



Penneshaw Harbour Precinct Master Plan

Master Plan Investigations Report

June 2025



Government
of South Australia
Department for Infrastructure
and Transport

**SA IS
BUILDING**
➔

Disclaimer

While every reasonable effort has been made to ensure that this document is correct at the time of publication, the Minister for Infrastructure and Transport, its agencies, instrumentalities, employees and contractors disclaim any and all liability to any person in respect to anything or the consequence of anything done or omitted to be done in reliance upon the whole or any part of this document.

Publication details

Document information

Title	Penneshaw Harbour Precinct Master Plan
Owner	Andrew Excell, Deputy Chief Executive / Executive Director Transport Strategy and Planning Division
KNet reference	#22891522
Distribution	Published online

Change history

Version number	Date changed	Nature of amendment
Version 2	February 2025	Design update

Approvals record

Approvers	Position	Date	Signature
Kathryn Sanderson	A/Director Engagement		
Russell Troup	Director Transport Strategy and network Planning		

We acknowledge the Traditional Custodians of the Country throughout South Australia and recognise their continuing connection to land and waters. We pay our respects to the diversity of cultures, significance of contributions and to Elders past, present and emerging.



Contents

Contents.....	4
1. Master Plan at a Glance	6
Vision statement.....	6
Aim.....	6
Vision and Guiding Principles.....	6
The Master Plan.....	6
Guiding Principles.....	6
Key elements and features.....	7
2. Introduction.....	9
2.1 ____ Aim and objectives.....	9
2.2 ____ Penneshaw story.....	10
2.3 ____ Strategic location.....	12
2.6 ____ Benchmarking.....	16
3. Engagement on the draft Master Plan.....	19
3.1 ____ Draft Penneshaw Harbour Precinct Master Plan (Draft Master Plan).....	19
3.2 ____ What we heard.....	20
4. Local area analysis.....	23
4.1 ____ Existing conditions.....	23
4.2 ____ Placecheck site analysis.....	29
4.3 ____ Traffic and parking analysis.....	31
4.4 ____ Traffic and parking analysis.....	32
4.5 ____ Technical investigations.....	46
5. Strategic context.....	48
5.1 ____ Strategic plans and policies.....	48
5.2 ____ Relevant projects.....	52
5.3 ____ Development approval process.....	56
6. Values, issues and opportunities in Penneshaw.....	62
6.1 ____ Values.....	63
6.2 ____ Issues.....	64
6.3 ____ Opportunities.....	65
7. Vision and Guiding Principles.....	66
8. Master Plan.....	68
8.1 ____ Penneshaw Harbour Precinct Master Plan.....	68
8.2 ____ Harbour access, parking and amenity improvements.....	69
8.3 ____ Penneshaw “Infinity Walking Loop”.....	70
8.4 ____ North Terrace parking and lookout.....	72

8.5 Penneshaw War Memorial Park.....73

8.6 Safer streets (Thomas Wilson Street).....74

8.7 Tourism and mixed-use development opportunities.....76

8.8 Heavy Vehicles (HV) route.....77

8.9 Heavy Vehicle (HV) waiting Area.....78

8.10 Revegetation for the Penneshaw Little Penguins.....80

8.11 Summary of recommendations.....81

9. Implementation.....82

9.1 Implementation.....82

9.2 Staging strategy.....84

Appendices.....856

Appendix A _ Engagement summaries.....86

Penneshaw Listening Posts _ Summary of feedback.....97

Master Plan responses to SRG and Listening Post engagement.....100

Appendix 1 _ Workshop Record _ Penneshaw SRG work.....101

1. Master Plan at a Glance

Vision statement

"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 and Guiding Principles

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

Opportunities investigated

The Department for Infrastructure and Transport (the Department) berth upgrades and new SeaLink ferries present an opportunity to reconfigure the harbour precinct, in a way which better utilises space.

Land use, placemaking 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 Master Plan creates an integrated harbour precinct, which facilitates safe movement between the township centre and ferry terminal for all users. Placemaking, 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

Guiding Principles



Key elements and features

Harbour access, parking and amenity



Bay Terrace expanded HV marshalling



Penneshaw “Infinity Walking Loop”



North Terrace parking and lookout



Penneshaw War Memorial Park



Tourism and mixed-use development



Safer streets



Revegetation for little penguin habitat



2. Introduction

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.

2.1 Aim and objectives

Aim

The project seeks to develop an over-arching and implementable Master Plan for the Penneshaw harbour precinct.

The Master Plan creates 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

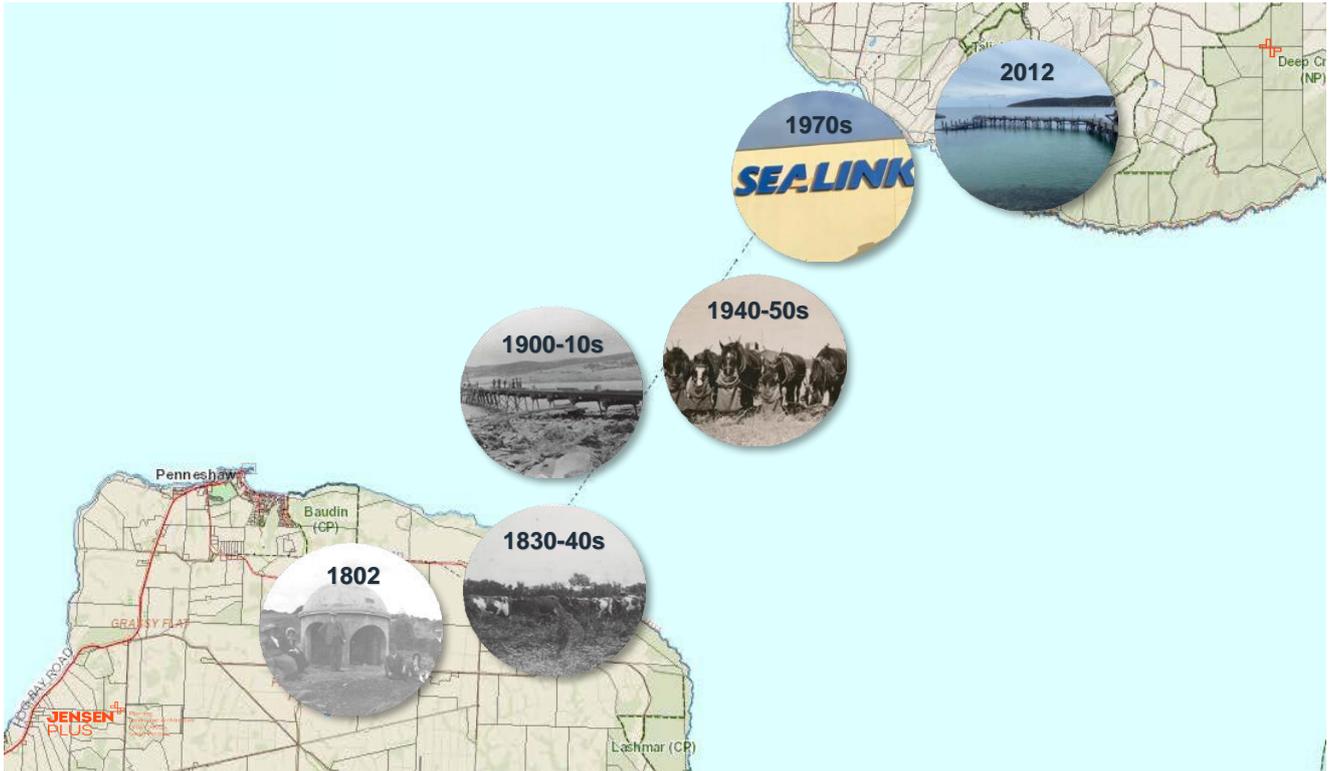
1. Placemaking and attraction – Identify placemaking and commercial opportunities, providing public realm improvements that ensure visual impacts and functionality are addressed. This will work to maximise a positive contribution to regional growth, cultural storytelling, community, recreational and visitor experiences and potential tourism development opportunities within the harbour precinct and along the Penneshaw main street areas.

2. 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).

3. Continuity – Leverage previous investigations, studies and plans for the Penneshaw township and surrounds, including infrastructure requirements.



2.2 Penneshaw story



Timeline	Story
 1802	<p>Matthew Flinders and his crew were the first Europeans to set foot on the island in 1802. They gave it the name “Kangaroo Island” after encountering large mobs of kangaroos.</p> <p>In 1802, French explorer Nicholas Baudin mapped the island over three weeks and released pigs and hens into the wild as a food source for future explorers. Penneshaw’s previous name ‘Hog Bay’ is attributed to Nicholas releasing the pigs.</p> <p><i>Ref: tourkanagrooisland</i></p>
 1830-40s	<p>Kangaroo Island, including the Penneshaw area was first settled, by the South Australian Company. However, many people returned to the mainland shortly after due to lack of resources.</p> <p>Some of the people who remained farmed the land, with farming stations established in Hogs Bay.</p> <p><i>Ref: authentickangarooisland and tourkangarooisland</i></p>
 1900-10s	<p>The era saw the initial construction and operation of the Penneshaw jetty. Since its commencement the jetty has been rebuilt (due to storm damage), extended and upgraded.</p> <p>The Penneshaw Hall opened on Lot 52 Howard Drive before being demolished in the 1960s.</p> <p><i>Ref: kipioneers and State Library South Australia</i></p>

OFFICIAL

 <p>1940-50s</p>	<p>In the 1940's the Australian Government established the Soldier Settlement Scheme.</p> <p>This provided returning serviceman and their families with 1,200 acres of farming land.</p> <p><i>Ref: authentickangarooisland</i></p>
 <p>1970s</p>	<p>In the 1970s the SeaLink Kangaroo Island service began that transported people to and from the mainland via Penneshaw</p> <p>This provided another option than the Troubridge Ferry which served Port Adelaide and Kingscote (and Port Lincoln)</p> <p><i>Ref: SeaLink and the Advertiser</i></p>
 <p>2012</p>	<p>The Penneshaw jetty was extended to provide a cruise ship tender vessel landing facility.</p> <p><i>Ref: Kangaroo Island Council</i></p>

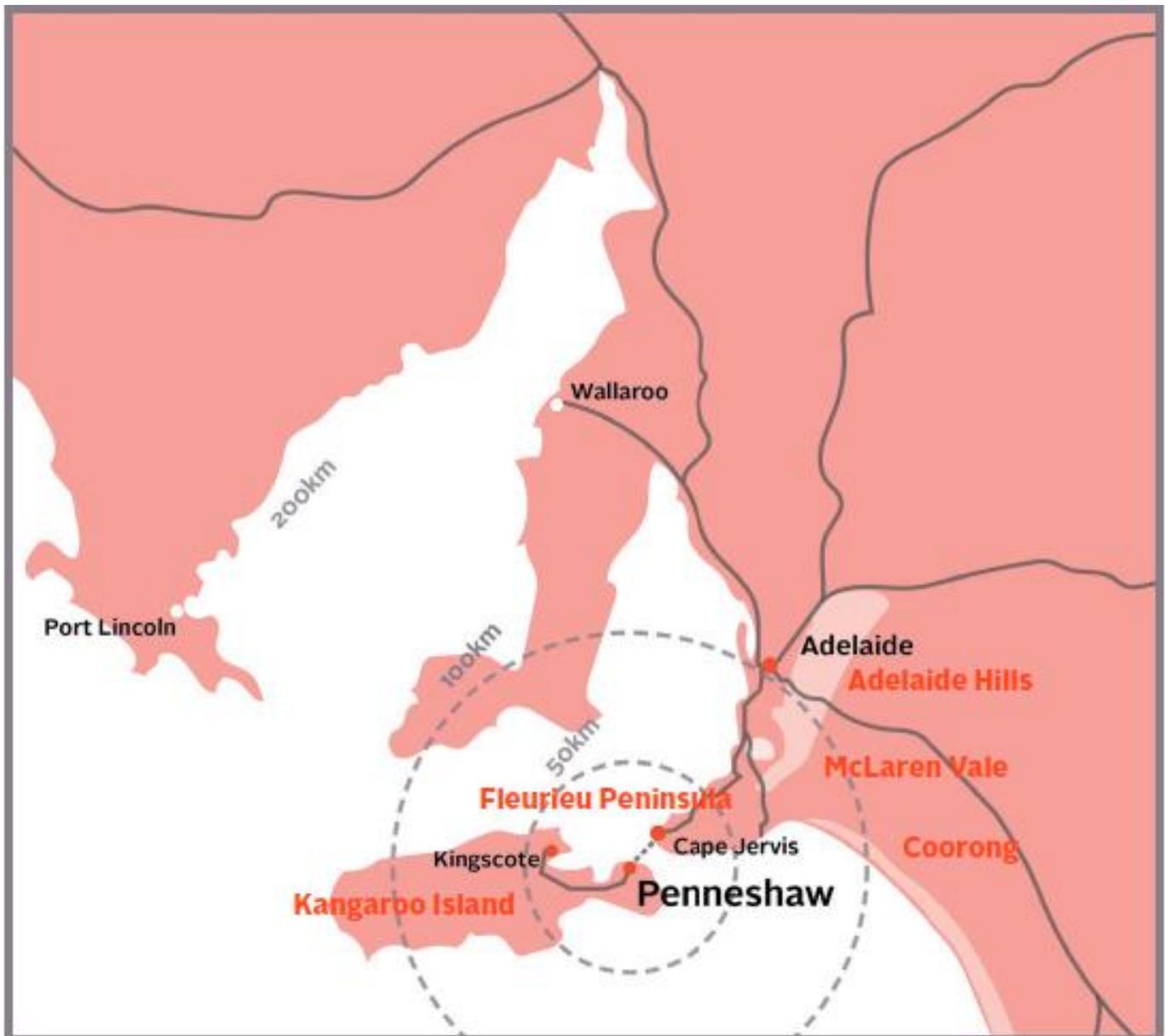
2.3 Strategic location

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.

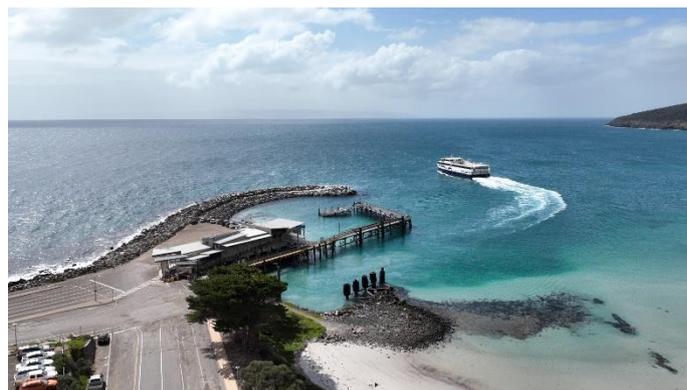
Howard Drive is the main access road that connects the precinct to the wider island. Frenchmans Terrace connects to the residential and holiday home area in the east.



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 approximately 4,000 people and accommodates many visitors each year as a popular tourist destination. In 2021 the island received about 150,000 overnight visitors. Therefore, 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. They are currently constructing two new, larger vehicle ferries with increased capacities. They are planned to begin service in 2025.

Kangaroo Island Connect previously operated a passenger-only ferry service to Penneshaw. This service 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 water's 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 a 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, an oval, tennis courts and a skate park.

Kangaroo Island 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, Victoria

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 are 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.



Redland Bay, Queensland

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 alongside 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.



Learnings 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, Tasmania

Context

Located on an inlet on the south-eastern side of Tasmania with a population of approximately 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.

Learnings 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.



3. Engagement on the draft Master Plan

3.1 Draft Penneshaw Harbour Precinct Master Plan (Draft Master Plan)

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

The draft Master Plan was made available for stakeholder and community consultation between 6th September 2024 and 6th October 2024.

Thank you to everyone who participated in this engagement process.

Engagement activities at that time included

- Publication of the Draft Plan and technical investigations on the DIT website.
- Online survey.
- Stakeholder Reference Group meeting.
- Community Drop-in Sessions at Penneshaw Town Hall
 - Friday 20 September 2024 4pm – 6pm
 - Saturday 21 September 2024 10am – 12pm
- Meetings with key stakeholders.
- Receipt of written feedback.



3.2 What we heard

Key themes from consultation on the draft Master Plan

- Be proactive and future focussed – the precinct is underdeveloped and needs land to grow.
- Greater considerations need to be given to the future increase in population, tourism and freight requirements as the wharf area (being the only major gateway to the mainland) which is often subject to congestion by competing uses.
- More testing needed for B-double swept paths and practical operations on and off ferry.
- Delicate balance between Penneshaw visitor use versus gateway to Island.
- Future proof heavy vehicle marshalling area, expand available area.
- Long-term parking is not addressed and will continue to be an issue.
- The Master Plan is mostly just beautification works, and not really a representation of long-term aspirations of the community.
- Truck parking near Penneshaw Cemetery is an eyesore, not supported by residents. Penneshaw Cemetery streetscape concept plan shows intended car parking and landscaping works.
- Middle Terrace proposed angle parking is not consistent with Kangaroo Island Council's proposed parallel parking and footpath designs.
- Thomas Wilson Street improvements are proposed by Kangaroo Island Council (DDA parking, minor footpath works).
- Frenchmans Terrace Upgrade, Penneshaw (funded Kangaroo Island Council project).
- Make clearer the difference between property development opportunities, and public realm projects.
- Bay Terrace marshalling area – minor widening of the North West retaining wall could improve manoeuvrability.
- Support intersection / threshold treatments in distinctive materials (but not raised intersections).
- Penneshaw War Memorial Park – show footpaths on boundaries not through middle of lawn.
- New playground should be located at skate park not Penneshaw War Memorial Park.



Community members attend listening posts at Penneshaw Town Hall

- Visitor Experience (North Terrace reserve) better suited to entry statement?
- Alignment of pick-up lanes, loading lanes and pedestrian footpaths do not match the SeaLink plans.
- Landscaping in the ferry loading lane areas is not practical or appropriate.
- Stormwater management on North Terrace, Bay Terrace and through to the 'breakwater car park' area north of the ferry terminal building is already an issue and should be addressed as a priority in this plan.
- 'Formalised car park' plan (to the north of the ferry terminal building) does not look workable - has bus access been tested?
- 'Infinity Walking Loop' is shown crossing the ferry vehicle loading ramp – this is inappropriate from a pedestrian safety perspective and cannot occur.
- Appropriate signage will need to be included to ensure traffic flows (both vehicle and pedestrian) are channelled effectively.
- Mixed views on additional tourism development at Penneshaw, versus housing for residents, and other land uses.
- Ferry terminal access, parking, safety is poor and needs to be addressed.
- Kangaroo Island and Penneshaw need an iconic entrance to welcome visitors to the island.
- Mixed views on lowering speed limit around harbour and town centre, and traffic calming. Some are supportive, others unsupportive.
- Concerns about road safety, traffic speed and crossing at Penneshaw Primary School.
- Walking loop needs to cater for large numbers of cruise ship visitors and not conflict with ferry vehicle traffic where possible.
- A scenic lookout with iconic / interesting architecture is a must for this space.
- Revegetation – there is an opportunity to make this a focus as most visitors to the island come to see our wildlife including the Penneshaw penguins.
- Wayfinding enhancements - support for signage improvements that should extend beyond the harbour precinct. Multilingual signage would enhance the visitor experience for international tourists.
- Showcasing local products - the precinct should serve as a gateway for passengers to experience local food, wine and artisan products.
- Support for local operators: easy access to local tour buses, transport, and guides.

3.3 Amendments to the Master Plan

"The updated Master Plan has been amended to address the consultation themes and feedback. A summary of major changes is provided on this page. Chapter 8 describes the Master Plan proposals in detail.



1. Harbour access, parking and amenity improvements. Including updated designs to the coach / hire car pick up area, and pedestrian path to the jetty, for high quality and convenient access. Low coastal planting, seating and signage emphasised to provide a welcoming gateway to Kangaroo Island. All concepts have been tested against known design parameters of other harbour upgrade projects but will also be subject to further design investigations in the future, when funding is available.

2. Heavy vehicle marshalling area at Bay Terrace expanded in size, to cater for future freight vehicle growth. The earlier proposal for a Penneshaw Cemetery waiting area has been removed.

3. Penneshaw "Infinity Walking Loop" route amended to reduce interaction with harbour traffic areas and also minimise impacts on open spaces.

4. Expanded on-street timed parking area on North Terrace (40 spaces) and Bay Terrace Link Road (10 spaces).

This would replace 16 spaces at Bay Terrace council car park and 12 permit parking spaces (future removal to make space for expanded HV area).

An improved footpath link from North Terrace to the harbour, with a small lookout area, which replaces the earlier concept for a kiosk or tourism activity.

In other locations, better quality car parking spaces, and disabled spaces, with footpath links, may result in fewer spaces (when compared to unmanaged and informal parking).

5. Updated footpath, traffic calming, disabled parking and on-street parking proposals for Middle Terrace, North Terrace, and Thomas Wilson Street.

6. Better alignment with up-to date proposals by Kangaroo Island Council for minor public realm and streetscape projects.

7. Minor updates to descriptions and illustrations of the Master Plan throughout.

4. Local area analysis

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 provide 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, in contrast to damaged road surface.



Descent towards the harbour precinct from Bay Terrace.



Landscaping around the 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.



The ferry docked at terminal, as viewed from the jetty.



Jetty, with seating and mooring for cruise ships.

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 hilltop 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 car parks are 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.

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 are generally good throughout the town apart from some gaps at major intersections.

It is 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 are located on one side.



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



Intersection between North Terrace and Thomas Wilson Street.



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

4.2 Placecheck site analysis

28 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 - rates / no improvements required	OK - opportunity for improvement	Poor - significant improvement opportunity	N/A - for this area	This is a priority?
3. PUBLIC REALM						
3.1	Planted trees, + landscaping	Are there a row 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 pattern, quality of trees. Does it feel green and inviting, cool and comfortable, does it encourage sitting + meeting?	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
		Mud, weeds, ground covers. some native				
3.2	Quality of public realm	Level of wear and tear, paving, public realm, street aesthetics, lighting, drainage, rubbish collection, quality detailing, clutter free, well-maintained buildings (including facades)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
		limited, harsh, not tidy, v construction-site feeling, not inviting				
3.3	Key public realm opportunities	Are there elements of the precinct which could be updated? Opportunities for seating, footpaths etc to be improved? Clean? Well maintained?	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
		signage + paths some signage beach for safety fishing limits Sanctuary Zone, whales at boat ramp				
3.4	Safety + CPTED	is it welcoming, well lit, paths clear of vegetation, is the area passively supervised / visible, is there a traffic / pedestrian conflict, feeling of personal safety, clear lines of sight	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
		informal area could result in conflict with ped / cars, walking onto KIC boat petty was sketchy.				
3.5	Design, history + interpretation	Are there any plantings of historical significance, is this clear? is there a clear and informed planting character or pattern?	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
		CJ Boat ramp plaque on rock				
3.6	Interest + cultural interpretation	Public art, local history, people to watch, overall attractiveness, interesting buildings, sense of place, the history + culture of the area is easily interpreted?	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
		limited, watching ferry is interesting, jetty area looks nautical				
3.7	Coastal interface	is the coastal environment celebrated?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
		beach is nice-ish but otherwise you need to walk out onto the groynes and which is hard/uncomfy.				
	Immediate opportunities	Any clear and immediate opportunities to note?				
		Make inviting + safe				

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 while in transit or waiting for the ferry.

Cape Jervis Harbour Master Plan PLACECHECK
Sept 2021

SEALINK

Success Factors	Indicators	Good - minor / no improvements required	OK - opportunity for improvement	Poor - significant improvement opportunity	N/A - for this area	Top 5 priority?	
2. ACCESS + MOVEMENT							
2.1	Permeability, foot traffic + walkability	Safe and comfortable, well located and safe crossings, wide paths, destinations, available, clear, size, accessible crossings beyond (not just by car through), slow traffic, eyes on the street, good level of activity.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
		peds cross right in front of where cars load onto ferry. Open + exposed people waiting uncomfortably around terminal, no pre-fix-up area					
2.2	Efficient, legible, safe, car access	Direct, legible, well signed roadways, parking, waiting areas, no congestion	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
		quaving for cars onto ferry, peds mixed in on taking opportunities cars + big trucks, conflict and getting up steps + right hand land					
2.3	All ages, all abilities access	Easy access for wheelchairs, strollers, prams and other mobility requirements. What about children in the space?	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
		footpath between fence + carpark / loading terminal - gravel, narrow, no easy ramp down from there, lots ramp					
2.4	Wayfinding	Legible, easy to navigate, hierarchy of pathways, clarity of information/signage, is it interesting?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
		direction signage for load + passenger info all very tight though, very formal/safety					
2.7	Public transport	Clear, safe access to bus stops and services	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
		some Sealink buses + parking near terminal.					
2.8	Desire lines	Are there any informal desire lines evident? Are there paved footpaths in popular parking and residential areas?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
		limited in this area					
2.9	Freight access	Space for freight vehicles, moving, parking, waiting, separated from traffic	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
		Trucks are challenged up top of dr. way onto road (hill, comes RH turn)					
	Notes + immediate opportunities	Any clear and immediate opportunities to note?					
		car / people / truck conflict needs improvement					

4.3 Traffic and parking analysis

“Traffic engineering consultants (Stantec) 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, and 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 and May 2023, across five locations in Penneshaw to understand existing traffic volumes and vehicle types on township roads.

Traffic analysis

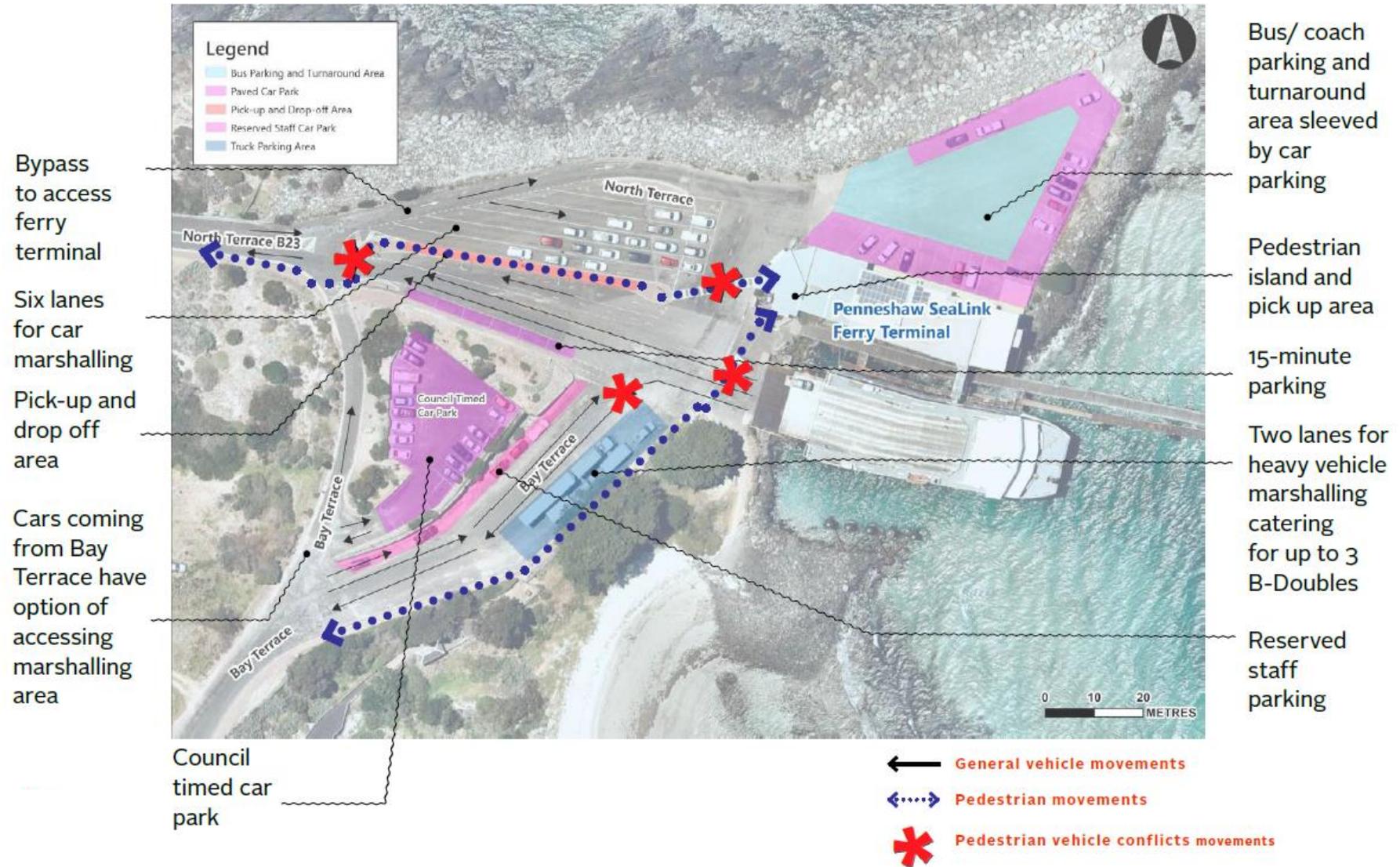
Traffic data assessment shows

- Bay Terrace has the lowest volume.
- North Terrace 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 Terrace and Bay Road is the most used route for large freight combinations.
- Route selection preferences to the harbour precinct aligns with 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.



4.4 Traffic and parking analysis

Pedestrian movements and parking areas



Traffic data mapping



Traffic and parking analysis (continued)

Parking analysis identified that free car parking is in demand in the area. It is mostly time-restricted, 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 is 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 (larger) 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. Sixteen 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 shape of the land but could facilitate heavier 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 four trucks at a time.

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

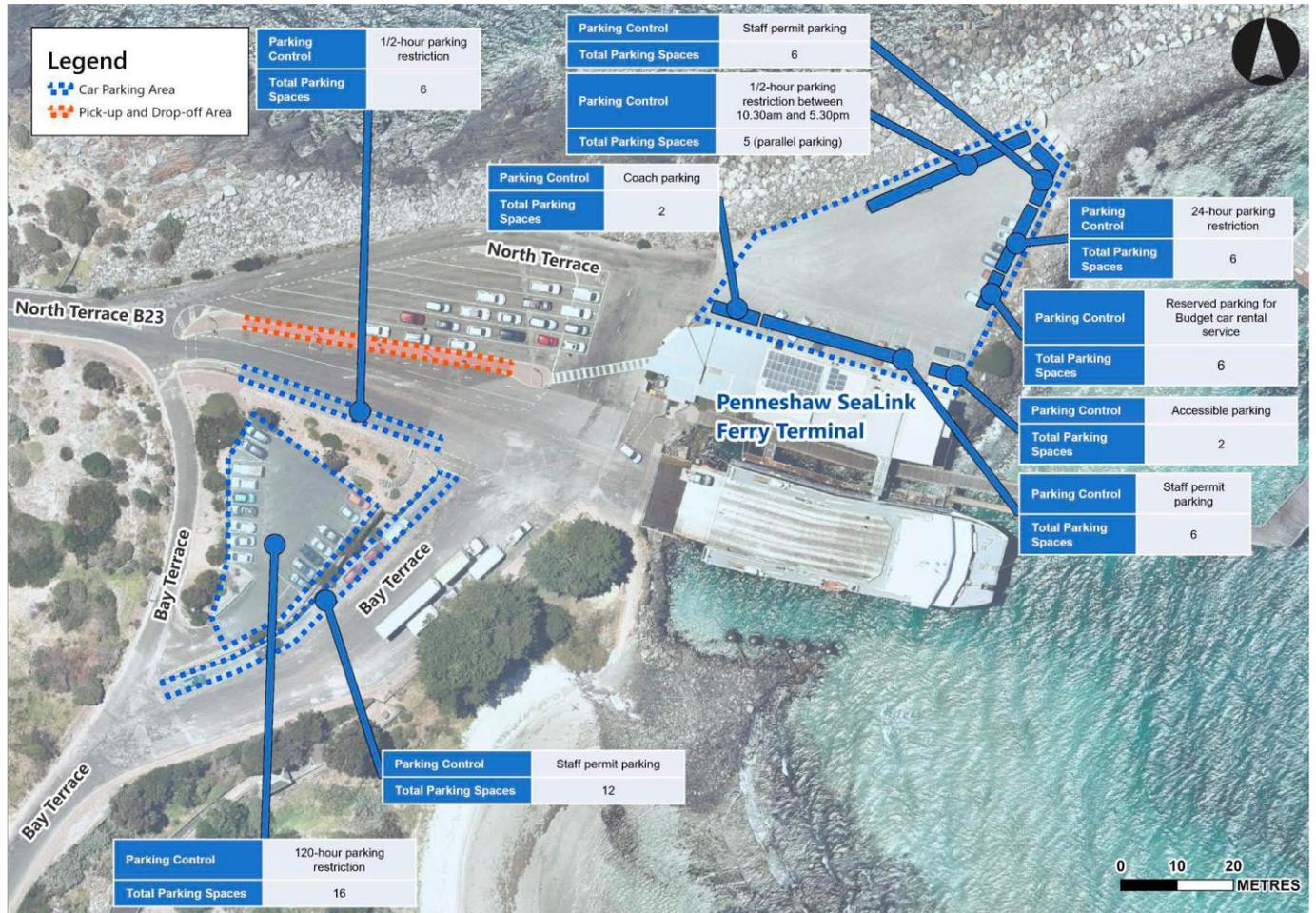
Parking findings

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 five 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 could be considered to reduce the presence of trucks on Middle Terrace.

Parking area data mapping



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 (e.g. delivery vans), up to semi-trailer combination size, are allowed to use all public roads.



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



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 can 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 constraint 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.

4.4 Movement and Place analysis

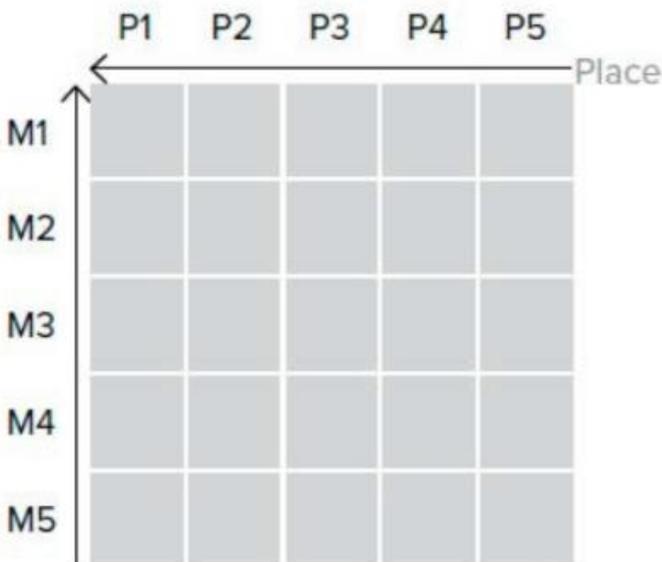
Approach

‘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 these roles need to be considered simultaneously when planning for our road networks, especially when compared to traditional traffic-focusses 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 South Australian roads which have been developed by -the Department.



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.

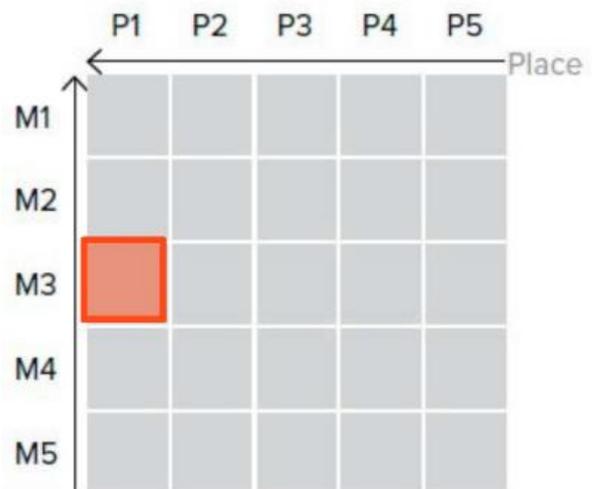
Movement hierarchy

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 significant 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 main streets or commercial precincts used by local visitors
P5 Local significance places	Local places of residence or commercial/industrial destinations

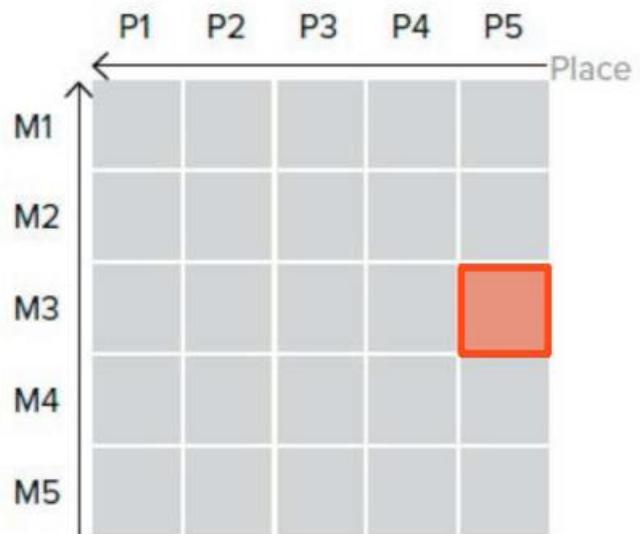
Harbour precinct (toward Brickworks Road)

- 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 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.



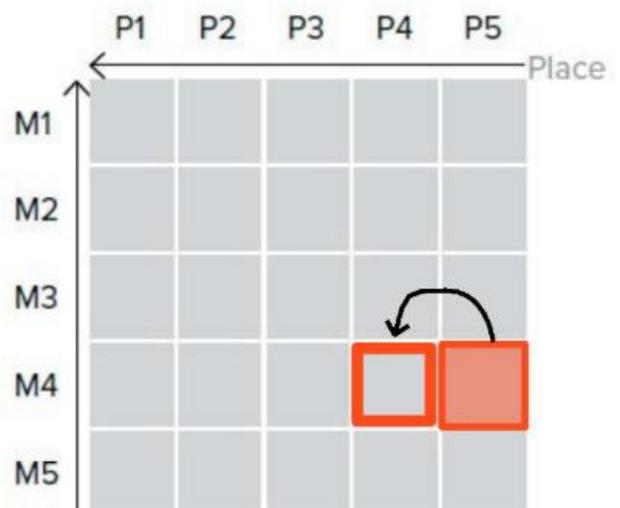
Harbour precinct (toward Bay Terrace)

- 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.



Brickworks Road

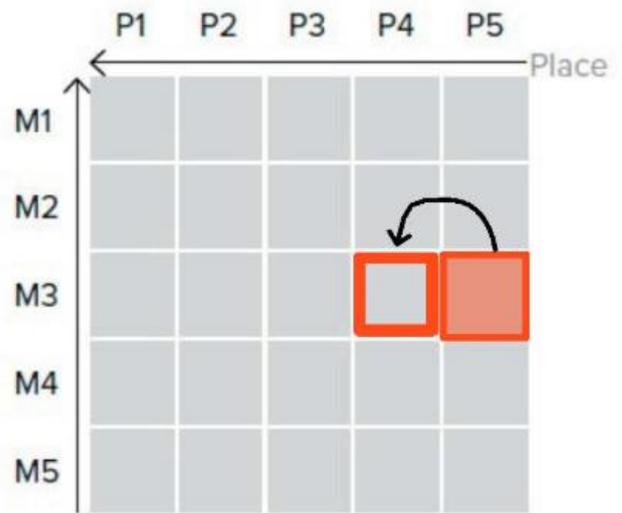
- High amount of traffic relative to other roads and streets in the study area. It is a key link between the harbour and the town centre for the majority of vehicles.
- Low Place function as it currently lacks formal activity generators and destinations. Footpaths and informal open space on one side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





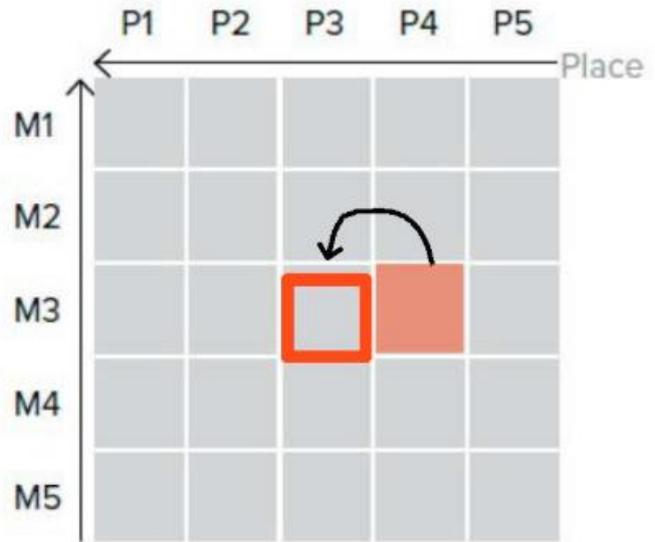
Bay Terrace

- 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 the southern end of Bay Terrace generates a small amount of activity and there are some places to sit, however, these are confined to one side of the road.
- **In the future**, there is an opportunity for public realm improvements which can encourage people to linger.



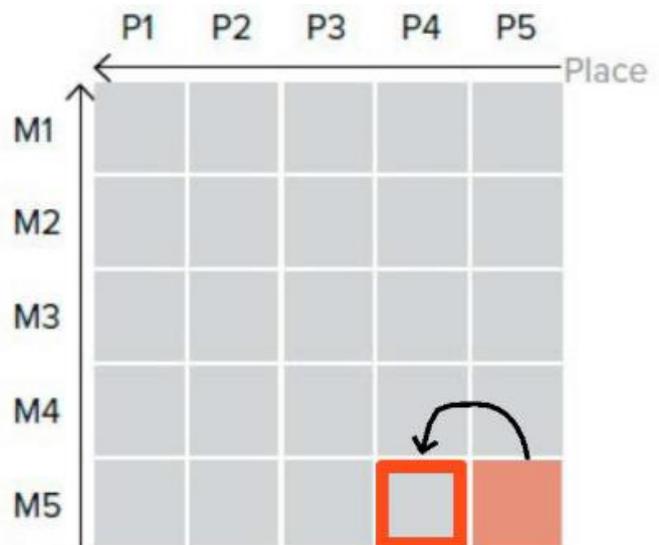
Middle Terrace

- 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 number of places to 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

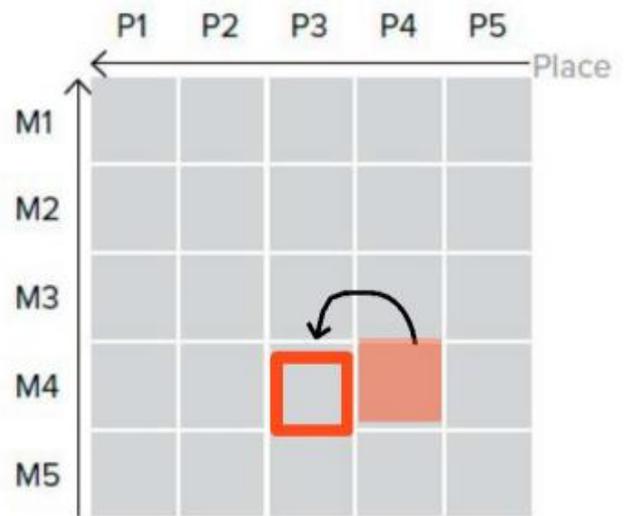
- Mainly caters for low volume local movements between North Terrace and Middle Terrace.
- Some cafés have emerged on the southern end of the street, allowing people to linger and dine in the public realm.
- **In the future**, its movement function will remain, but there are opportunities for the northern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





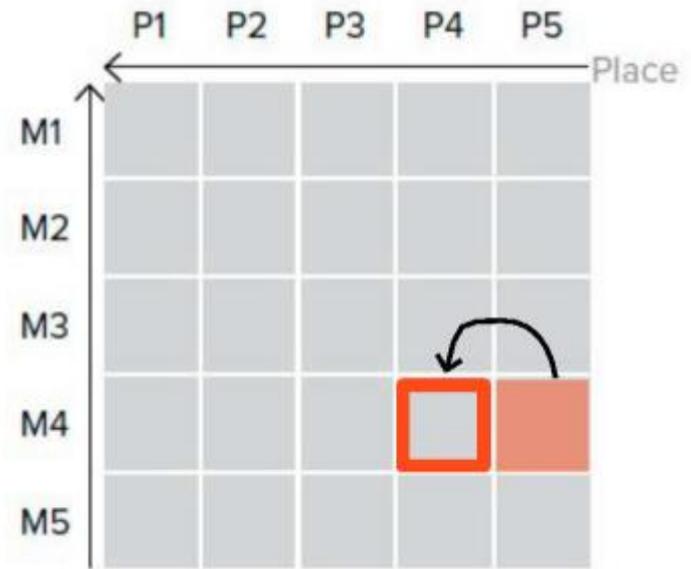
North Terrace

- 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.

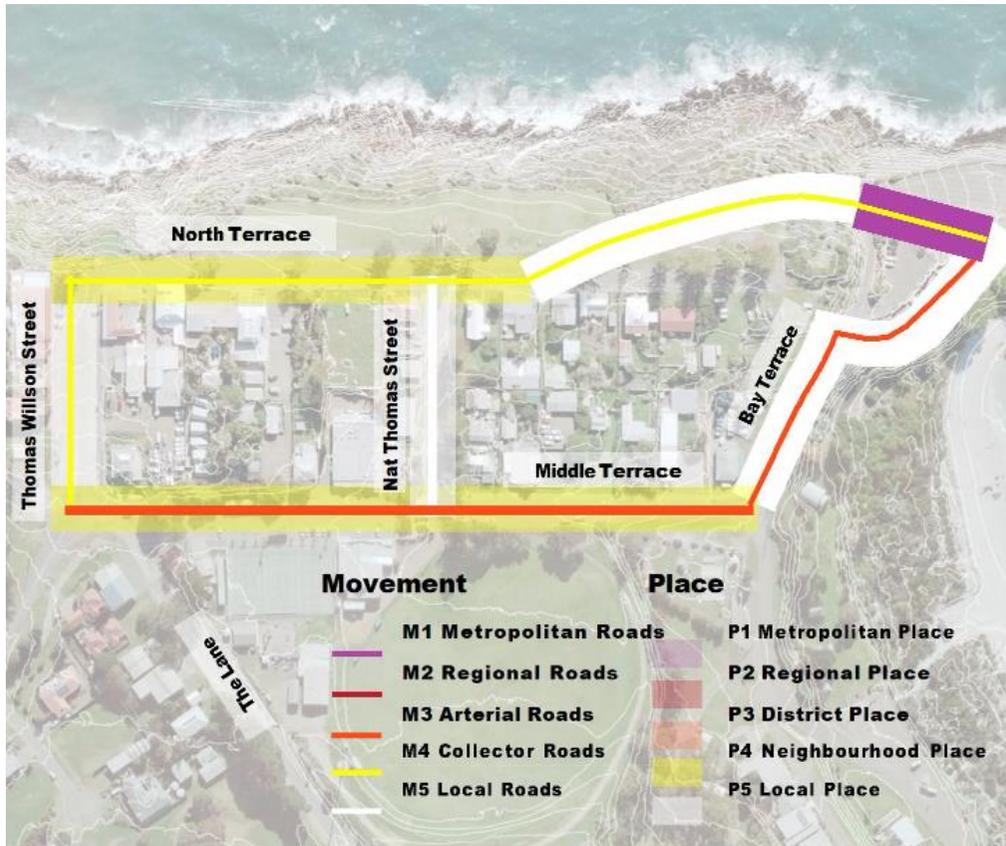


Thomas Willson Street

- 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 is 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.



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

Purpose

This report, which is predominantly based on 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 recognised as a valuable stakeholder for any future engagement regarding the Penneshaw Harbour Precinct 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.

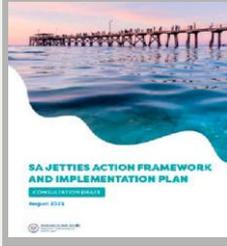
Values and constraint map

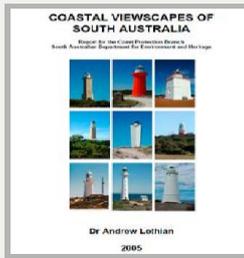
- Identifies known and possible penguin burrows within and adjacent to the project area.
- Identifies the State Heritage Place "Christmas Cove Geological Site", with the Certificate of Title reference CR5228/52, partially near the project area.



5. Strategic context

5.1 Strategic plans and policies

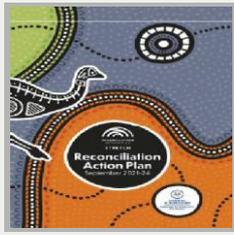
				
State Planning Policies (2019)	Planning and Design Code (2021)	Greater Adelaide Regional Plan Discussion Paper (2024)	20-Year State Infrastructure Strategy (2020)	Draft Jetties Strategic Plan (2018)
<p>The planning vision for South Australia; responding to strengths and needs through a future- focussed policy framework. Penneshaw is identified as a Strategic Sea Port</p>	<p>Primary development assessment framework for South Australia.</p> <p>Infrastructure (Ferry and Marina Facilities) Zone and Conservation Zone.</p> <p>Exemptions from Code assessment for essential transport infrastructure (such as wharves and jetties).</p> <p>Approval must be sought from the Commissioner</p>	<p>Kangaroo Island is not located within the Greater Adelaide Region, however growth on the mainland will affect the island.</p> <p>Of note is the Fleurieu Connections Project (Main South Road and Victor Harbour Road duplications) which will increase safety and improve traffic flow to Cape Jervis and Kangaroo Island</p>	<p>The key outcomes of the overall strategy including needs, challenges and future priorities.</p> <p>Identifies the ferry link to Kangaroo Island and associated infrastructure as a critical tourism and cultural connection yet that the current infrastructure provides a limited visitor experience.</p>	<p>Established five guiding principles for future planning and investment in South Australia's jetties.</p> <p>The state has 75 jetties and wharves.</p> <p>Penneshaw jetty is owned and managed by the Department In 2012 it was upgraded to facilitate cruise ship landing which has had a positive impact on tourism.</p>



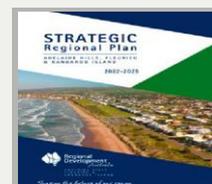
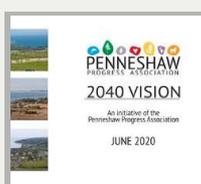
SA Boating Facilities Strategic Plan (2018)	DEW Planting Indigenous Species Policy	SA Coastal Viewscapes (2025)	SA Climate Change Action Plan (2021-2025)	SA Visitor Economy Sector Plan
--	---	-------------------------------------	--	---------------------------------------

<p>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.</p> <p>The plan identifies projects at Christmas Cove but none around the Penneshaw jetty.</p>	<p>The policy states the Government of South Australia's commitment to the planting of indigenous native vegetation on government-managed land and projects.</p>	<p>To measure and map the scenic quality of South Australia's coastline.</p> <p>High ratings were above 7.</p> <p>Penneshaw scored 6.94.</p> <p>Used to assess impacts of development on natural scenic qualities.</p>	<p>To understand, mitigate and adapt the State to a climate changed future.</p> <p>Penneshaw is susceptible to the effects of climate change including sea level rise and erosion.</p> <p>Recommends actions to build climate resilient landscapes and infrastructure.</p>	<p>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.</p> <p>The 2030 aim for Kangaroo Island is \$268m.</p>
--	--	--	--	---

In addition to these, the State Government has published a Transport Strategy and a Freight and Supply Chain Strategy



<p>Southern & Hills LGA 2030 Regional Transport Plan</p>	<p>DIT Reconciliation Action Plan 2021-2024</p>	<p>2021 DIT Green Infrastructure Commitment</p>	<p>Kangaroo Island Plan (2024)</p>
<p>Limited freight movement capacity to Kangaroo Island is identified as a key issue.</p> <p>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 26mB-Double trucks.</p>	<p>A key action (10.1) is that Aboriginal and Torres Strait Islander land rights, languages, cultures and histories are preserved and promoted.</p> <p>This involves deliverables such as including Aboriginal voices and languages into projects and developing rest areas where Country is recognised.</p>	<p>Increasing urban canopy</p> <p>‘By 2045 the Department will deliver a 20% increase in canopy cover on department-managed land (measured from the 2018/19 baseline)’</p> <p>Biodiversity sensitive urban design</p> <p>‘Minimum 50% of new landscape plantings needs to be local native species suited to local conditions.’</p>	<p>The plan provides guidance regarding economic development, environmental conservation, settlement patterns and infrastructure provision.</p> <p>The importance of Penneshaw as the main visitor gateway to the island is also emphasised.</p> <p>The town also has a commercial and service role which should be reinforced.</p> <p>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.</p>



<p>Kangaroo Island Council Infrastructure and Asset Management Plan 2021-2030</p>	<p>Structure Plan: Township of Penneshaw (2019)</p>	<p>Kangaroo Island Council Strategic Plan (2020-2024)</p>	<p>Penneshaw 2040 (2020) Penneshaw Progress Association</p>	<p>Strategic Regional Plan 2022-2025</p>
<p>Upgrade priorities include upgrading The Lane to a sealed road, footpath upgrades along Howard Drive and delivery of Penneshaw Foreshore Walking Trail.</p>	<p>The structure plan states the need for traffic management improvements around the wharf</p> <p>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.</p>	<p>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."</p> <p>Recommends a Master Plan for Penneshaw to optimise Island access opportunities and affordability.</p>	<p>Vision aims to:</p> <ul style="list-style-type: none"> - Retain well planned township and manage growth. - Maintain and enhance tourism/gateway. - Protect character and setting. - Improve terminal precinct, including amenity, parking, access, wayfinding. - Connections to town centre. 	<p>Tourism grew twice as fast as the state.</p> <p>Low jobs growth forecast in export-oriented industries.</p> <p>Competitive advantages - natural setting, Penneshaw terminal, tourism, Kingscote offerings, agriculture specialisation.</p> <p>Kangaroo Island to South Coast freight corridor.</p> <p>Priority sectors - tourism and agriculture.</p>

5.2 Relevant projects

Cape Jervis and Kangaroo Island Ports Upgrade Project

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.

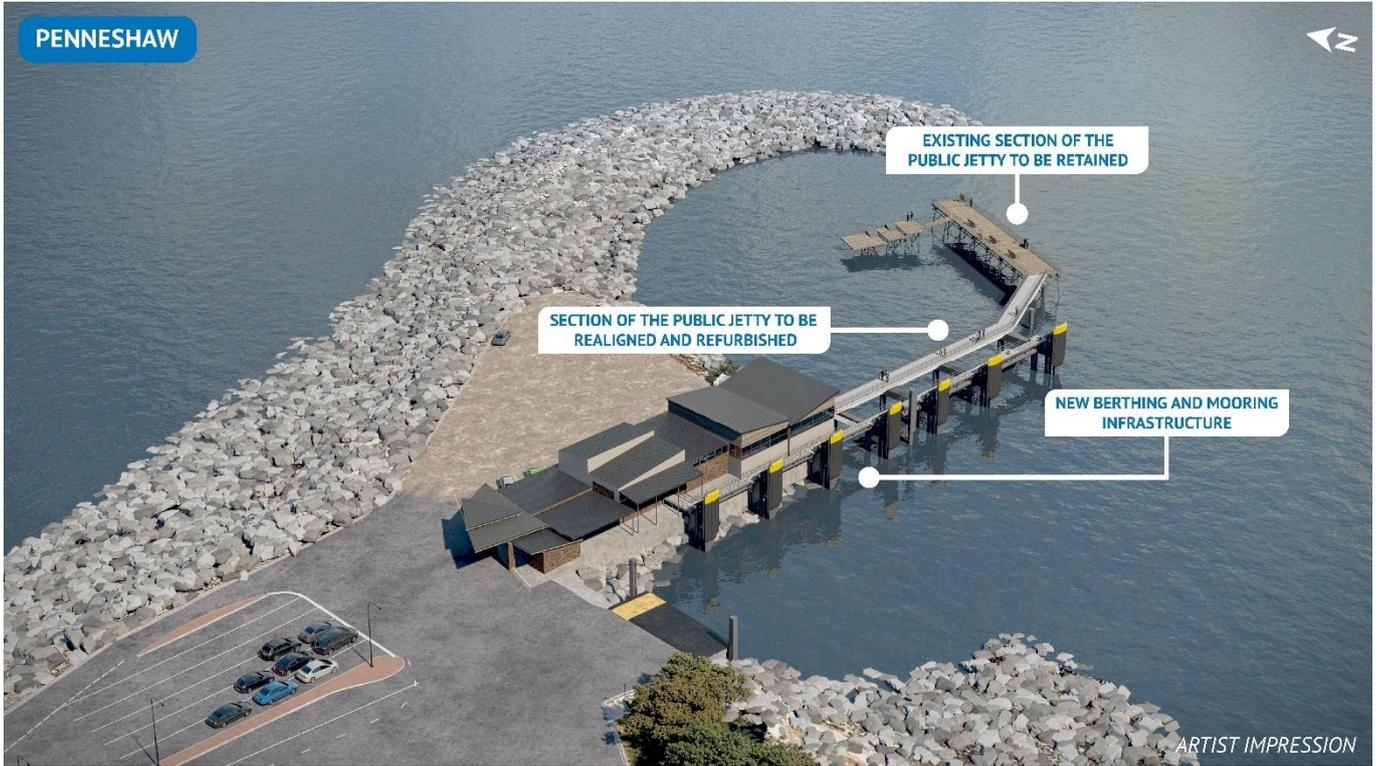


The ferry service is of vital importance to and from Kangaroo Island residents, tourists and freight. Works commenced in early 2024.

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.

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



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 principal tourist and freight entry/exit point to Kangaroo Island by sea. It should also develop its capacity to capture the significant tourist market.



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 planting.



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.
- Recreational fishing jetty.
- Breakwaters.
- Roads (and footpaths).
- Areas used for freight-handling.

The presence of the State Heritage Area within the study area 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:

- Tourism accommodation.
- The ferry terminal.
- Signage.
- Shade structures.
- Retaining walls (not associated with Essential Infrastructure).

These elements will require assessment against the Planning and Design Code.

The Planning and Design Code

The study area falls into three zones- predominantly the Infrastructure (Ferry and Marina Facilities) Zone, with eastern areas of the study area within the Conservation Zone. The jetty and the larger breakwater are 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

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's core interest of the study area. Pedestrian, vehicle and freight movement associated with the harbour will also have effects on the township environs.

Planning and Design Code Zone map of Penneshaw



Planning and Design Code Zone review

Infrastructure (Ferry and Marina Facilities) Zone

Desired outcome	Zone recommendations
<p>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.</p>	<p>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.</p> <p>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.</p> <p>Pedestrian and bicycle pathways associated with marinas and passenger ferry services link tourist accommodation with other recreation, tourist facilities and attractions within the area.</p> <p>Advertising in this zone should be associated with businesses without creating a visually dominant element in the locality.</p>

Township Activity Centre Zone

Desired outcome	Zone recommendations
<p>A cohesive, active, accessible and welcoming centre for local residents and visitors to shop, work, meet, entertain and relax in an attractive and safe environment.</p> <p>The range of land uses that occur in the centre provide important services to town residents, rural hinterland and the broader region.</p>	<p>Land uses should provide a range of goods and services to the local community and surrounding district.</p> <p>Development should be sited and designed to achieve or maintain a vibrant and interesting streetscape within retail areas.</p> <p>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.</p>

Open Space Zone

Desired outcomes	Zone recommendations
<p>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.</p>	<p>Development can be associated with or ancillary to the provision of unstructured outdoor passive and active recreation facilities.</p> <p>Buildings should be limited in number and size to provide a natural, landscaped setting.</p> <p>Development should be designed and sited to be unobtrusive and not spoil the open space character or interrupt views of natural or landscape features.</p> <p>Development should be sited and designed to be compatible with the conservation and enhancement of the natural environment</p>

Open Space Zone

Desired outcome	Zone recommendations
<p>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.</p> <p>A limited number of small-scale, low-impact developments supporting conservation, navigation, science, recreation, tourism, aquaculture or carbon storage.</p>	<p>Development in this zone should be small- scale and low-impact, for the purpose of conservation, navigation, science, recreation, tourism or aquaculture.</p> <p>Development should be undertaken in a way which minimises impact to the marine and coastal environment.</p>

Planning and Design Code Overlays

The study area has ten 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 Environment and Food Production Area, the Hazards (Bushfire- Medium Risk), the Hazards (Flooding - Evidence Required) 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



Historic Shipwreck Overlay: referral to Minister for Historic Shipwrecks Act



Native Vegetation Overlay: referral to the Native Vegetation Council



State Heritage Place: referral to Minister for Heritage Places Act



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

6. Values, issues and opportunities in Penneshaw

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



6.2 Issues



Insufficient truck holding

The marshalling area does not have sufficient space for trucks to wait before embarking the ferry. Drivers typically use parking space within the town centre, sometimes for prolonged periods.

Gaps in wayfinding

There is a lack of pedestrian wayfinding signage between the harbour precinct and North Terrace.

Poor arrival experience

There is a lack of amenity in the harbour precinct. The presence of asphalt undermines the scenic qualities of the location. Wayfinding and legibility are also poor.

Inefficient layout

Inefficient queuing of passenger cars in the marshalling area and Bay Terrace heavy vehicle lanes. Vehicles waiting in town or in Hog Bay Road. Pick-up areas are along both sides of the exit road from the ferry which is confusing.



Traffic on Middle Terrace

B-double trucks utilise Middle Terrace as they arrive and leave the island. This has a negative effect on the safety and amenity of Middle Terrace, especially because of the current 50km/h speed limit.

Pedestrian and traffic safety

Pedestrian, light vehicle and heavy vehicle movements are not clearly separated which could lead to potential conflicts. The design of the corner is difficult for different road users to navigate, including heavy vehicles and pedestrians.



Parking spaces

Parking spaces are not efficiently configured and inconsistent time restricted signage. Parking spaces are not efficiently configured and have inconsistent time restricted signage. Some passengers park in the town centre due to lack of space.

6.3 Opportunities

Active open space

There is an opportunity to activate the Memorial Park to accommodate more facilities and activities. For example, installation of BBQ pits using the space for events.

Refresh signage

Signage and wayfinding improvements will improve the legibility of the precinct for both motorists and pedestrians.

Placemaking opportunity

There is underutilised and vacant land at this location which offers great views over the ocean. Explore possible land use options or public space opportunities.

Growth opportunities

Accommodate potential growth in tourism and freight sectors, reserve space for a bigger harbour to that can revive larger and multiple ships.

Significant growth may lead to a second port for the precinct. Flexible harbour design to accommodate future growth scenarios.

Revised traffic concept

An improved traffic concept should facilitate a clearer separation between light vehicle, heavy vehicle and pedestrian movements, review the marshalling plan, improve vehicle directional signage and allocate a designated drop-off/pick-up area to improve safety.

Develop key sites

Increase tourism offerings by developing key sites to include more amenities, services and experiences.

Heavy vehicle waiting area

Identify locations outside of the township to accommodate a heavy vehicle waiting area, which includes facilities for truck drivers e.g. toilets, drinking water.

Locations on the way to the township (off Howard Drive) are considered appropriate.

Cater for diverse users

Improve amenity, design and functionality to cater for the area's multiple and diverse users, such as fisherman, cruise ships.

Upgrade parking areas

Better utilise **Council's paid parking** area to consider unpaid 8hour parking (not for overnight parking) and include staff parking spaces.

The **terminal's carpark** can be reconfigured to improve amenity and efficient use of space, including a coach pick-up/drop-off area, incorporate more timed parking and improved coach/ bus turn around area.

Identify other sites for long term parking in the town, including along the eastern end of North Terrace, to improve terminal efficiency and congestion.

Improve safety

Reduce speed limits to improve safety and support the main street environment on Middle Terrace.

Redesign the intersections at Middle Terrace/Bay Terrace and Middle Terrace/Thomas Willson Street.

Traffic calming measures can improve safety for vehicles and pedestrians at major intersections like the corner on North Terrace. They can also facilitate safer crossings.

Improve pedestrian network

This could involve footpath upgrades, especially on Brickwork Road and Bay Terrace which connect the harbour to the town centre.

Enhance arrival experience

A clearly demarcated pedestrian zone with greening and landscape elements will improve the amenity of the harbour precinct. Access to surrounding destinations like the beach can also be improved.

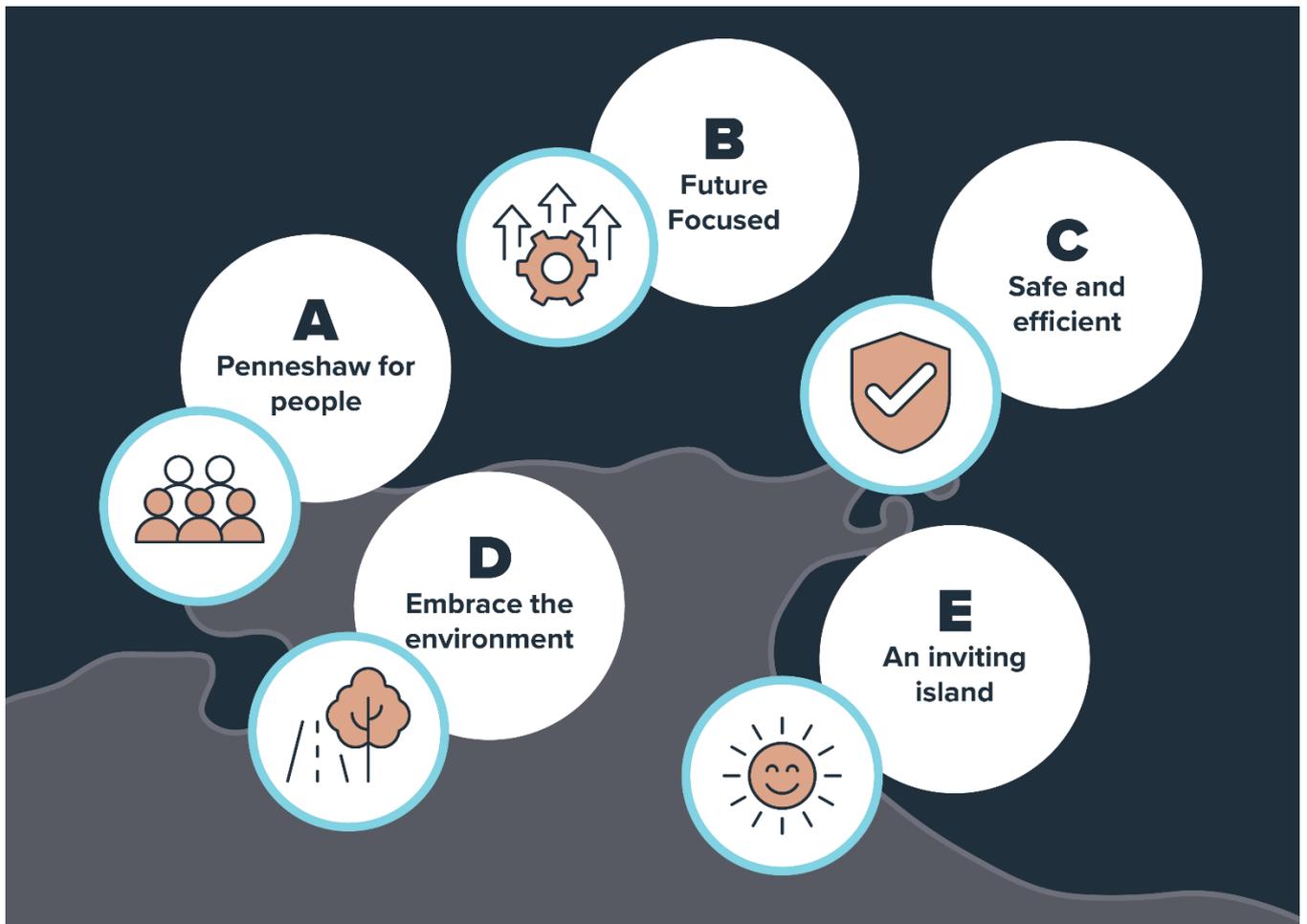
Legend

 Improve Pedestrian links

7. Vision and Guiding Principles

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

Our vision statement, and five guiding principles are proposed to shape the development of the Penneshaw harbour precinct over time.



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

<p>A Penneshaw for people</p>	<p>B Future Focused</p>	<p>C Safe and Efficient</p>	<p>D Embrace the environment</p>	<p>E An inviting island</p>
<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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 Penneshaw Harbour Precinct Master Plan



The Master Plan proposes improvements over time to roads, footpaths, harbour marshalling and parking, open spaces and public realm. Staged implementation of projects is likely and is subject to future funding.

8.2 Harbour access, parking and amenity improvements



North Terrace exit

Passenger vehicles only. Reduced passenger pick-up due to on-ferry passenger loading. 3 loading spaces on left-side for safer stopping and loading.

Passenger vehicle marshalling

Eight marshalling lanes, accessed via a new lane and SeaLink boom gate. Bypass lane allows coaches and other vehicles to access the terminal.

Wider footpaths and safe crossing points to terminal building.

Native landscaping

Low coastal planting to improve appearance and visitor amenity. Careful placement of garden beds can help direct pedestrians.

Coach and hire pick-up

Redesigned coach pick-up area for 14.5m Long Rigid Buses and hire car, minibus parking, disabled parking and permit parking. Safe footpaths and landscaping to improve amenity.

Can be used as general kiss and drop area outside of peak periods.

Can be dedicated to cruise ship transfers as required.

Council car park

Parking relocated to link road and North Terrace to allow expansion of heavy vehicle marshalling area with retaining walls and landscaping.

Stormwater

New rain garden to slow / treat stormwater from Bay Terrace, allows landscaping and separation of footpath from roadway.

Pedestrian spaces

A small, welcoming and comfortable arrival plaza with seating and information. Includes wayfinding signage to orient pedestrians towards Bay Terrace or North Terrace.

Jetty improvements

Jetty linked with a 3m pedestrian path and pedestrian spaces behind terminal building for safe access including by cruise ship arrivals.

Seating and shelter may be included in designs for weather protection.

Bay Terrace heavy vehicle marshalling

Expanded to 6 x 28m B-Double waiting lanes to allow for future freight expansion. Bay Terrace two-way traffic lanes exclusively for freight vehicles and coaches.

Stop line moved back to allow for turning of trucks.

Beach boardwalk

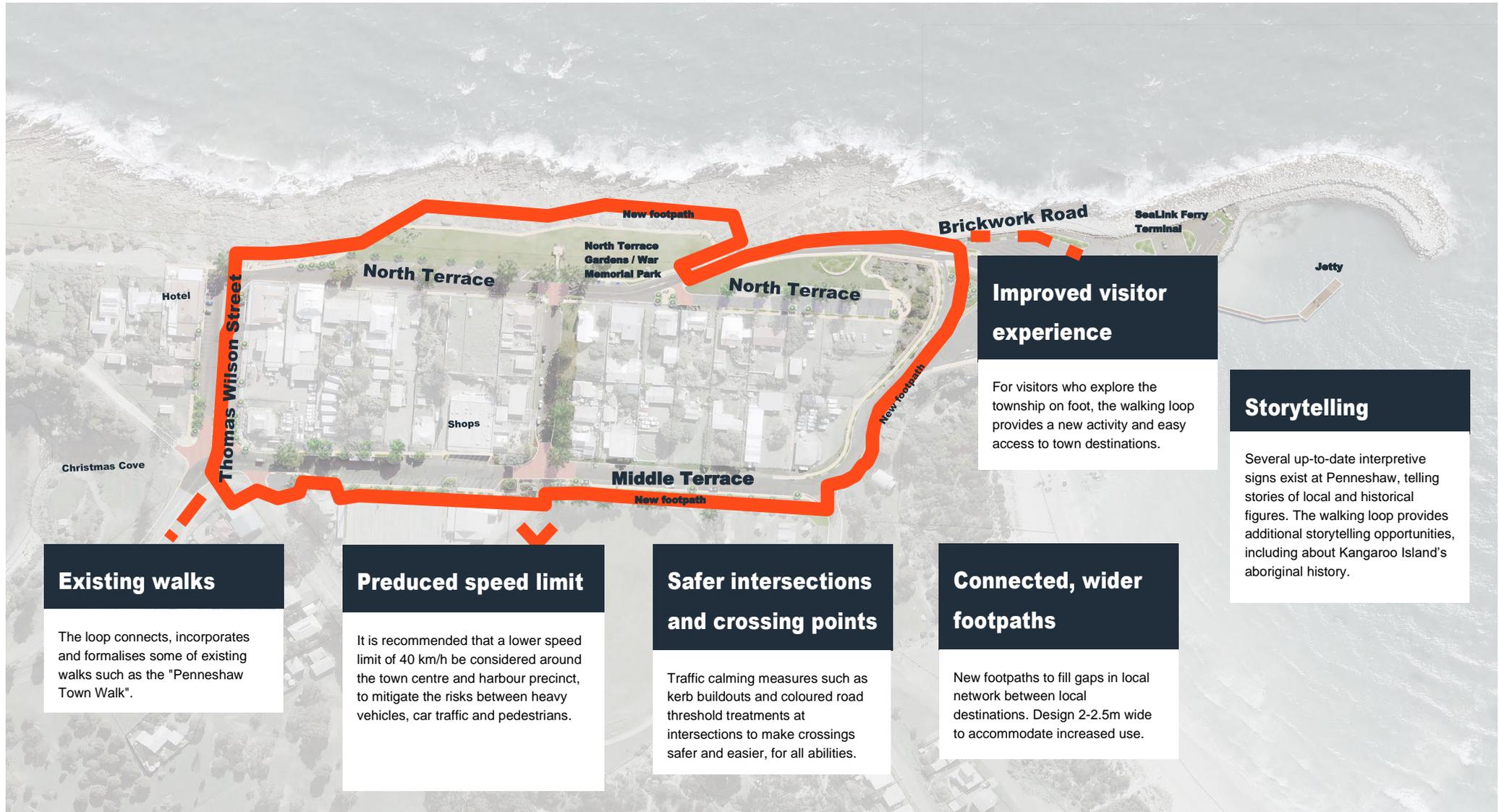
Upgraded paths and boardwalk to encourage use of the beach.

Berth upgrades

To accommodate new SeaLink ferries, with on-board car passenger loading, for improved safety and efficiency.

8.3 Penneshaw “Infinity Walking Loop”

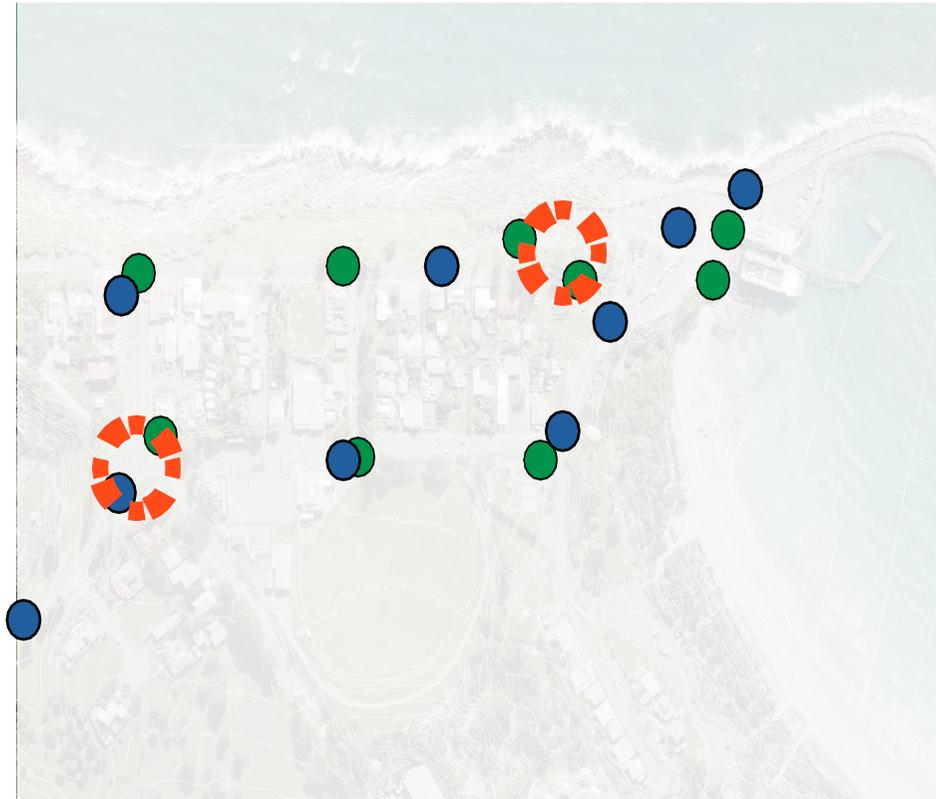
An enhanced walking route around Penneshaw town centre, connecting to local points of interest, and minimising interaction with ferry traffic.



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

Clear signage is needed to direct freight and passenger vehicles to and from the harbour. Multilingual signage should be considered to support international visitors.

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



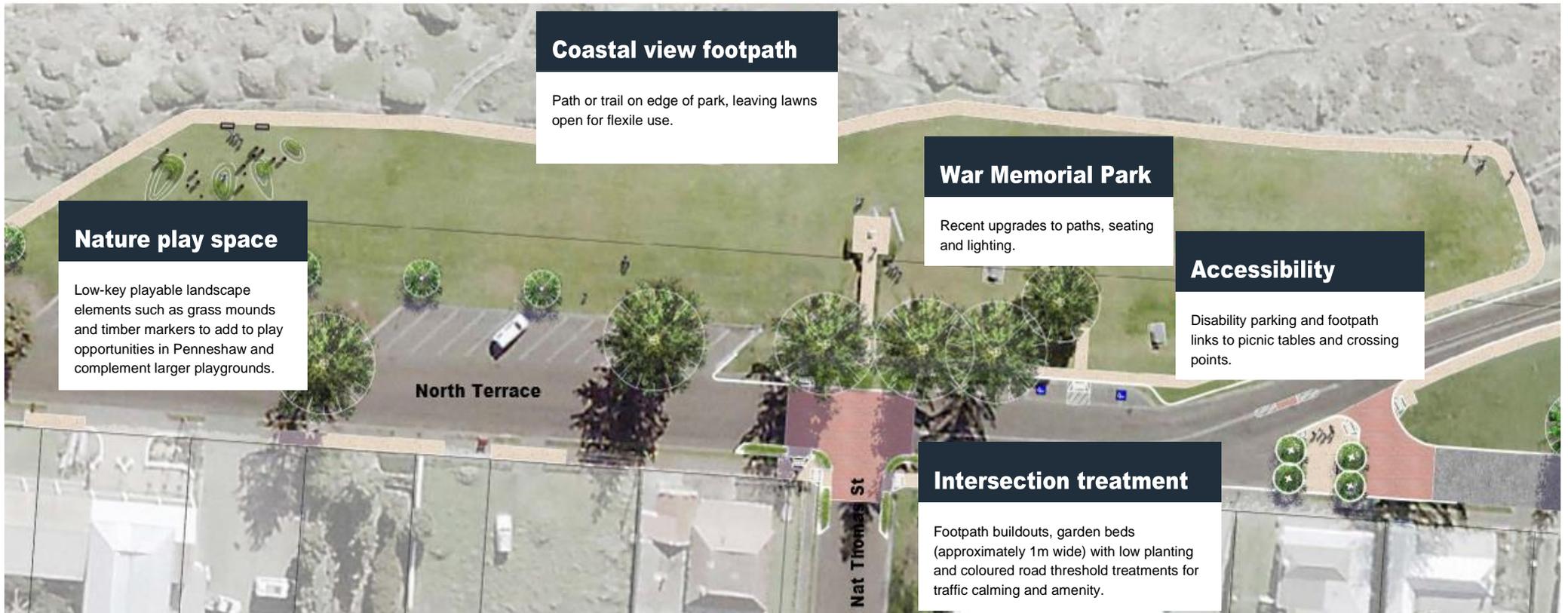
-  Gateway wayfinding marker creating identity
-  Pedestrian wayfinding signage
-  Vehicle and heavy vehicle directional signage



8.4 North Terrace parking and lookout



8.5 Penneshaw War Memorial Park



Nature play elements



Recently installed picnic tables

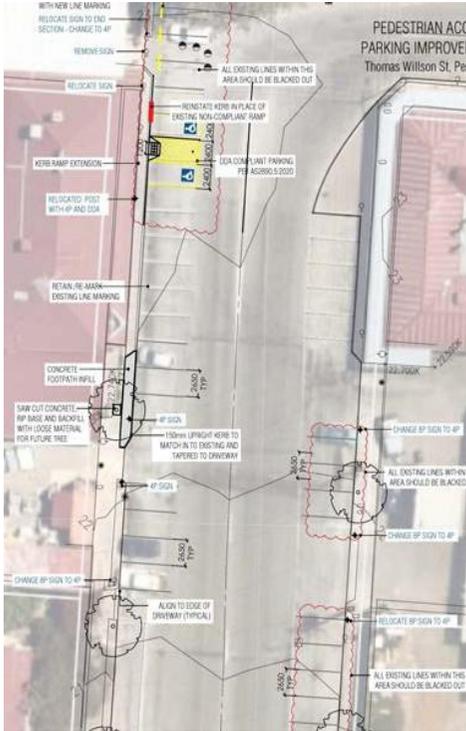


Contrasting intersection treatment



Focal point around memorial with recent upgrades

8.6 Safer streets (Thomas Wilson Street)



Kangaroo Island Council car parking area

Footpath links

Minor footpath widening and footpath links alongside Penneshaw Hotel and west side of Thomas Wilson Street, as per Council plans.

Improves accessibility and safety for patrons and pedestrians.

Angle parking

Re-mark 90-degree angle parking as per Council plans, with two disabled parking spaces near Penneshaw Hotel.

A painted median is proposed for road safety, while allowing flexible movement across road.

Intersection safety

Howard Drive/Middle Terrace/Thomas Wilson Street intersection is an important junction for town and ferry traffic.

A coloured road threshold treatment more clearly defines road priority to Howard / Middle. Traffic island directs turning traffic and provides a pedestrian crossing refuge.

Garden beds on either side provide landscape amenity and rain garden/stormwater opportunity.



Footpath links

Footpath link between Thomas Wilson Street at Penneshaw Hotel, and North Terrace open space. Incorporates lookout with (existing) interpretive signage. A short boardwalk may be required to provide a safe, continuous pedestrian link separated from traffic. Native vegetation planting retained.

Streetscape

Tree planting and minor footpath upgrades both sides to complement other changes.

Primary school road safety

Not shown on the drawing but connected to town centre safety improvements.

Investigate starting town centre slower speed limit of 40km/h at Penneshaw Primary School (approx. 500m west).

Investigate warning lights at change in speed zone signs to alert town and ferry traffic to school zone and town centre.

CFS on-street parking

Formalise parking in front/side of CFS building, continuing footpath link along Middle Terrace and with coloured road threshold treatment at Mary Seymour Lane.



Penneshaw oval

Penneshaw skate park

Kangaroo Island Council footpath and car parking design for Middle Terrace

8.7 Tourism and mixed-use development opportunities

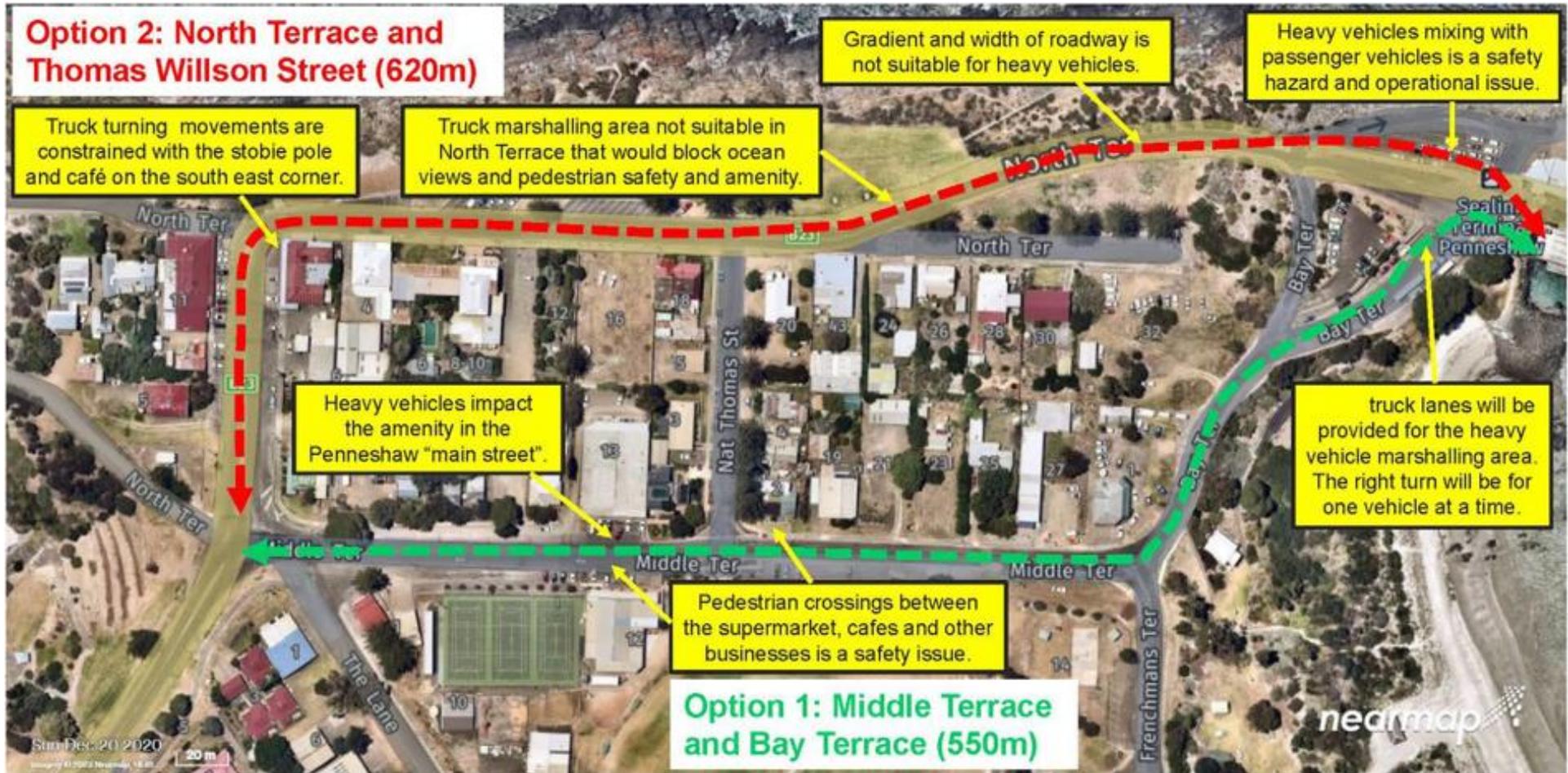
Opportunities for new and expanded tourism and mixed-use developments exist in and around the study area. Several (privately-owned) sites are highlighted below.



8.8 Heavy Vehicles (HV) route

Heavy Vehicles routes

Middle Terrace and Bay Terrace are the designated freight vehicle route to the harbour, with North Terrace the designated access point for passenger vehicles. Redirecting heavy vehicles via North Terrace has been investigated but found to be too constrained to be feasible (see graphic).



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 40km/h to manage safety and amenity.

8.9 Heavy Vehicle (HV) waiting area

Draft Master Plan options

Options for HV waiting areas outside of the centre of Penneshaw were explored in the draft Master Plan, and a location adjacent to Penneshaw Cemetery along Hog Bay Road was recommended.



Concept for expansion of the HV marshalling area at Penneshaw Harbour

However, community feedback did not support the formalising of HV waiting at that location. Kangaroo Island Council has also published plans for new landscaping, car parking and entry signage around the Cemetery.

Expansion of harbour marshalling space

Given the constraints at all examined locations outside Penneshaw town centre, this Master Plan now proposes that an expansion of HV marshalling space on Bay Terrace at Penneshaw harbour be the preferred strategy to manage future growth in freight vehicles.

Noting that Sealink's new ferries will change the way that freight vehicles are loaded and unloaded, with more on-board capacity and frequent sailings possible, an expansion of marshalling space to 6 x B-Double spaces (from 3), with increased turning space in front of ferries, is shown in the concept.

In this concept, Bay Terrace will be limited to freight vehicles only, to separate this use from passenger vehicles.

Operators requiring long-term parking should be directed to use private depots, away from the harbour.

Construction of the marshalling space will involve demolition of Council's 16-space car park above Bay Terrace. New retaining walls and attractive landscaping will be required.

New on-street angle parking at the link road, and an expansion of North Terrace parking with new footpath connections, will compensate for this relocation of car parking.

In the short-term (prior to implementation of the expanded HV area), minor widening of the retaining wall adjacent to Bay Terrace could improve manoeuvrability.

8.10 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 penguins avoid attack from predators.



Further revegetation efforts could expand the western headland, north of Christmas Cove in the future, to plan for 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 the penguin colony. Programming projects to occur when Penguins are less active could assist in minimizing impacts.



Bursaria spinosa



Acacia paradoxa



Atriplex cinerea

8.11 Summary of recommendations

<p>Harbour access, parking and amenity improvements (Department berth upgrades and SeaLink works excluded)</p>	<p>Penneshaw "Infinity Walking Loop"</p>
<ul style="list-style-type: none"> • Pedestrian spaces including new footpath to jetty, small arrival plaza, and upgraded marshalling area footpaths and garden beds with low coastal planting, wayfinding signage and seating. • Coach and hire car pick-up area redesign and resurfacing. • Bay Terrace expanded heavy vehicle marshalling areas, rain gardens, and link road footpath and on-street parking. • In the short-term (prior to implementation of the expanded HV area), minor widening of the retaining wall adjacent to Bay Terrace could improve manoeuvrability. 	<ul style="list-style-type: none"> • Penneshaw "Infinity Walking Loop" including new footpath segments, traffic calming, intersection treatments and safe crossing points, wayfinding and storytelling signage. • 40 km/h speed limit for town centre with appropriate signage. Investigate expansion of speed zone to primary school and/or signage upgrades.
<p>North Terrace parking and lookout</p>	<p>Penneshaw War Memorial Park</p>
<ul style="list-style-type: none"> • Expanded and redesigned on-street ticketed parking area approximately 40 spaces, with permeable paving around trees and minimise impact on nearby dwellings. • Hilltop lookout and footpath to Brickworks Road. • Kangaroo Island sign and entry wall landscape feature. 	<ul style="list-style-type: none"> • Disability parking and footpath links to picnic tables and crossing points. • Nature play landscape elements to supplement other play opportunities around town. • Coastal view footpath as part of walking loop.
<p>Safer streets</p>	<p>Tourism and mixed-use development opportunities</p>
<ul style="list-style-type: none"> • Thomas Wilson Street minor footpath, car parking and landscaping to improve amenity and safety. • Middle Terrace (adjacent oval) new concrete footpath and parallel parking, with minor earthworks and landscaping. 	<ul style="list-style-type: none"> • Promote development of vacant and underutilised land for tourism and mixed-use developments.
<p>Heavy Vehicle (HV) route</p>	<p>Revegetation for the Penneshaw Little Penguins</p>
<ul style="list-style-type: none"> • 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 40kph to manage safety 	<ul style="list-style-type: none"> • Expand revegetation to increase extent and quality of habitat with increased vegetation cover of dense and thorny shrub species.

and amenity.

9. Implementation

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.

<p>The first few years of implementation are therefore critical to a successful public realm transformation.</p>	<p>Strategy</p>
<p>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.</p> <p>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 on key locations which will result in safety, efficiency and amenity benefits for the whole precinct.</p>	<p>A high-level staging strategy is suggested (on the following page) with project areas organised into three phases.</p>
<p>Partnerships</p>	<p>Priorities</p>
<p>While implementation may be led by the South Australian Government, strong partnerships are desirable with Kangaroo Island Council, local community groups and businesses.</p>	<p>The Master Plan will evolve into a staged program of work and investments guided by several externalities such as private developments, and funding opportunities.</p> <p>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.</p>

<p>Quick wins</p>	<p>Catalysts</p>
<p>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.</p>	<p>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.</p>
<p>Transform</p>	<p>Further investigations</p>
<p>Final phase of the strategy, involving large and smaller projects to consolidate and complete the transformation in the long-term.</p>	<p>As a high-level plan, this Master Plan does not address all aspects which are important for the success of the precinct and its future projects.</p> <p>Some traffic and public realm recommendations will require technical and design investigations. Detailed design phases may also be informed by more detailed consultation with affected stakeholders.</p>

9.2 Staging strategy

See 8.11 for a detailed list of recommended projects.

Quick wins	Catalyst	Transform
<p>Focus on delivering on a balance of essential pieces of infrastructure and quick wins.</p> <ul style="list-style-type: none"> • Harbour access, parking and amenity improvements • Heavy Vehicle (HV) route and 40km/h speed zone 	<p>Includes a focus on the establishment of the key sites including:</p> <ul style="list-style-type: none"> • Penneshaw “Infinity Walking Loop” • North Terrace parking and lookout • Penneshaw War Memorial Park • Safer streets 	<p>Responds to the vision for future growth, identifying locations.</p> <ul style="list-style-type: none"> • Tourism, and mixed-use development opportunities • Revegetation for the Penneshaw Little Penguins



Appendices

Appendix A _ Engagement summaries

Stakeholder Reference Group (SRG) Workshop 1

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

Objective

Jensen PLUS facilitated an online workshop with the SRG on June 4th, 2023.

The workshop objectives were to gain an understanding of

- Stakeholder insights, local knowledge and information gaps to understand the roles of the Penneshaw precinct.
- Priorities, risks, threats to consider for Master Planning.
- 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

The Department for Environment and Water (DEW), Kangaroo Island Landscape Board, Kangaroo Island Council, SeaLink, Penneshaw Progress Association, Regional Development Australia (Adelaide Hills, Fleurieu, and Kangaroo Island), South Australian Road Transport Association, Kangaroo Island Business and Brand Alliance, Agriculture Kangaroo Island (AgKI), Kangaroo Island Tourism Alliance and Seafront Group.

Approach

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

- 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, a representative 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 the 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.

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.

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.

Liveability

- Sense of community among residents.
- Peacefulness.

Vibrant Town Centre

- Main street experience on Middle Terrace.

- Variety of retail and hospitality options.

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 the 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 Street 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 issues.

Opportunities

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

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

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 underutilized land.
- Public realm enhancements in the township, for example recreation and market opportunities in the War Memorial Gardens and on underutilized land to the east of North Terrace.

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 produced four to six guiding principles. Common themes from the principles include

- Enhancing live ability 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 Kangaroo Island, 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 Kangaroo Island.

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

The workshop was a great way to launch the Master Planning process of the Penneshaw harbour precinct in a collaborative manner.

Other 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 Road 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 and 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 _ Engagement summaries

Penneshaw Stakeholder Reference Group Workshop 2

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 the Penneshaw harbour p.

When

15th September 2023, 10am - 12.30pm

Attendees

Kangaroo Island Council, Regional Development Australia (Adelaide Hills, Fleurieu, Kangaroo Island), SeaLink, Penneshaw Progress Association, Kangaroo Island Tourism Alliance, Kangaroo Island Business and Brand Alliance, Seafront Group, Penneshaw Penguin Centre, South Australian Road Transport Association and the Department for Environment and Water (DEW).

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.

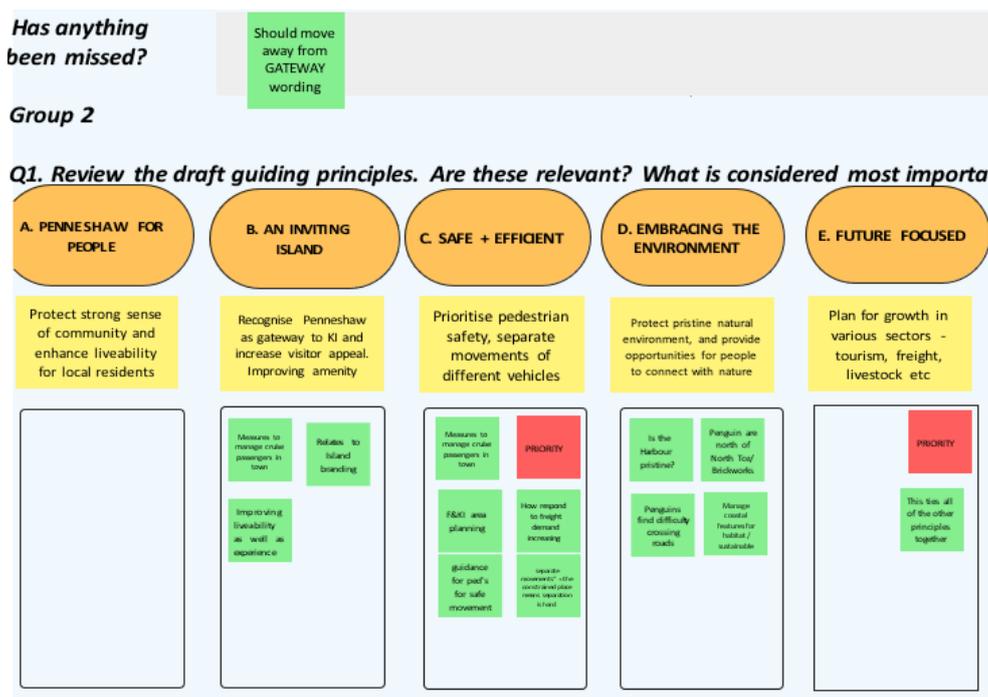


Summary of SRG Workshop 2 Activities _ Activity 1 “review the draft Guiding Principles for Penneshaw”

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

Workshop attendees provided the following key feedback

- 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.
- 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.
- 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.
- 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.
- 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.



Summary of SRG Workshop 2 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 Terrace, 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 play spaces, including nature play near Frenchmans 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 Lane (noting this is not proximate to the harbour).
- Walking trail from Mary Seymour Lane to the harbour.
- The ongoing management of heavy vehicles is an important element.
- A "truck stop" could be located on Mary Seymour Lane 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) to properly manage the heavy vehicle impact on Penneshaw.



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

Penneshaw Listening Posts _ Summary of feedback

Two Listening Post sessions were held in Penneshaw as part of a wider suite of consultations by the Department 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 Town Hall. .

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.



Summary of Penneshaw 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 were 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 Terrace corner near the Pub and widening of North Terrace).

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 Street.

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 (September to June for cattle, September to December 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.



OFFICIAL

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 Penguin 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.

Master Plan responses to SRG and Listening Post engagement

Several themes were common to all the engagement activities and can be further addressed in the Penneshaw Harbour Precinct Master Plan.

Based on the feedback, the following features were 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



Group 1

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

A. PEPPERIDGE FOR PEOPLE	B. SUSTAINING BLENDS	C. LIVE + WORK	D. EMBRACING THE WATERFRONT	E. PUBLIC HOLLAND
<p>It is a strong sense of community and inclusivity that is most important for the residents.</p>	<p>Integration of natural areas in greenery to allow a sense of connection and improve amenity.</p>	<p>How the principles allow for a mix of uses and a sense of community.</p>	<p>It is the protection of the waterfront and the public realm that is most important.</p>	<p>How the principles allow for a sense of connection and improve amenity.</p>
<p>Has anything been missed?</p>	<p>Has anything been missed?</p>	<p>Has anything been missed?</p>	<p>Has anything been missed?</p>	<p>Has anything been missed?</p>

Group 2

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

A. PEPPERIDGE FOR PEOPLE	B. SUSTAINING BLENDS	C. LIVE + WORK	D. EMBRACING THE WATERFRONT	E. PUBLIC HOLLAND
<p>It is a strong sense of community and inclusivity that is most important for the residents.</p>	<p>Integration of natural areas in greenery to allow a sense of connection and improve amenity.</p>	<p>How the principles allow for a mix of uses and a sense of community.</p>	<p>It is the protection of the waterfront and the public realm that is most important.</p>	<p>How the principles allow for a sense of connection and improve amenity.</p>
<p>Has anything been missed?</p>	<p>Has anything been missed?</p>	<p>Has anything been missed?</p>	<p>Has anything been missed?</p>	<p>Has anything been missed?</p>

Group 3

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

A. PEPPERIDGE FOR PEOPLE	B. SUSTAINING BLENDS	C. LIVE + WORK	D. EMBRACING THE WATERFRONT	E. PUBLIC HOLLAND
<p>It is a strong sense of community and inclusivity that is most important for the residents.</p>	<p>Integration of natural areas in greenery to allow a sense of connection and improve amenity.</p>	<p>How the principles allow for a mix of uses and a sense of community.</p>	<p>It is the protection of the waterfront and the public realm that is most important.</p>	<p>How the principles allow for a sense of connection and improve amenity.</p>
<p>Has anything been missed?</p>	<p>Has anything been missed?</p>	<p>Has anything been missed?</p>	<p>Has anything been missed?</p>	<p>Has anything been missed?</p>

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



Q2. How will these come together spatially?

Q2. How will these come together spatially?

Q2. How will these come together spatially?

Thank you.

