportunities

1. A number of opportunities were put forth to **address the conflict between traffic and pedestrians**. These include:

- _ Identification of a location for truck layover. This could be within the study area or beyond.
- _ Separation of freight from passenger movements in the harbour precinct.
- _ Improved signage and wayfinding.
- _ Lower traffic speeds within the township.
- _ Traffic diverted to North Terrace instead of Middle Terrace.

2. Other opportunities were identified to **improve the function and amenity of Penneshaw** as a whole. These include:

- _ Development of more accommodation in the township
- _ Improving the arrival experience. Including trees and landscaping in the harbour precinct,
- _ Concentrating activity where people and businesses are gathering
- _ Development of underutilised land
- _ Public realm enhancements in the township, for example recreation and market opportunities in the War Memorial Gardens and on underutilised land to the east of North Terrace.



Appendix A _ Full Engagement summaries

SRG workshop 1

In small groups, attendees worked together to develop guiding principles and an overall vision statement for the future of Penneshaw Harbour Precinct.

Guiding Principles

Responding to the issues and opportunities from Activity 1, each group came up with four to six guiding principles. Common themes from the principles include:

- _ Enhancing **liveability** and **protecting the sense of community for locals**.
- _ Enhancing the gateway function **to increase visitor appeal**.
- _ Improving the **safety** of the precinct, particularly for **pedestrians on roads**.
- _ Protecting and enhancing the **environment**.
- _ **Planning for growth** in number of residents and visitors.
- _ Strengthening the **economic attractiveness** of Penneshaw to attract businesses.

Other principles that surfaced include:

- _ A "light touch" approach to growth and access improvements.
- _ Sustainability.
- _ Experience and Amenity.
- _ Efficient traffic movement.

Vision

The groups developed visions for the Master Plan:

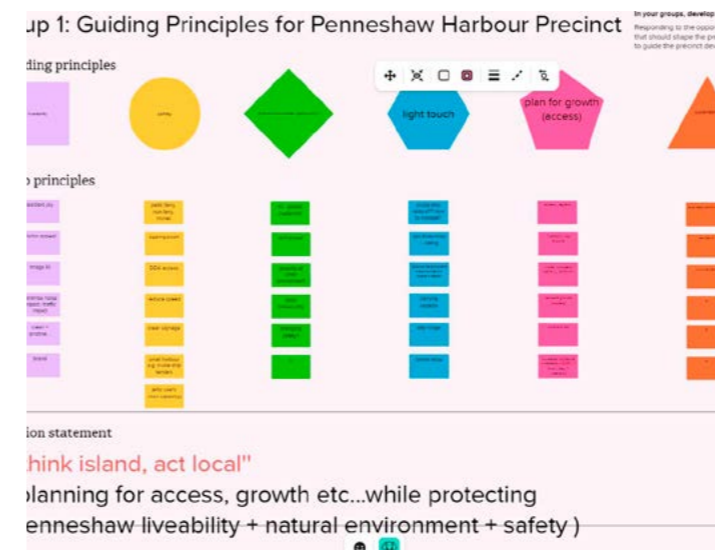
- _ "Think Island, Act Local" - planning for growth while protecting penneshaw's liveability, natural environment and safety.
- _ A place where people feel safe and comfortable to live, walk and explore the town

Group 3 did not refine their vision but ideas they wanted to incorporate were:

- _ Gateway to KI, safe and liveable which embraces the environment, caters to peoples' needs.

- _ Balance of tourist needs and the local resident community. Maintain and enhance township amenity.
- _ Safety for pedestrians and traffic. Future growth to be managed and planned for. Best foot forward and making a lasting impression.
- _ Transport with caravans and cars to interface at harbour.
- _ Freight and livestock experience as an attraction that is unique. Linger longer in the town before leaving KI.

The visions encourage a people-focussed approach for the Master Plan which sees Penneshaw remain a great place to live, which accommodates different users safely and which is attractive, comfortable and which prides itself on its environment and natural setting.



Example of Guiding Principles and Vision Statement from Activity 2



Appendix A _ Full Engagement summaries

SRG workshop 1

The workshop was a great way to launch the Master Planning process of the Penneshaw Harbour Precinct in a collaborative manner

Others comments recorded during the workshop activities:

Values

- _ Retail shops are developing at the north-west corner of town

Issues

- _ Dredging needed at breakwater
- _ Hog Bay Rd a constraint as well
- _ Trucks slow down hill traffic on Howard Drive hence, an overtaking lane is needed

Opportunities

- _ better infrastructure e.g. water, communications, power
- _ long term... build a new freight port + abattoir (somewhere)
- _ Consider how to incorporate best-practice biosecurity
- _ Roll-on Roll-off ferry better efficiency of loading, more sailings.
- _ Redesign terminal - additional jetty on beach
- _ Longer term idea to remove freight from Penneshaw, aligned with second freight port?

Master Plan recommendations

In considering the Master Plan process for the Penneshaw Harbour Precinct, it is recommended that the **shared values, issues and opportunities identified** in Chapter 3 should inform the development of Master Plan options and planning concepts.

It is recommended that the **shared vision and guiding principles for the Master Plan are refined** in the Master Plan to clearly set a direction for the Precinct based on the themes identified in Chapter 4.





Appendix A _ Full Engagement summaries

Penneshaw Stakeholder Reference Group Workshop #2 _ Summary

A second workshop was held with the Penneshaw SRG to provide an update about the Master Planning process and to offer the SRG members a chance to input to the draft Guiding Principles and initial spatial mapping of land uses in the precinct.

Title

Penneshaw Harbour Precinct Stakeholder Reference Group Workshop #2.

Aim

To collaboratively inform the Master Plan for Penneshaw Harbour Precinct.

When

15th September 2023, 10am - 12.30pm

Attendees

Penneshaw Stakeholder Reference Group

Kangaroo Island Council- Yarran Iversen
Regional Development Australia (AH, F, KI) - Steve Shotton
SeaLink - Peter Vickery
Penneshaw Progress Association - David Mephram, John Holmes
Kangaroo Island Tourism Alliance- Megan Harvie
KI Business and Brand Alliance- Lizzie Trethewey
Seafront Group- Sam Atkins
Penneshaw Penguin Centre- Rosemary Whitehead
SARTA- Mark Crossling

Agenda

- _ Workshop purpose and protocols
- _ Previous engagement
- _ Revisiting the work undertaken so far
- _ Strengths and Opportunities
- _ Draft guiding principles
- _ Proposed Master Plan elements and features
- _ Next steps and close





Summary of SRG Workshop #2 Activities _ Activity 1 "review the draft Guiding Principles for Penneshaw"

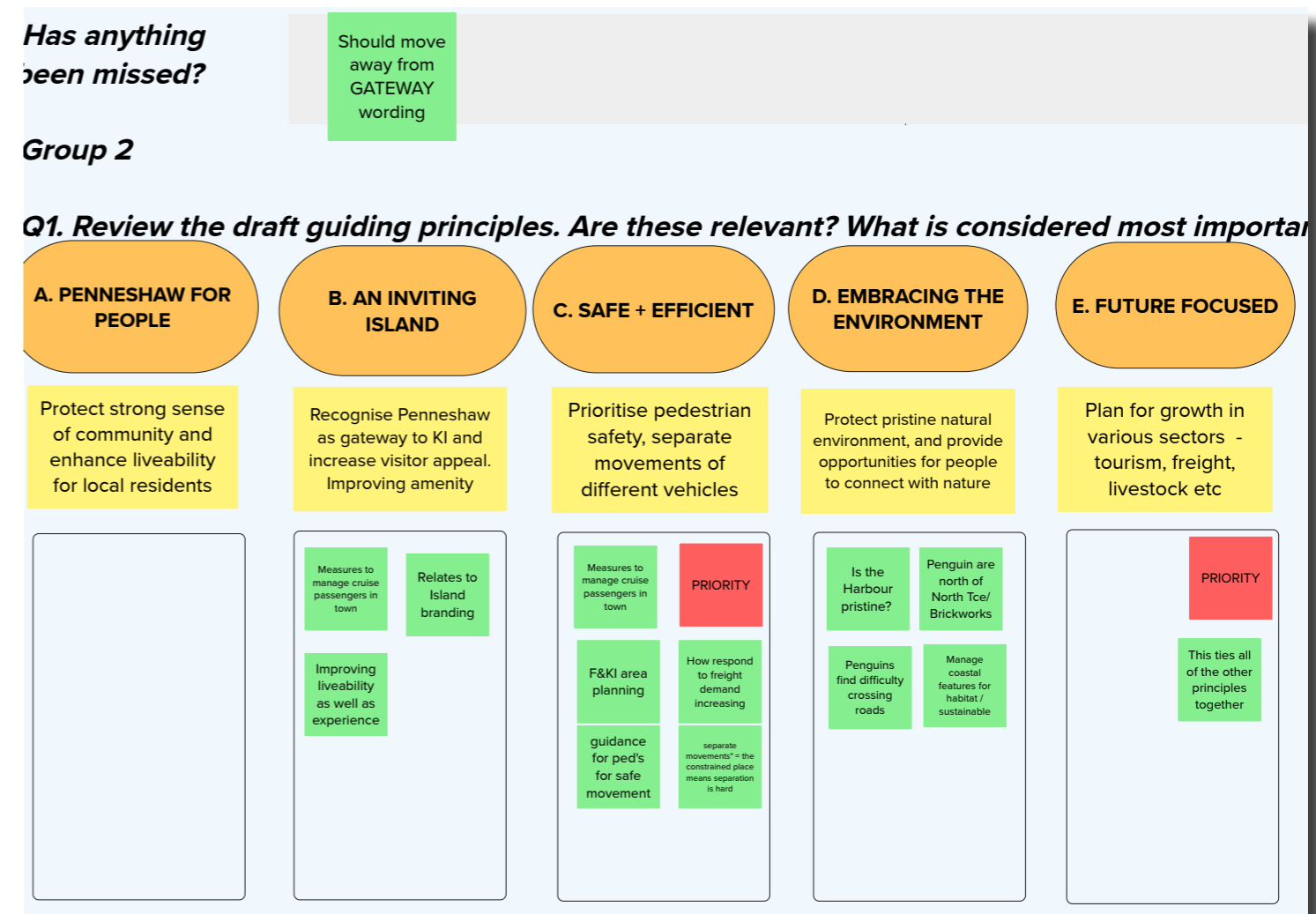
The feedback from the three groups identified support generally for the five guiding principles.

Workshop attendees provided the following key feedback:

- 1. Penneshaw for People is a priority** which includes the process of undertaking the Master Plan - it too should genuinely include community in its preparation and show how evidence for how the community insights have informed the planning.
- 2. Safe and Efficient is a priority** principle to address pedestrian safety and how users and elements in the precinct are configured and efficiently. It was identified by the groups that the truck and traffic movements are currently at odds with helping Penneshaw feel like a place where people want to spend time.

- 3. Future Focussed is a priority** as it is seen as a theme which ties all of the principles together with feedback identifying that if the elements within the precinct are designed with future function in mind, then the other principles are likely to be achieved as well.
4. Managing the environment and designing to complement and support the costal habitat areas was important to attendees, noting that there are improvements to be made, and penguins to be considered.
5. Feedback from workshop attendees also identified that while being "An inviting island" is important, it is more about how visitors are managed once they arrive to make sure the experience is enjoyable. Making liveability enhancements for locals is also important.

Refer attachment 1 for a full version of the workshop record.



F.1: Example of the activity showing feedback on the Draft Guiding Principles from one working group

Appendix A _ Full Engagement summaries

Summary of SRG Workshop #2 Workshop Activities _ Activity 2 "Spatially arrange Master Plan elements" in small groups

The feedback from the three groups identified the following key elements:

- _ **Visitor hospitality** opportunities on North Tce, **key opportunity sites** in the town, overlooking the terminal and at the golf course.
- _ **Amenity improvements** on Middle Terrace and the areas of the hill which are visible from the ferry as it's coming into harbour.
- _ **Traffic calming treatments** coming into the town and speed reductions for the whole town.
- _ **Improvements to reserves and playspaces**, including nature play near Frenchman's Terrace.
- _ **Improved signage** for vehicles and pedestrians.
- _ **Lookouts** at high points in the town.
- _ **Parking** formalised and better utilised on land north of the terminal.
- _ **Longer term parking** for users of the ferry could be located on Mary Seymour Ln (noting this is not proximate to the harbour).
- _ **Walking trail** from Mary Seymour Ln to the Harbour.
- _ The ongoing **management of heavy vehicles** is an important element.
- _ A **"truck stop"** could be located on Mary Seymour Ln on flat land, or near Charing Cross Road (outside study area). Comments suggested that further planning needs to include how big it would be and which amenities it needs to accommodate.
- _ An **appropriate heavy vehicle route** through Penneshaw is also fundamental to the amenity of the town and should be based on evidence and an evaluation process.
- _ Additional commentary included the need for an **investigation into a second port for Kangaroo Island** (potentially at Kingscote) as a way to properly manage the heavy vehicle impact on Penneshaw.



If these come together spatially?

F.2: Spatial distribution of potential Master Plan elements in the Precinct



Appendix A _ Full Engagement summaries

Penneshaw Listening Posts _ Summary of feedback

Two Listening Post sessions were held in Penneshaw as part of a wider suite of consultations by DIT across Cape Jervis and Kangaroo Island. The Listening Posts were scheduled to make it easy for locals to provide their feedback and to be able to speak face to face about important topics.

Title

Penneshaw Harbour Precinct Listening Posts.

Aim

To inform the Master Plan for the Penneshaw Harbour Precinct.

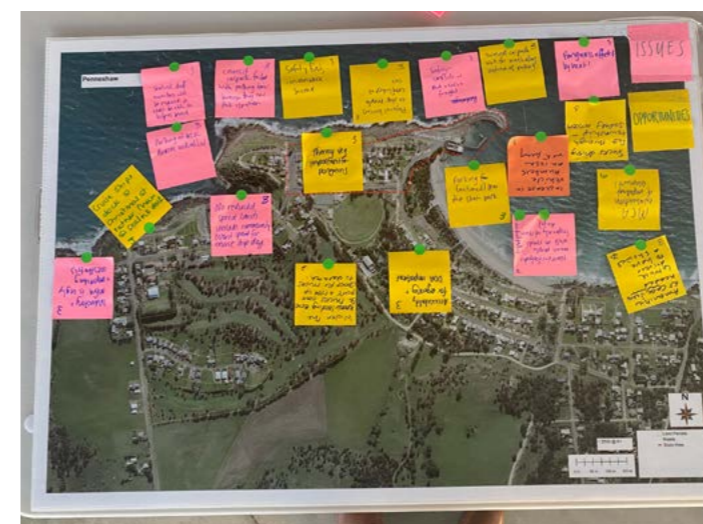
When

Tuesday 19th September 2023 at the Penneshaw Harbour terminal.

Friday 22nd September 2023 at the Penneshaw Harbour terminal.

Activity

The community were welcomed to inform the Master Plan through an activity which asked them to identify issues (captured in pink sticky notes) and opportunities (captured in yellow sticky notes) and place these on large aerial photographs of the precinct.



Photos from the Penneshaw Listening Posts.



Appendix A _ Full Engagement summaries

Summary of Pennshaw Listening Posts _ Days 1 and 2 at the Penneshaw Ferry Terminal

Car parking in the council car park could be better utilised as people now park elsewhere to avoid paying for a ticket- impacting the function and safety of other areas.

The car park could accommodate more staff permit parking or enable trucks to park there while waiting. This land/hill that the council car park is sited on was also supported to be "cut back" if it enabled truck movement and parking improvements.

The **car park north of the terminal** was supported to be formalised, surfaced and better utilised with some feedback recommending that the rock wall be moved to create more space, that a multi-level car park is built, or that the area is used for marshalling of vehicles.

Potential locations for unlimited time **parking at the skate park**, and **Mary Seymour Lane**, and **ANZAC Reserve**.

Road safety was important and many attendees recommended **lower speed limits** through town, particularly for trucks. An option was identified that speeds could be lowered using a community event By-law for when cruises are in town.

Better signage and appropriate street lighting through the town and the Harbour Precinct is supported to make the area function better (but avoid light pollution).

Feedback supported better **cycling infrastructure** and parking.

Heavy vehicle routes through Penneshaw was an important topic for many people but one with **mixed opinions**. There was some support for moving the designated heavy vehicle (**truck**) **route to North Terrace** to avoid the main street area of Middle Terrace (with feedback noting that it may require an upgrade to the North Tce corner near the Pub and widening of North Tce).

There was also some support for protecting the peace and amenity of North Terrace by keeping the **truck**

route to Middle Terrace. There was strong support for an **evidence-based evaluation** of the options for the truck route to assist in the decision making.

Potential locations for **heavy vehicle parking or waiting areas** was identified at a location on Mary Seymour Lane opposite Lashmar St.

Feedback also queried whether there could be a **road bypass for freight** and that Penneshaw **should not be a freight port**.

There are peak periods for the movement of livestock (Sept to June for cattle, Sept to Dec for sheep). **Livestock welfare** and flat land for trucks to wait (ideally outside of the township) are important.

Pedestrian safety improvements were paramount with feedback supporting **wider footpaths on both sides of the road** especially to cater for cruise ship peaks.

Safe drop off / pick up locations for passengers is also important, especially for people with mobility aids.



Listening Post at the Penneshaw ferry terminal



Summary of Pennshaw Listening Posts _ Days 1 and 2 at the Penneshaw Ferry Terminal (cont.)

The **coastal environment is highly appreciated** and feedback supported protection and enhancement for the environmental value and amenity. Support for the welfare and habitat of the Penneshaw little **penguins colony** was also strongly received. February is the quiet time for penguins so works could occur then.

A culvert in the seawall was recommended to help the sand move naturally and reduce dredging.

Cruise ships were seen as better docking in **Christmas Cove** to reduce the number of users within the Harbour Precinct.

Feedback also recommended an **alternative freight port for Kangaroo Island.**

The desire to **attract visitors** and encourage people to spend time in Penneshaw was common feedback. **Improving amenity** was seen as a way to do this, and catering to kids. A nature play space in ANZAC Reserve was supported if it could manage impacts on the penguins.

Safe places to swim were also encouraged and **more public toilets.**





Appendix A _ Full Engagement summaries

Master Plan responses to SRG and Listening Post engagement

Several themes are common to all the engagement activities and can be further addressed in the draft Master Plan for Pennshaw Harbour.

Based on the feedback, the following features will be further considered in the draft Master Plan

1. **Amenity and liveability improvements**, particularly along Middle Terrace, areas visible for people coming into the harbour, and at places which would help people appreciate the coastal environment and penguins, and other open space areas and play spaces near the harbour.
2. **Pedestrian infrastructure** improvements, including wider footpaths, DDA compliant where possible, and safer pedestrian crossings of roads and car parking areas.
3. Address the **management of heavy vehicles** through Penneshaw and identify an appropriate route(s).
4. **Wayfinding signage** for pedestrians and vehicles so people know how to get into town and how to get to the terminal.
5. **Accommodating visitors** with more accommodation and things to do.
6. **Traffic calming** to slow trucks and vehicles, particularly on days when cruise ships have docked.
7. Formalised and **better designed car parking** spaces to cater for a range of users and time-limits.
8. Recommend potential **locations for a truck waiting area** (which may be outside of the township).
9. **Cycling** infrastructure.

Outside of scope for this Master Plan (may be noted in the document)

- _Additional / alternative port options.
- _Road bypass options.

Appendix 1 _ Workshop Record _ Penneshaw SRG workshop 2



Penneshaw Harbour Precinct Master Plan _ Stakeholder Workshop 2 _ 11th September 2023 _
Activity 1 - Review Visioning and Guiding Principles



Penneshaw Harbour Precinct Master Plan _ Stakeholder Workshop 2 _ 11th September 2023 _
Activity 2 - Spatial planning



Group 1

Q1. Review the draft guiding principles. Are these relevant? What is considered most important?

A. PENNESHAW FOR PEOPLE	B. AN INVITING ISLAND	C. SAFE + EFFICIENT	D. EMBRACING THE ENVIRONMENT	E. FUTURE FOCUSED
Protect strong sense of community and enhance liveability for local residents	Recognise Penneshaw as gateway to KI and increase visitor appeal. Improving amenity	Prioritise pedestrian safety, separate movements of different vehicles	Protect pristine natural environment, and provide opportunities for people to connect with nature	Plan for growth in various sectors - tourism, freight, livestock etc
<p>The PROCESS</p> <p>Has to be done GENUINELY, transparently</p> <p>Show evidence that informs the plan</p>		<p>Safety is a priority</p> <p>Efficiency is not just speed, but space configuration</p> <p>Truck and traffic movements at odds</p>	<p>Enhancing and improving</p> <p>e.g beach and dunes</p>	
<p>Has anything been missed?</p> <p>Should move away from GATEWAY wording</p>				

Group 2

Q1. Review the draft guiding principles. Are these relevant? What is considered most important?

A. PENNESHAW FOR PEOPLE	B. AN INVITING ISLAND	C. SAFE + EFFICIENT	D. EMBRACING THE ENVIRONMENT	E. FUTURE FOCUSED
Protect strong sense of community and enhance liveability for local residents	Recognise Penneshaw as gateway to KI and increase visitor appeal. Improving amenity	Prioritise pedestrian safety, separate movements of different vehicles	Protect pristine natural environment, and provide opportunities for people to connect with nature	Plan for growth in various sectors - tourism, freight, livestock etc
	<p>Measures to manage visitor movements in town</p> <p>Relates to habitat branding</p> <p>Improving liveability as well as experience</p>	<p>Measures to manage visitor movements in town</p> <p>PRORITY</p> <p>F&E zones planning</p> <p>Guidance for pods for safe movements</p>	<p>Is the Harbour pristine?</p> <p>Penguins are north of North Tor/Blacklocks</p> <p>Penguins had difficulty crossing roads</p> <p>Manage visitor routes to habitat sensitive areas</p>	<p>PRORITY</p> <p>This ties all of the other principles together</p>
<p>Has anything been missed?</p>				

Group 3

Q1. Review the draft guiding principles. Are these relevant? What is considered most important?

A. PENNESHAW FOR PEOPLE	B. AN INVITING ISLAND	C. SAFE + EFFICIENT	D. EMBRACING THE ENVIRONMENT	E. FUTURE FOCUSED
Protect strong sense of community and enhance liveability for local residents	Recognise Penneshaw as gateway to KI and increase visitor appeal. Improving amenity	Prioritise pedestrian safety, separate movements of different vehicles	Protect pristine natural environment, and provide opportunities for people to connect with nature	Plan for growth in various sectors - tourism, freight, livestock etc
<p>PRORITY</p> <p>General comments on relevance</p>				
<p>Has anything been missed?</p>				

Q2. How will these come together spatially?



- Use of materials
- Enhanced natural playability
- Visitor hospitality
- Car parking re-arranged
- Revegetation and landscaping
- Lookouts and natural places
- Traffic flow adjusted
- Improved amenity
- Use of materials
- Walking loops and places
- Signage and wayfinding
- Improved amenity

Q2. How will these come together spatially?



- Use of materials
- Enhanced natural playability
- Visitor hospitality
- Car parking re-arranged
- Revegetation and landscaping
- Lookouts and natural places
- Traffic flow adjusted
- Improved amenity
- Use of materials
- Walking loops and places
- Signage and wayfinding
- Truck Stop

Q2. How will these come together spatially?



- Use of materials
- Enhanced natural playability
- Visitor hospitality
- Car parking re-arranged
- Revegetation and landscaping
- Lookouts and natural places
- Traffic flow adjusted
- Improved amenity
- Use of materials
- Walking loops and places
- Signage and wayfinding
- Truck Stop



Thank You

