



RIVER & COASTAL COMMUNITIES

URBAN DESIGN FRAMEWORK

PREPARED BY
MASTERPLAN • IAN ROBERTSON DESIGN • OUTERSPACE
FOR THE DISTRICT COUNCIL OF GRANT • DECEMBER 2014

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OUTERSPACE



OUTER[®]
SPACE

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DISTRICT COUNCIL
OF GRANT



DECEMBER
2014

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ACKNOWLEDGEMENTS

The River and Coastal Communities Urban Design Framework and Master Plan project has been a unique opportunity to prepare master plans for a range of very small diverse communities. Normally these types of projects are limited to larger communities but instead this project deals with ten separate river and coastal communities with a range of different and some common issues. It is fair to say that the logistics of consolidating all the issues and community visions and aspirations into one cohesive and usable plan has presented many challenges for the project team.

It was all made possible by the involvement of elected members of the District Council of Grant, the Council's Project Manager and all the staff that have helped out. Thanks again to the staff of the Port MacDonnell Community Complex for their hospitality at the project team's local base. The commitment of the District Council to facilitate the project and give the smaller communities the same opportunity to plan for their area in conjunction with Port MacDonnell was acknowledged and appreciated.

A special thank you is extended to all the members of the river and coastal communities who attended the community meetings and participated in the range of activities held during the consultation program sessions. The level of input and support provided during the consultation programs was greatly appreciated by the project team.

Acknowledgement is also made of the continued support of the State Government and the Department of Planning, Transport and Infrastructure through the 'Places for People program' which funded the project together with the District Council of Grant.

1.0 INTRODUCTION

A project team consisting of MasterPlan SA Pty Ltd, Ian Robertson Design and Outerspace Landscape Architects were engaged by the District Council of Grant to prepare an **Urban Design Framework and Master Plan for the future development and sustainability of the river and coastal communities within the Council area**. The consultant team had recently completed the *Port MacDonnell Urban Design Framework and Master Plan* and it was proposed to build on this work and continue similar themes for the rest of the coastal area, as well as the river communities adjacent to the Glenelg River.

These communities include:

RIVER COMMUNITIES

- Donovans
- Reed Bed
- Dry Creek

COASTAL COMMUNITIES

- Browns Bay
- Eight Mile Creek
- Racecourse Bay
- Cape Douglas
- Nene Valley
- Blackfellows Caves
- Pelican Point
- Carpenter Rocks

The plan is to provide Council and the communities with a strategy on how **to reinforce a sense of place and identity, to enhance and revitalise existing public spaces, and to create new public spaces and linkages**. Design guidelines are proposed to establish design parameters of high quality, best practice and consistency in keeping with a design vision for an area, including:

- landscaping and arts elements such as paving, vegetation, street furniture and lighting;
- desired cultural and character statements;
- river and foreshore development;
- defined town/community/settlement areas; and
- open space linkages between the river, foreshore, town, community, settlement areas and recreational spaces.

The project brief emphasised the following key aspects to be included in the study:

- that Water Sensitive Urban Design schemes will be an integral part of the future designs including sustainable groundcovers and planting to reduce maintenance and water consumption, the retention and enhancement of existing and proposed tree rows, the use of solar and LED lighting, the development of innovative and creative feature landscaped areas, installation of ecofriendly street furniture and construction materials, potential capture and reuse of stormwater and rainwater and to consider climate change impacts on sea level rise/coastal erosion and similar;
- the plan will include a clear set of projects that have been identified, staged and costed for a progressive implementation schedule;
- the plan will incorporate projects which support the settlement with vibrant public spaces and improve connectivity between public and private spaces;
- the plan is to make recommendations to maximise public safety within the communities;
- the plan will consider public linkages and lighting to maximise night useability and reduce maintenance and vandalism issues for Council; and
- the final designs should be realistic and achievable.



Over the years Council has invested in the public realm through the provision of public roads, street lighting, public toilets and a range of public facilities. Some of the settlements within the study area have had Progress Associations, which have been successful in the development of a number of public realm projects for their areas. However, these works have not formed part of a larger plan for the whole area and the individual settlements.

Without such a plan it is difficult to plan for and prioritise such works to ensure that they deliver the community the maximum benefit for the public funds expended in the processes. Additionally there is a risk that separate investments in public infrastructure will be incompatible and may therefore not have the long-term benefits generally sought when capital works are undertaken.

The River and Coastal Communities Urban Design Framework and Master Plan seeks to analyse existing conditions of the whole area as well as each defined settlement, and through an extensive consultation program, provide understanding of the vision that the community has for all of these areas.

Building on this, the design team have prepared a series of ideas and options for the future development and upgrade of key locations within the study area.

These **options seek to translate the vision of the community into a tangible set of built form outcomes** that are capable of being broken down into individual projects that can be managed by the Council, and potentially community groups and realised over time.

The River and Coastal Communities Consultation Report dated November 2014 summarised the research and consultation process that was undertaken during an intensive four day visit to the communities by the project team in August 2014. The design concepts expressed in this report are the direct outcomes of the information received during the consultation. The consultant team has sought to present ideas which reflect many differing views and desires.

The findings of the consultation report were the subject of a further consultation process held during November 2014 where feedback on the concepts presented were sought from the community over a period of two weeks. Following this, the final Urban Design Framework and Master Plan document has been prepared for presentation to Council. This document will allow Council to make strategic and budgetary decisions on which of the recommended projects they wish to progress into more detailed design and early implementation.

2.0 PLACES FOR PEOPLE PROGRAM

2.1 PROGRAM

Places for People is a State Government program of grants available to Councils to strategically plan, design and develop public places of community significance. The key objective of the program is to assist in **creating new public places or to revitalise public places** that contribute to the social, cultural and economic life of the community that they serve. The program seeks to assist Councils and communities to:

- add to their area's vitality;
- enhance public spaces in terms of stability, safety and visual appeal;
- develop a 'sense of place' and identity that reflects local culture, heritage and character;
- improve the efficiency and economic performance of urban and rural centres, and other strategic places; and
- improve the relationship between public and private areas.

The program also seeks to foster the development of an urban design culture within Councils, ensuring a commitment to strategic, collaborative practices and high quality sustainable outcomes. The key is that projects need to be carried out on land in the public realm, having free public access. In fostering a strategic urban design process, the program makes funding available in the categories of:

- strategic urban design;
- design and contract documentation; and
- capital works.

In this way, the program follows a logical process which starts with high level conceptual design ideas covering a wider area before narrowing down to specific projects on which more detailed design is undertaken before capital works takes place.

The process therefore seeks to ensure that each project undertaken is part of a logical overarching plan and that over time, as multiple projects are undertaken, they 'fit' together within a framework and realise the goals of the initial strategic urban design process.

2.2 DISTRICT COUNCIL OF GRANT FUNDING

The District Council of Grant has received funding from the Department of Planning, Transport and Infrastructure (DPTI) to prepare an urban design framework and master plan for those communities along the Glenelg River, and for the coastal areas and settlements to the east and west of Port McDonnell. The urban design framework and master plan represents the first stage in the strategic urban design process.

As described by DPTI, **urban design frameworks provide an integrated development vision for specific urban areas and places**. They are usually appropriate for larger areas or where the public realm comprises several component spaces.

The development of an urban design framework involves analysing and understanding the existing conditions of a specific place, including access and movement networks, land uses, ownership, management and environmental factors associated with the area. This information is then translated into a design concept that can be easily visualised and implemented.

Urban design frameworks can also include 'non-physical' suggestions to assist in the implementation of the physical concept. This might include suggestions on management structures, changes to land use policy, funding and investments. The implementation of an urban design framework is based on immediate, medium-term and long-term timeframes.

The success of an urban design framework relies on information and ideas from a range of contributors, from qualified planners and designers to local business owners, Council and members of the community. Urban design frameworks will vary in scale depending on the geographic boundary of each project. In this case the urban design framework looks at each community individually, particularly for the analysis of existing conditions and visions for the future and looks at the whole study area where there are common interests.

Frameworks that deal with large geographic areas, such as this study area, need to be further refined by developing urban design master plans for individual precincts. In the case of this project, the consultation process has determined which precincts are to be the focus of more detailed master plans.

3.0 PROJECT SCOPE

3.1 STUDY AREA

As described in the previous section, the study area for the project includes the river communities of Donovans, Reed Bed and Dry Creek adjacent to the Glenelg River. It includes the coastal settlements of Browns Bay, Eight Mile Creek, Racecourse Bay, Cape Douglas, Nene Valley, Blackfellows Caves, Pelican Point and Carpenter Rocks. In addition to these settlements, the key roads and publicly accessible spaces between and within all the communities are included within the study area.

3.2 INTENDED OUTCOMES

The project seeks to provide a high level reference document that allows Council to progress the strategic urban design process towards capital works in key locations. The project will also provide a document that can be used as a tool to guide other planning studies, including the expansion of coastal settlements and the spatial distribution of land for different uses.

Specifically the Urban Design Framework and Master Plan document should:

- express a vision for all of the communities;
- outline the existing context of each defined area;
- analyse what in the existing context works effectively and what does not;
- determine what areas and precincts of the defined areas are most important to the community;
- present master plans for those key precincts;
- provide guidance as to priority of works; and
- provide guidance as to budget and funding sources for works.

Following the completion of the project, the Council can consider the recommendations in the urban design framework and determine which projects it wishes to proceed with in the short-term. Council can then seek external funding (through Places for People and other programs) to progress those projects.

It can be anticipated that some of the outcomes will result in design works and capital works occurring in the near future, whereas other recommendations will require more detailed investigations before progressing to the design stage.

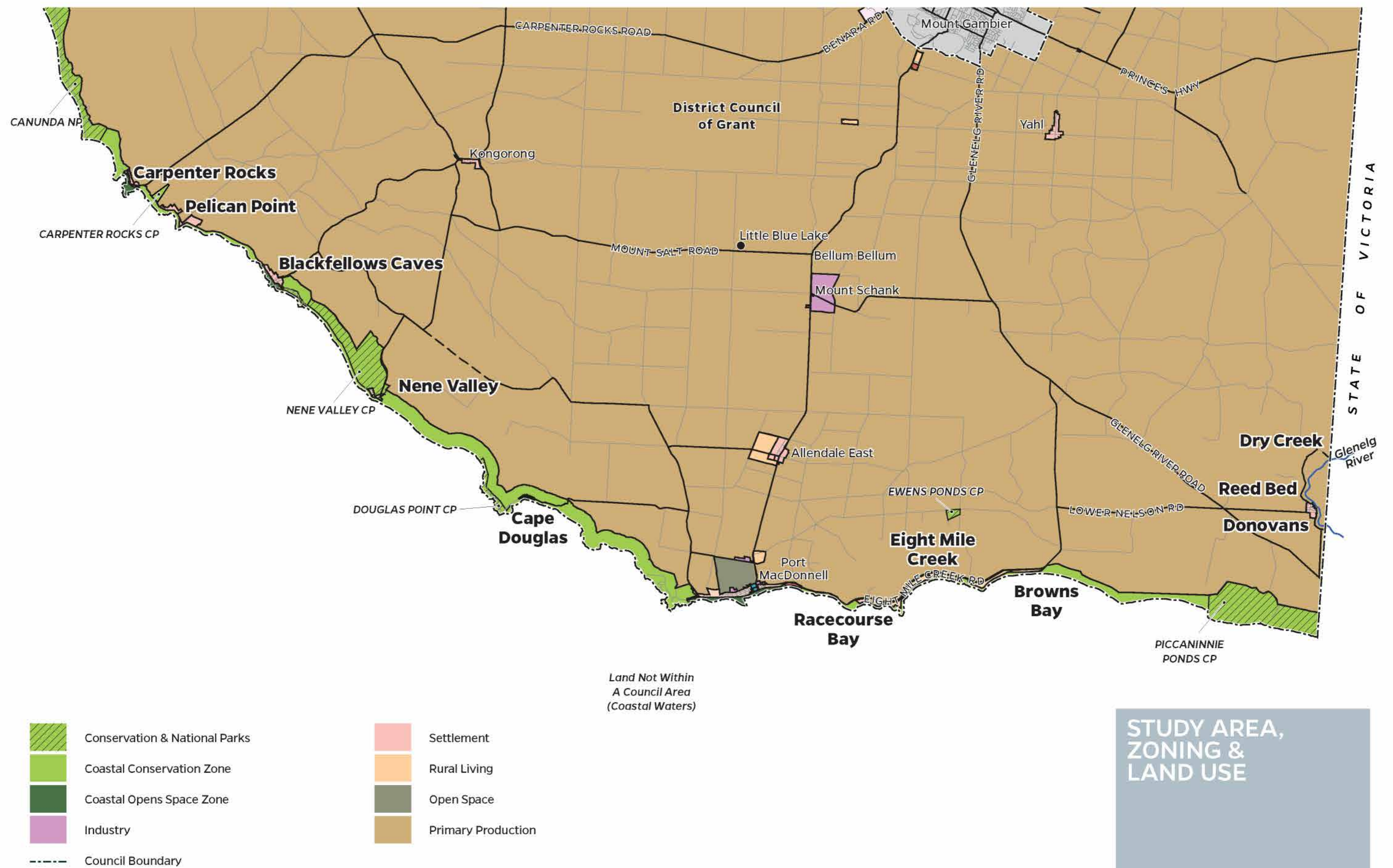
3.3 LIMITATIONS

Like all projects, **the Urban Design Framework and Master Plan** has limitations in what it is able to achieve. The project seeks to provide a whole range of options from which Council can choose to undertake. Council can carry out those projects as resources permit, confident that it will be compatible with future projects.

The level of detail presented in the project is a conceptual level only. Whilst plans are prepared at a reasonable accuracy of scale, they are principally to show the relationship between uses, design ideas, objects and connectivity networks. They are not intended to be drawings to show the exact size of the features and objects proposed.

The project is not a detailed design and engineering project, so it is not able to produce detailed costings and analysis of those costings. Where indicative costs are presented, they are 'rough order of magnitude' costs that seek to allow for comparison between projects.

The project cannot directly influence the private realm. Whilst the opportunity exists for Council to work with businesses and the community, the project cannot make direct recommendations for works to occur on private land.



4.0 INITIAL CONSULTATION SUMMARY

The approach to consultation sought to engage the community and stakeholders by making the process interactive, whereby the people responsible for the design are also responsible for the consultation. This allows the consultation to become a design process where commentary can be translated to design concepts during the consultation session, providing immediate and direct design-based feedback in a more efficient manner. This process is invaluable in confirming an understanding of the stakeholder and community views.

The methodology to achieve this approach combines the site analysis and information gathering with the community consultation in selected areas, which were grouped in accordance with common interests and proximate locations. All the design team were involved in the first round of consultation.

The initial consultation was undertaken over a four day period commencing on 11 August 2014 and included the following community meetings:

Monday 11 August 2014 - 7.30 pm - Port MacDonnell Community Complex

- Community Meeting – Browns Bay / Eight Mile Creek / Racecourse Bay / Cape Douglas

Tuesday 12 August 2014 - 7.30 pm - Donovans CFS Building

- Community Meeting – Donovans and River communities:

Wednesday 13 August 2014 - 7.30 pm - Kongorong Football Clubrooms

- Community Meeting- Nene Valley and Blackfellows Caves

Thursday 14 August 2014 - 7.30 pm - Carpenter Rocks Community Hall

- Community Meeting- Pelican Point and Carpenter Rocks

The design team spent each day undertaking a comprehensive site and locality analysis of each area, research and preparation for the community meetings and one on one consultation. Revisits to various sites also occurred as a result of further information provided at the meetings. A stakeholder meeting was also held with Council staff and elected members.

Publicity for the consultation program included Council news, flyers at various community locations, radio publicity and a letterbox drop. Overall the community meetings were attended by over 90 people. Emails and telephone calls were also received during the consultation period from interested locals who could not attend the meetings.

The community meetings focussed on the key attributes of the existing town character and a vision for the future of the various communities. Participants were asked to prioritise where they spent most of their time within the public realm of the town and to describe what was important to them, (ie the good, not so good and bad areas). Participants were asked to describe their vision for their communities, where they would like to see it in the future, and what they would like done in the area.

Following the initial consultation process, the project team prepared the consultation report, including the draft urban design framework and master plan options. A summary of the consultation data was also provided. This information was presented for further consideration by the Council and the community.

5.0 CONTEXT ANALYSIS & COMMUNITY INPUT

The large extent of the study area and the number of different communities involved has presented a different challenge in the presentation of information. Rather than separately analysing the key contextual elements as is normal for a larger settlement, a separate context analysis has been done for each community.

The analysis of the existing issues, context and structure of each area has been undertaken to obtain an understanding of how the area functions and the relationship between public and private land. In the first instance, a brief history is provided where relevant to understand why the settlements exist, the overall existing pattern of land use is reviewed in conjunction with an analysis of the existing zoning of the area, as well as opportunities and constraints for future growth.

The analysis looks at the mix of land uses, how they relate to each other and the various different land use zones. In particular, this review highlights the relationship between the concentration of private land uses and the key public spaces within each community.

The report then lists the input received at the community meetings relating to current perceptions and visions for the future. This is accompanied by a plan of each community showing the existing conditions and a summary of issues and opportunities.

One element that has not been undertaken separately in relation to each community is the demographic analysis. Given that there were no defined collector districts for each individual community, a brief review of the whole study area was undertaken instead.

DEMOGRAPHIC SUMMARY

The estimated permanent population for the whole area was 724, broken down as follows:

- Eight Mile Creek / Browns Bay / Donovans – 304
- Racecourse Bay – 60
- Blackfellows Caves / Nene Valley / Cape Douglas – 183
- Carpenter Rocks / Pelican Point – 177

The median age of the study area was 48.5 years, compared to 46 in Port MacDonnell and 40 in the Limestone Coast Region, meaning an aging population base.

The median household income was \$534 per week, which was less than half of the State average, indicating the lower socio-economic status of the permanent residents.

The rental market was 15.69, similar to Port MacDonnell but comparatively low compared to the Limestone Coast and the State.

There is a high percentage of motor vehicle ownership reflecting the isolated nature of some of the communities.

RIVER COMMUNITIES



The Glenelg River flows through the Lower Glenelg National Park from Dartmoor to its mouth at Nelson, Victoria. A short stretch of the river, approximately 5.0 kilometres, winds through the south east of South Australia and contains the river communities of Donovans, Reed Bed and Dry Creek that are part of the study area.

5.1 DONOVANS

CONTEXT

Donovans is the largest settlement located 4.0 kilometres east of Glenelg River Road along Donovan's Road and 9.0 kilometres north of Glenelg River Road along Border Road South. The area was originally known as Donovan's Landing and owned by Thomas John Donovan, circa 1902. The development of the boat sheds and shacks along the river evolved from the early 1900's, and the main township was subdivided in 1947.

The town is located in a Township Zone and is principally laid out north of Donovan's Road. A small subdivision is located south of Donovan's Road which leads to an area for future township expansion to the south.

A Community Wastewater Management Scheme (CWMS) has recently been developed for the town and the lagoons are located on Border Road South. Apart from Atkin Street and part of Glenelg Avenue, the roads within the township are neatly presented with rollover kerbing, street trees and suitable street lighting. No shops or commercial premises exist within the township. A central community area, located on the corner of Adams Street and Atkin Street, comprises the CFS shed, the post office shed, public toilets, playground and community open space.

Leading into the town, Donovan's Road ends at a T-junction with Dry Creek Road and Border Road South. To the south on Border Road South is a recycle waste disposal area for holiday makers. To the north, on Dry Creek Road, is the only road entrance to the Donovan's Landing area next to the river and the vast number of river shacks connected to this area.

The usable public space at Donovan's Landing is quite small for the types of facilities available. This area contains the boardwalk (upgraded in 2004), gazebo and BBQ area, a boat ramp, a boat slipway, the boat clubrooms and the public toilets.

The town is surrounded by a medium to high bushfire risk area.

COMMUNITY INPUT - PERCEPTIONS

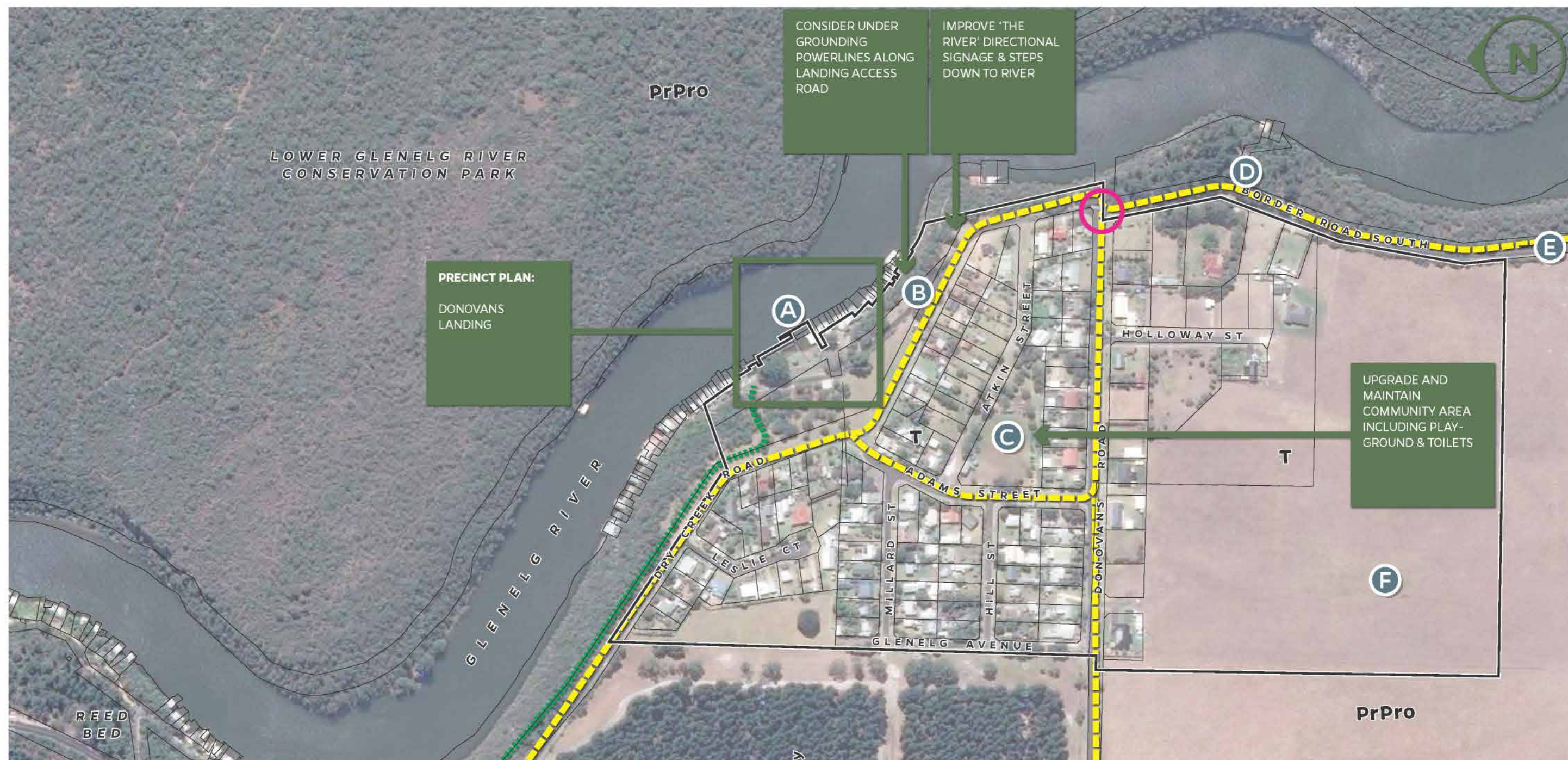
Participants at the initial meetings were asked to describe their perceptions of their community and the character of the settlement.

- Estimated approximately 70 percent permanent residents live in the 'up town'.
- Used to be a high proportion of retirees, but now a mix of working/commuting families also.
- River shack residents are all non-permanent and mainly weekenders/holidaymakers who do not mix much with towns people.
- Towns people generally happy with the 'up town', the main town area.
- The central community open space is used regularly by the locals and their visitors. Annual events include social cricket matches and an Easter market.
- Other visitors to the town and river shacks also use the area, particularly playground/toilets/showers/ BBQ.
- No camping is allowed anywhere in Donovan's.
- Some locals use the boat ramp at Donovan's Landing, but only for 'tinnies'.
- Manoeuvring around the boat ramp is 'tight' and there is a lack of room for boat trailer parking.
- Car parking for visitors and shack owners is also at a premium.
- The boat club building is owned and maintained by the Council and consists of approximately 50 members.
- The gazebo/BBQ picnic area by the river is well used.
- The public toilets are used by some of the shack owners and are in poor condition.
- Boat speed along the river is a problem as the wash is eroding the banks.

COMMUNITY INPUT - VISION

Participants were also asked to describe their vision for their settlement, where they would like to see it in the future, and what they would like done.

- Not a lot of improvement required 'up town'. More seating at 'The Oval' and improvements to playground and BBQ area may be warranted.
- A number of improvements were suggested at Donovan's Landing including:
 - the public toilets (high priority);
 - access to the boat ramp;
 - boat trailer parking;
 - car parking generally;
 - lighting for safety/night fishing;
 - access road;
 - pedestrian access;
 - barriers/bollards along the riverbank; and
 - retention of existing trees.
- The river shacks are part of the character of the area, but if the shacks are removed they should be replaced with revetment works to the banks of the river and extra public space.
- Management of environmental weed species upstream and downstream around the shacks.
- Signage needs reviewing within the whole town, including:
 - no adequate signs to the river;
 - old Tidy Town signs need replacing;
 - kangaroos warning signs needed; and
 - truck limit signs being ignored.



■■■■■ KEY ROAD : IMPROVE LIGHTING, TREE PLANTING & PEDESTRIAN ACCESS

■■■■■ SHARED PATHWAY

○ KEY JUNCTION / ARRIVAL POINT
IMPROVE SIGNAGE

PrPro PRIMARY PRODUCTION ZONE

T TOWNSHIP ZONE

— ZONE BOUNDARY

--- COUNCIL BOUNDARY

- A** Donovan's Landing
- B** Access road to Donovan's Landing
- C** Community Area : CFS, Post Office, Oval & Playground
- D** Holiday Waste Collection (Recycling)
- E** Road to CWMS/Nelson
- F** Area for future town expansion

DONOVANS
ISSUES & OPPORTUNITIES

5.2 REED BED & DRY CREEK

CONTEXT

Reed Bed is a small river shack community located 1.3 kilometres north from the Donovans T-junction. It comprises approximately 25 shacks, all on Crown leases with National Parks, and from our understanding there are no permanent residents. This area was opened up and developed by private citizens when there were no more opportunities for shack development at Donovans Landing.

The Reed Bed river community contains minimal public space, only limited to the roadway into the site which was recently upgraded with formal surfacing and several street lights. Two community toilets located at each end of the access roads are owned by Council and managed by the shack owners. Between Donovans and Reed Bed there is a lookout providing magnificent views over the river in both directions. A public car park has recently been established opposite the lookout within a cleared area of the surrounding pine forests.

Dry Creek is located near the SA/VIC border and is 3.5 kilometres north of the Donovans T-junction. It consists of a small river frontage with eight existing old river shacks and the main boat ramp for the river communities area. The area adjacent to the boat ramp is open and flat, and allows suitable space for the turning and parking of boat trailers and cars. This open area contains a public toilet, a shelter and rainwater tanks making it a suitable area for overnight camping.

Both Dry Creek and Reed Bed are located in the Primary Production Zone and there are no plans for rezoning and expansion of these areas. The Dry Creek walking trail information bay and car park is located nearby on Dry Creek Road. A series of walking trails are located in this area. The Council waste depot is also located on the road between Reed Bed and Dry Creek.

The communities are surrounded by a medium to high bushfire risk area.

COMMUNITY INPUT - PERCEPTIONS

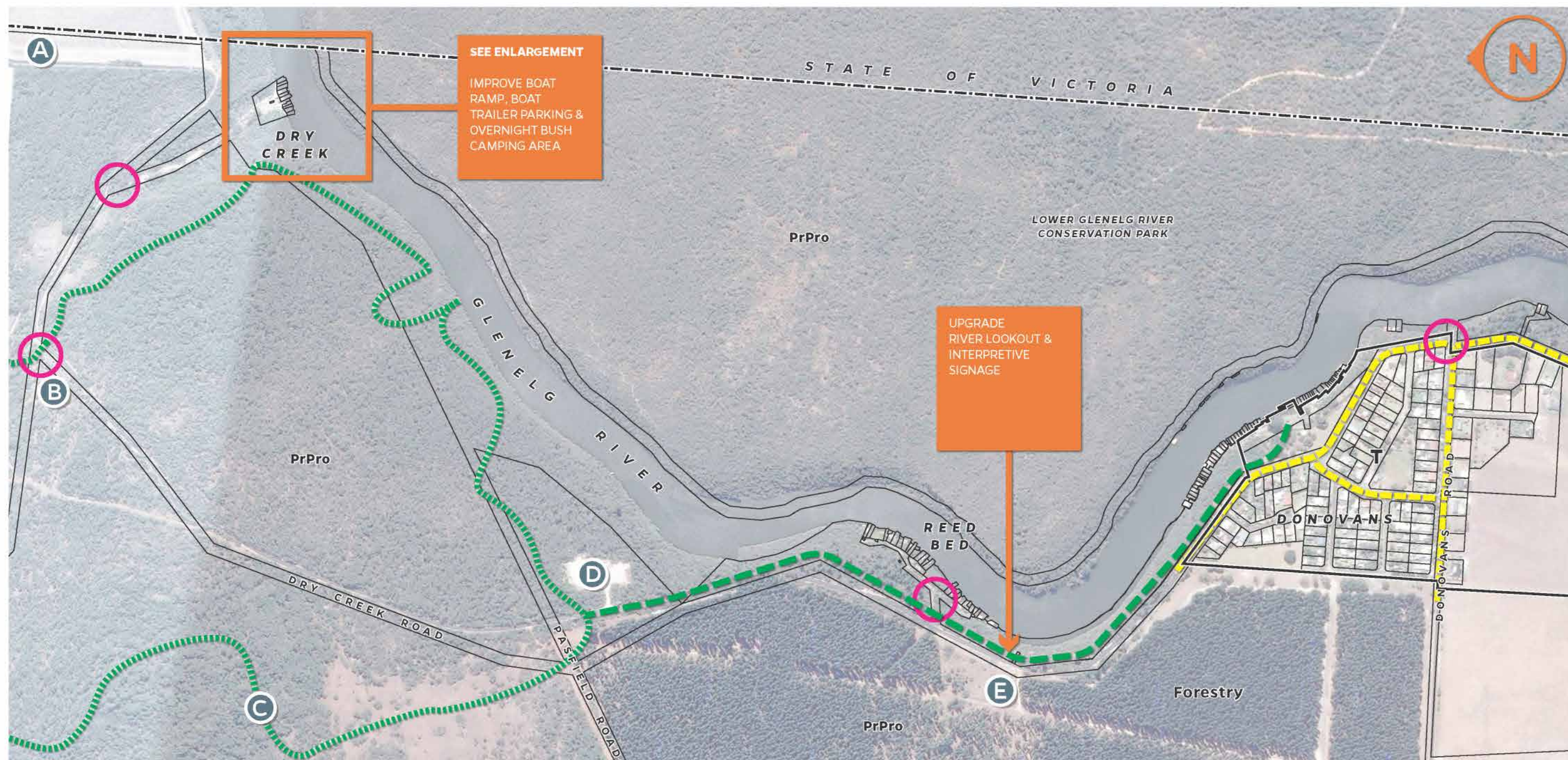
Participants at each meeting were asked to describe their perceptions of each community and the character of the settlement.

- Reed Bed had very limited public space apart from the main road access into the settlement and public lighting.
- Dry Creek was the smallest community in terms of the number of river shacks on the river, but the largest in terms of space available and potential additional space in the public realm.
- Dry Creek has a much better boat ramp than Donovans, particularly in regard to the available useable space around it.
- Dry Creek has a levelled clear area suitable for the manoeuvring and parking of a number of boat trailers.
- The boat ramp is therefore recognised as the main launching area for the river communities, particularly for larger boats.
- A public toilet, shelter and water tanks are available to provide facilities for a free camping area.

COMMUNITY INPUT - VISION

Participants were asked to describe their vision for their settlement, where they would like to see it in the future and what they would like done.

- No need for works to the public realm at Reed Bed.
- Promote Dry Creek as the main boat launching area.
- Improvements at Dry Creek boat ramp to include handrails and more decking, improved lighting, and levelling the surface for more boat trailer parking.
- Upgrade public toilet and provide shower facilities.
- Improve 'bush camp' character of free overnight camping area.
- Improve security, signage and lighting.
- Improve existing Dry Creek walking trails between the road and river.
- Investigate extending the walking track along the river and linking it in with the lookout at Donovans.
- Consider another pontoon or extending existing pontoon for additional boat anchorage.



■■■■■ KEY ROAD : IMPROVE LIGHTING, TREE PLANTING & PEDESTRIAN ACCESS

■■■■■ EXISTING WALKING TRAIL

■■■■■ PROPOSED WALKING TRAIL

○ KEY JUNCTION / ARRIVAL POINT
IMPROVE SIGNAGE

PrPro PRIMARY PRODUCTION ZONE

T TOWNSHIP ZONE

— ZONE BOUNDARY

- - - COUNCIL BOUNDARY

A Road to Princess Margaret Rose Caves & Mount Gambier

B Dry Creek Walking Trail, Information Bay & Car Park

C Dry Creek Native Forest Walk

D Waste Depot

E Visitor Parking Area & River Lookout

**DRY CREEK &
REED BED**

ISSUES &
OPPORTUNITIES

COASTAL COMMUNITIES



The coastal area within the District Council of Grant, known as part of the Limestone Coast starts at the State border and stretches approximately 60 Kilometres to Canunda National Park. Apart from Port MacDonnell, which is the main coastal town, there are the small coastal communities of Browns Bay, Eight Mile Creek, Racecourse Bay, Cape Douglas, Nene Valley, Blackfellows Caves, Pelican Point and Carpenter Rocks that are part of the study area.

5.3 BROWNS BAY

CONTEXT

The first views of the coast when entering the District Council of Grant from Lower Nelson Road are experienced at Browns Bay. Browns Bay is a popular surfing beach area, which was also reviewed as part of the recently completed Port MacDonnell Master Plan. Access to the beach is available at Browns Bay Beach where approval has been granted to develop a car park, trailer park, public toilet area and improved beach access. At the time of writing, construction had commenced on the entrance road, car park and public toilet.

Eight Mile Creek Road runs along the coast approximately 100 metres to 150 metres parallel and inland to the coastal area. Originally the road was located adjacent to the coast. The area between the coastline and the road is largely located in a Rural Living Zone. There is also a section of rural living on the northern side of the road adjacent to Hitchcock's Drain. The rest of the area north of the road is Primary Production Zone. Within this area of rural living only a small number of allotments have been taken up. There is also a large area of undeveloped Crown lease land adjacent to Hitchcock's Drain.

This area is unlikely to ever be developed in accordance with the Rural Living Zone and is suggested to be rezoned to Coastal Conservation when the opportunity presents itself.

Browns Bay covers a distance of approximately 2.5 kilometres from Browns Bay Beach to Danger Point. In between at Hitchcock's Drain, a public vehicle access point to the beach is available, but the exit is located in a dangerous position adjacent to the drain.

COMMUNITY INPUT - PERCEPTIONS

Participants at the initial consultation meetings were asked to describe their perceptions of their community and the character of the settlement.

- All properties are of a reasonable size over 1.0 hectare, and the majority have a direct frontage to the coast.
- Not all of the properties have been developed, but the majority that have are permanent residents who have pride in the upkeep of their homes.
- Because the area is not fully developed and the existing development is scattered, there is less of a sense of community than other settlements.
- The Browns Bay Beach is very popular for swimming, surfing and fishing. A proposal to build a car park and toilets is underway.
- Vehicular access to the beach at Hitchcock's Drain is unsafe, next to the bridge on Eight Mile Creek Road.
- Lots of informal beach walking tracks.
- Drains are barriers to pedestrians at Hitchcock's Drain.

COMMUNITY INPUT - VISION

Participants were also asked to describe their vision for their settlement, where they would like to see it in the future, and what they would like done.

- Maintain and provide improvements where possible to the Browns Bay Beach parking area including interpretive signs, seating and shelter.
- Facilitate access to the beach by providing pedestrian only footbridges to span the creek/drains at Hitchcock's Drain.
- Improve signage for beach vehicle users, including 25 kilometre speed limits, sand trap warnings, beach springs, habitat and dune exclusion areas.
- Improve and provide safe vehicle access point at Hitchcocks Drain.
- Create links to wilderness walk from car park area.



KEY ROAD : IMPROVE AND MAINTAIN ROAD AND SIGNS

PROPOSED COASTAL WALKING TRAIL

ACCESS TO BEACH

KEY ARRIVAL POINT : LOCATION FOR IDENTIFICATION SIGN

CstCon COASTAL CONSERVATION ZONE

PrPro PRIMARY PRODUCTION ZONE

RuL RURAL LIVING ZONE

ZONE BOUNDARY

COUNCIL BOUNDARY

A Access point to beach.
(Dangerous at road entrance)

B Hitchcock's Drain

C Development of Car Park, Toilets & Shelter & Interpretive Signage

D Wilderness Walk

E To Nelson (20km)

BROWNS BAY

ISSUES & OPPORTUNITIES

5.4 EIGHT MILE CREEK

CONTEXT

The Eight Mile Creek area is centred around Riddoch Bay from Danger Point to Stoney Point. The Eight Mile Creek area was cleared for agricultural and dairy farming and a drainage system was installed for a soldier settlement program post World War II. The Eight Mile Creek Road continues to run parallel to the coast, and the Rural Living Zone continues between the road and the coastline.

A denser concentration of rural living dwellings is located in this area, particularly between Deep Creek and McKinnon Lane.

The creek outlet at Eight Mile Creek contains a wide expanse of public land. Beach access is available on either side of the creek and an informal overnight camping area is located on the eastern side. There is also a walking track to a bird hide near Danger Point.

Peacocks Road runs north of Eight Mile Creek Road near the creek outlet. This provides access to the Ewens Ponds Conservation Park, located 4.0 kilometres to the north. Within this area and further along Eight Mile Creek Road there is also a creek crossing and access to the beach at Deep Creek, and an access track to the beach at McKinnon Lane.

COMMUNITY INPUT - PERCEPTIONS

Participants at the meetings were asked to describe their perceptions of their community and the character of the settlement.

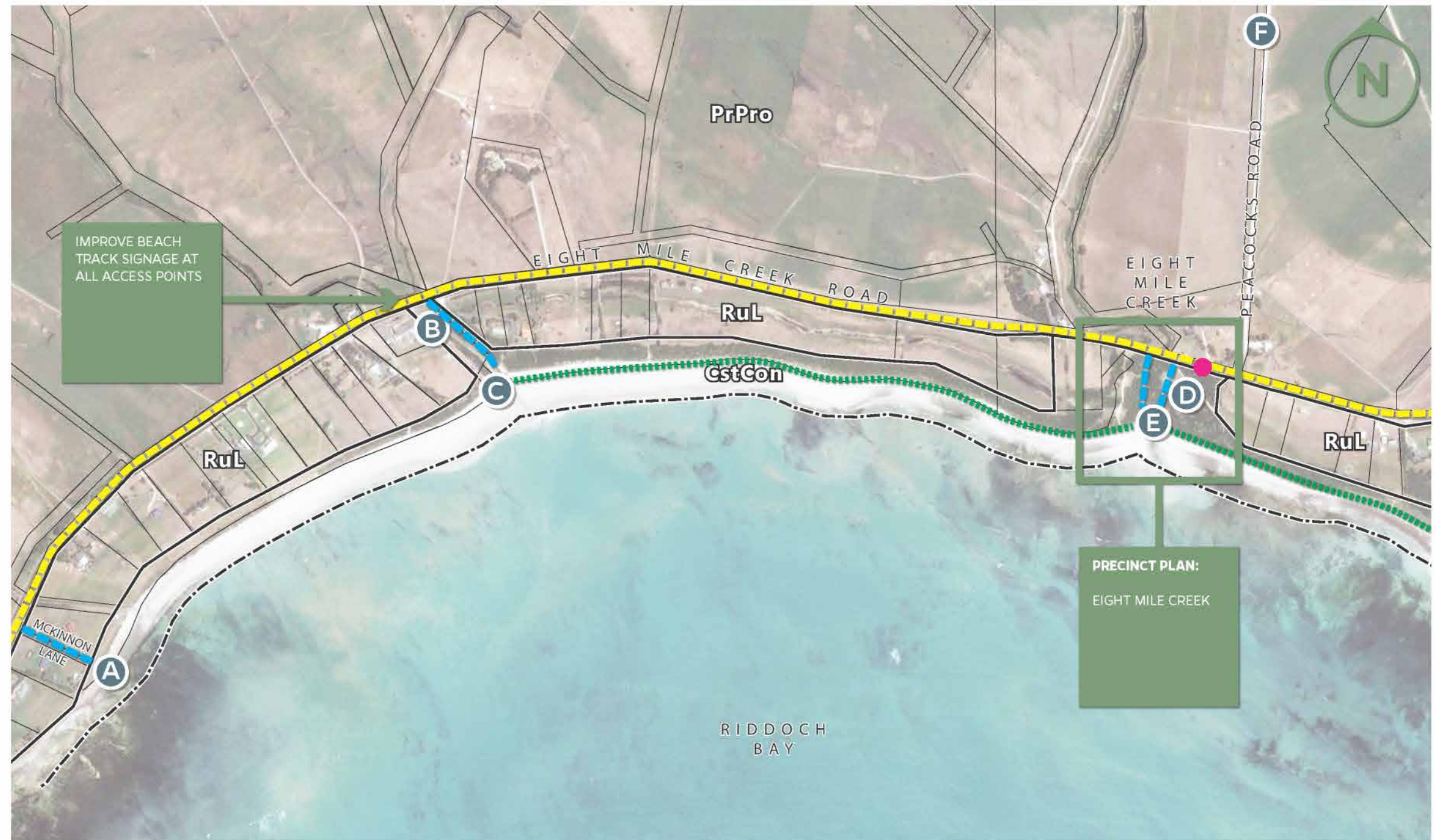
- All properties are of a reasonable size over 1.0 hectare, frontage to Eight Mile Creek Road and the majority have a direct frontage to the coast.
- Not all of the properties have been developed, but the majority that have are permanent residents who have pride in the upkeep of their homes.
- Because the area is not fully developed and the existing development is scattered, there is less of a sense of community than other settlements.
- Some camping occurs in the area at designated areas, such as Eight Mile Creek.
- Lots of beach walking tracks exist throughout the settlement.
- Drains are barriers to pedestrians at Eight Mile Creek and Deep Creek.
- A bird hide is located near Danger Point within an area of international significance for migratory shorebirds.

COMMUNITY INPUT - VISION

Participants were also asked to describe their vision for their settlement, where they would like to see it in the future, and what they would like done.

- Facilitate access to the beach by providing pedestrian only footbridges to span the creek/drains at Eight Mile Creek and Deep Creek.
- Improve signage for beach vehicle users, including 25 kilometre speed limits, sand trap warnings and habitat and dune exclusion areas.
- Manage and upgrade the overnight camping area on both sides of Eight Mile Creek, including vegetation and weed management.
- Consider provision of more suitable toilet facilities.

Any proposed walking trails along the beach should be planned in conjunction with the Friends of Shorebirds S.E.



- KEY ROAD : IMPROVE AND MAINTAIN ROAD
- PROPOSED COASTAL WALKING TRAIL
- ACCESS TO BEACH
- PROPOSED SIGN LOCATION

- CstCon** COASTAL CONSERVATION ZONE
- PrPro** PRIMARY PRODUCTION ZONE
- RuL** RURAL LIVING ZONE
- ZONE BOUNDARY
- - - COUNCIL BOUNDARY

- A** McKinnon Lane : Access to beach
- B** Access point close to creek
- C** Deep Creek Outlet
- D** Overnight Camping Area
- E** Eight Mile Creek Outlet
- F** Peacocks Road : to Ewens Ponds Conservation Park

EIGHT MILE CREEK

ISSUES & OPPORTUNITIES

5.5 RACECOURSE BAY

CONTEXT

The original Port MacDonnell racecourse was located adjacent to the settlement, hence the name. Racecourse Bay is zoned as a Settlement Zone and consists of the Eight Mile Creek Road frontage and a triangular shaped crescent adjacent to the coastal foreshore. Apart from an existing engineering business located on Eight Mile Creek Road, the rest of the zoned settlement is set aside for residential use consisting of approximately 30 dwellings. An area for future expansion of the settlement is located to the west.

An 80 kilometre speed limit is in effect adjacent to the settlement on Eight Mile Creek Road. A drain runs into the settlement and enters the sea at the end of Kuhl Drive. The coastal foreshore is undeveloped containing an informal parking area, an unsealed track to the beach access and an open grassed area, part of which is a drainage swale.

COMMUNITY INPUT - PERCEPTIONS

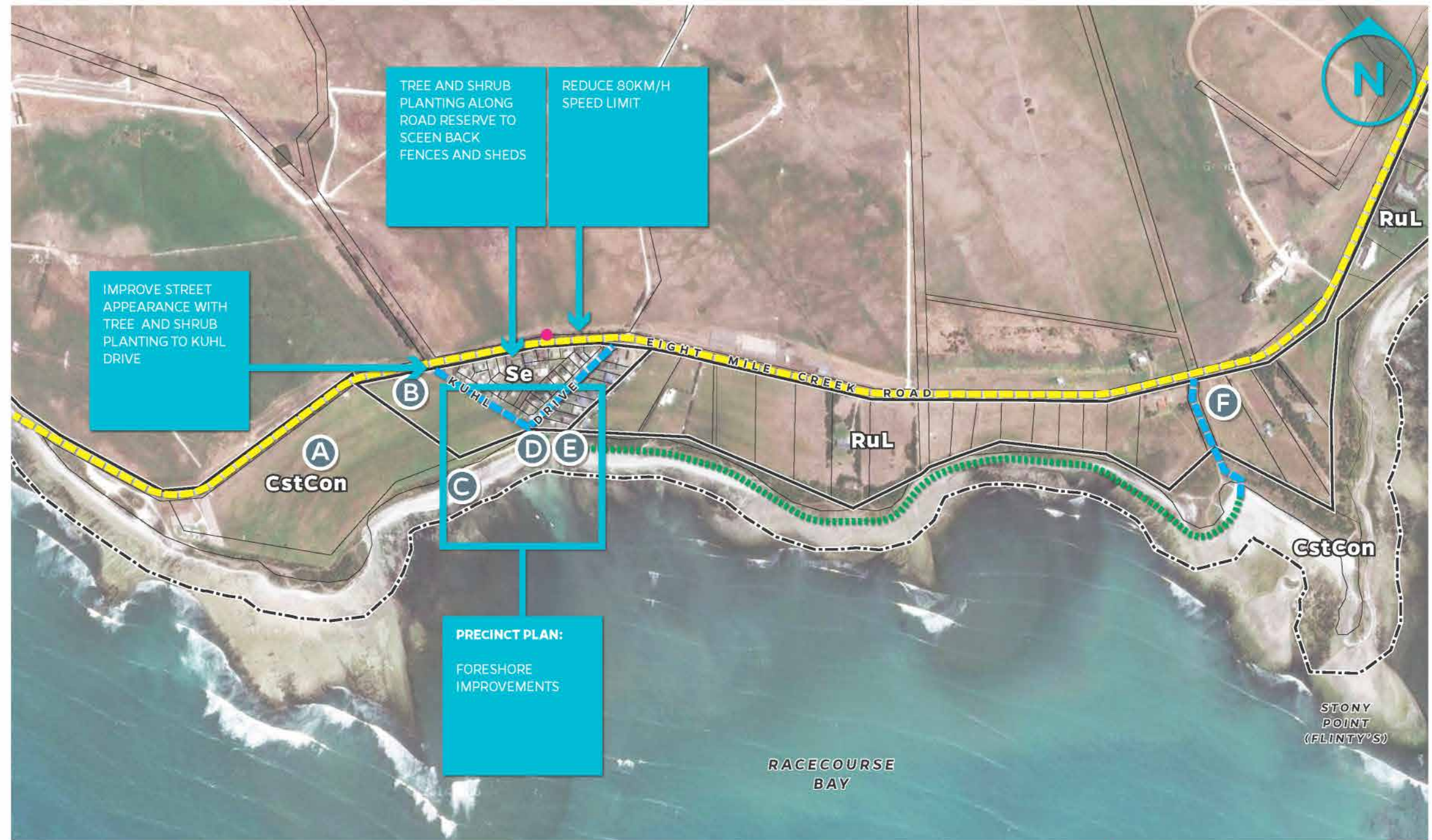
Participants at the meetings were asked to describe their perceptions of their community and the character of the settlement.

- A small residential community of approximately 30 dwellings, the majority of which are permanent residents.
- Extends from the area that used to be the original racecourse to Stony Point (also known as Flinty's).
- The road frontage on Eight Mile Creek Road is well kept, but still has an 80 kilometre speed limit.
- There is no Community Wastewater Management Scheme (CWMS).
- A drain runs through the town via a graded swale.
- The settlement includes an unimproved foreshore area.
- Importance of track to boat launching area.

COMMUNITY INPUT - VISION

Participants were also asked to describe their vision for their settlement, where they would like to see it in the future and what they would like done.

- Permanent residents would like to see a Community Wastewater Management Scheme (CWMS) developed for the settlement.
- Upgrade the foreshore area at the point of Kuhl Drive with car parking, shelter, seating and lighting.
- Improve street appearance with tree and shrub planting to Kuhl Drive.
- Incorporate a shelter, also required for school children/bus pickup (bus shelter on Council's 2014/15 Grants Schedule).
- Improve access to the beach for boat launching.
- Upgrade existing drainage/swale system.
- Review speed limit on Eight Mile Creek Road adjacent to the town.
- Tree and shrub planting along main road reserve to screen back fences and sheds.
- Opportunities of revegetation to drainage swale area.



- KEY ROAD : IMPROVE & MAINTAIN ROAD
- PROPOSED COASTAL WALK
- ACCESS TO BEACH
- PROPOSED SIGN LOCATION

- CstCon** COASTAL CONSERVATION ZONE
- RuL** RURAL LIVING ZONE
- Se** SETTLEMENT ZONE
- ZONE BOUNDARY
- - - COUNCIL BOUNDARY

- A** Old Port MacDonnell Racecourse Area
- B** Area for Expansion
- C** Boat Launch Access
- D** Foreshore car park/reserve
- E** Drain
- F** No. 1 Milstead Drain

RACECOURSE BAY

ISSUES & OPPORTUNITIES

5.6 CAPE DOUGLAS

CONTEXT

Cape Douglas is a small coastal holiday settlement located adjacent to the Douglas Point Conservation Park. It is located 12 kilometres from Port MacDonnell via Smiths Road. It contains an old shack area at the entrance known as 'The Pines', dwellings located in the Coastal Settlement Zone area and a strip of dwellings located to the west. The central area contains existing dwellings on the seaward side, and a new area on the landward side which was originally created in order to allow for the relocation of the old shacks in "The Pines" to a safer and more satisfactory location.

The rest of the area that is not within the Coastal Settlement Zone is located in the Coastal Conservation Zone, including 'The Pines' and the western dwellings. A small section of Coastal Open Space Zone is located adjacent the Coastal Settlement Zone. The area at the entrance and beyond the western dwellings includes dense tracts of native coastal vegetation.

The roadway within the Coastal Settlement Zone and beyond has been bituminised in recent times, and contains speed humps and 30 kilometre (local traffic area) speed limits. At the same time, the power was undergrounded.

The central area at the bend of the road contains an area of native coastal vegetation, the main beach access point, fire water tanks and seasonal creek outlet.

A CWMS has recently been developed for the area. Beach access is also available near the entrance at a place called the 'Mullet Hole'. An informal parking/picnic area is located at the end of the road near the entrance to the conservation park at Douglas Point, including a sign for the Admella Trail. A car park and lookout is available at the entrance to the conservation park at Douglas Point and vehicle access is available via an unmade road.

The Coast Protection Board suggest that a settlement wide coast protection strategy is required for Cape Douglas.

COMMUNITY INPUT - PERCEPTIONS

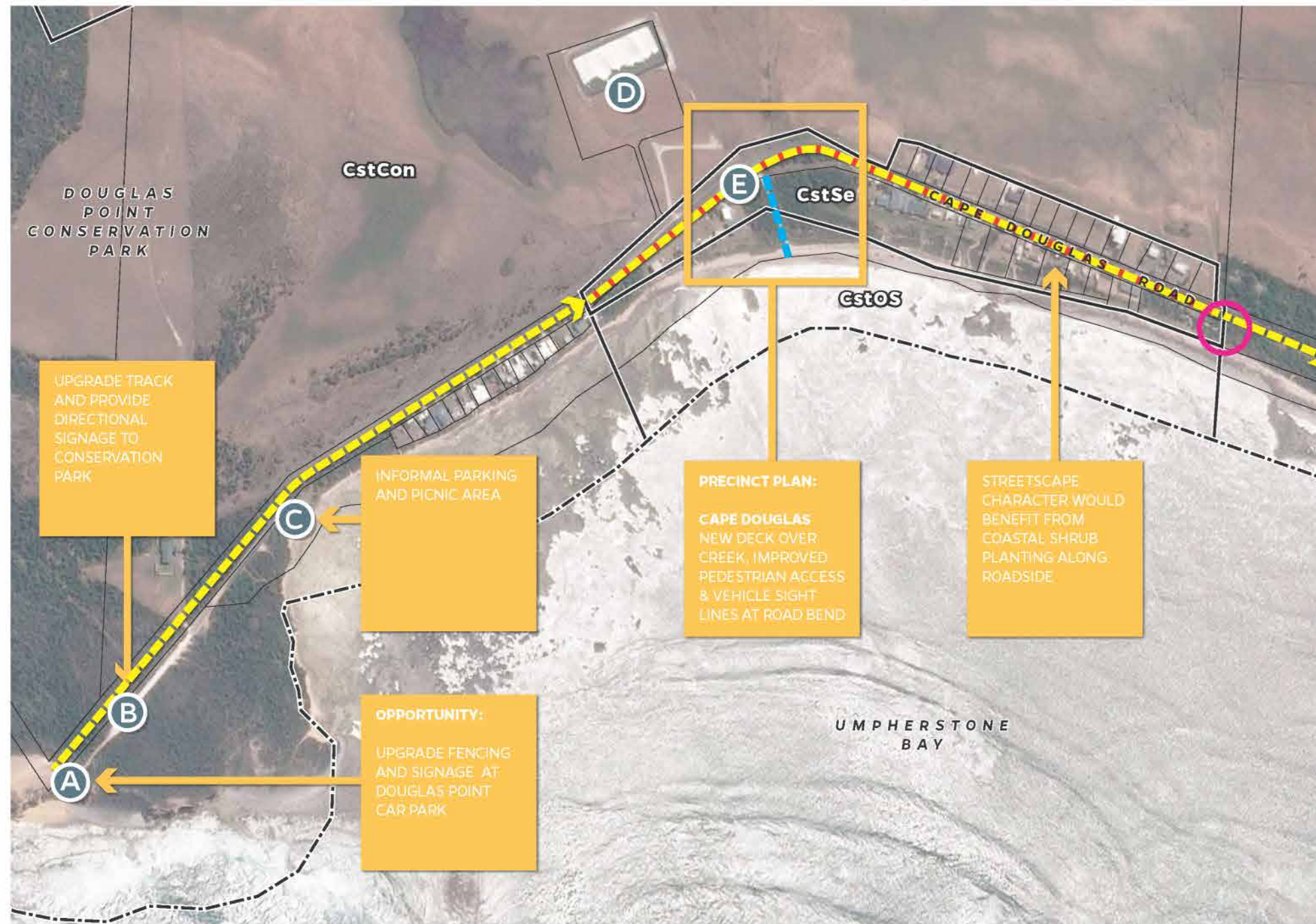
Participants at the meetings were asked to describe their perceptions of their community and the character of the settlement.

- Small secluded holiday settlement that has undergone a number of improvements in recent years, including road sealing, undergrounding of power and the CWMS.
- Impacts of sea level rise on low-lying properties, particularly to the west and the area adjoining 'The Pines'.
- 'The Pines' shacks at the entry are located on private land, which is low-lying adjacent to the coast. Arrangements were put in place for the shack owners to relocate to the zoned area but only a few have taken up the opportunity.
- Two main areas for boat launching on the beach, one at the 'Mullet Hole' on the way into town, the other near the central beach area.
- There are issues with pedestrian access at the 'bend' of the road.
- There are no public toilets, bins and no camping allowed anywhere in the settlement.
- Vehicle access to the lookout at Douglas Point needs improvement.

COMMUNITY INPUT - VISION

Participants were also asked to describe their vision for their settlement, where they would like to see it in the future, and what they would like done.

- Improved pedestrian access, particularly at the road bend, including potential pedestrian link with a boardwalk over the creek, utilising open space within an ETSA easement.
- Potential shared walking path extending the length of the holiday settlement.
- Improvements to safety, speed signs, speed humps, roadside guards, etc.
- Picnic/Rest area next to the cypress tree to be tidied up, but remain informal with no substantial improvements.
- Finish sealing the road to the end of the car park at Douglas Point.
- Improved interpretive signage at Douglas Point.
- Potential for entrance signage.
- Should be a 10 kilometre speed limit on the beach to protect local sandpiper and plover nesting areas.
- Continue to discourage overnight camping.



- **KEY ROAD : WESTERN END TO BE IMPROVED**
- **SLOW ZONE / NEED FOR SEPARATE PEDESTRIAN ACCESS & AREA OF UNDERGROUND POWERLINES**
- **ACCESS TO BEACH**
- **KEY ARRIVAL POINT / LOCATION FOR WELCOME SIGN**

- CstCon** COASTAL CONSERVATION ZONE
- CstOS** COASTAL OPEN SPACE ZONE
- PrPro** PRIMARY PRODUCTION ZONE
- CstSe** COASTAL SETTLEMENT ZONE
- ZONE BOUNDARY
- - -** COUNCIL BOUNDARY

- A** Douglas Point Lookout
- B** Unmade track to Conservation Park
- C** Informal Picnic Area
- D** CWMS
- E** CFS Tank
- F** Road to Port MacDonnell

CAPE DOUGLAS

ISSUES & OPPORTUNITIES

5.7 NENE VALLEY

CONTEXT

The quaint little coastal settlement of Nene Valley came into existence in the 1940's when a few shacks were built along the coast, primarily for keen fishermen. At the time it was called Maggoty Point derived from the beach seaweed being a good breeding ground for bait. Over time more shacks were built and a better road was provided through the forest. In 1962 it was renamed Nene Valley in memory of a ship that was wrecked nearby. During the 1980's the local Council developed the northern end (Lila Crescent) and the existing shacks were freeholded.

A Settlement Zone covers the entire township, adjoining the Coastal Open Space Zone along the coast and surrounded by the Coastal Conservation Zone. This includes the Nene Valley Conservation Park to the west and north, and natural coastal vegetation to the south and east. The settlement and surrounds are located in a medium risk bushfire protection area.

The zoned settlement is virtually fully developed with approximately 90 dwelling sites, consisting of a mixture of single and two storey dwellings, and generally of a high quality. A progress association operated for a number of years until recent times and were responsible for a number of improvements in the public realm, in particular the boardwalk and signage and the Memorial Park.

Memorial Park is located at the entrance to the settlement and contains the fire water tanks, a playground, old cricket nets and a BMX track. In recent times a memorial wall has been developed to commemorate those lost at sea.

The foreshore area comprises the main boating area off Ashby Drive. This area includes the main boat launching access point and pedestrian access. Further access to the beach by 4WD is available from the end of Ashby Drive.

The main access to the coast is from Glynn Drive, which contains a parking area, public toilet and separate pedestrian access near a popular rocky outcrop. Further to the north is the main swimming beach, located between the boardwalk and interpretive signs, and a vehicular access point to the beach. At the end of Glynn Drive is a vehicular lookout turn around spot, 4WD beach access to the north and a walking trail entrance to the conservation park.

COMMUNITY INPUT - PERCEPTIONS

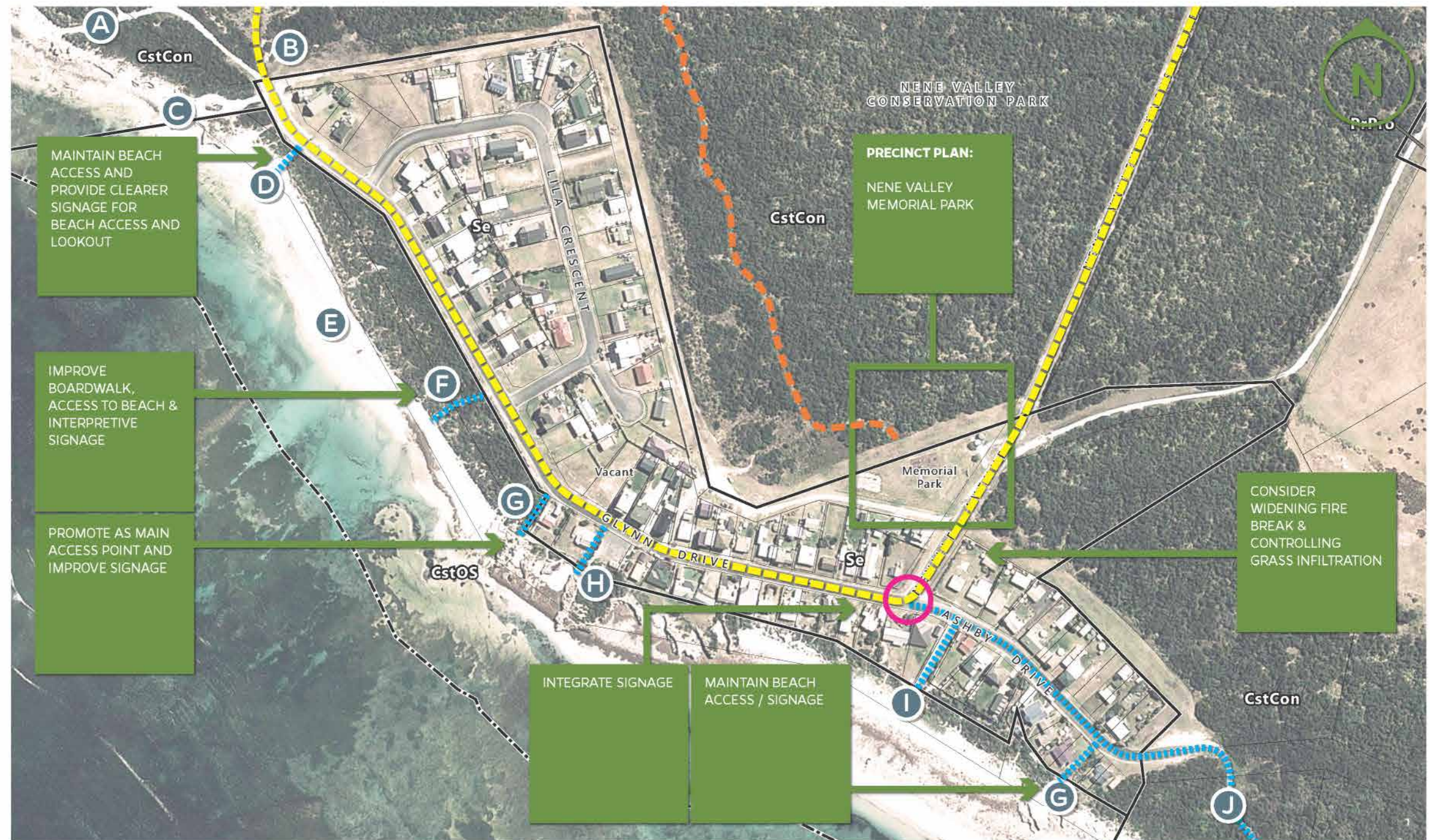
Participants at the meetings were asked to describe their perceptions of their community and the character of the settlement.

- Viewed as a neat and tidy/friendly/quaint and quiet coastal village tucked away adjacent to the conservation park.
- The population is estimated at 100 and approximately 50 percent are permanent residents.
- Residents enjoy the low traffic flows, no commercialisation, playground, beach access, safe beach, attractive rocks and swimming beach.
- There are concerns about the public toilet, particularly the location and whether there is a need for another toilet at the park.
- The boat launching ramp constantly needs repairing.
- Residents had a concern about fire protection and the need to ensure firebreaks are well maintained.
- The western section of the foreshore is the most popular swimming beach, the eastern section is more for the boaties. Most users park their vehicles on the beach.
- The streets and roads are in good condition and street lighting is good to generally okay.

COMMUNITY INPUT - VISION

Participants were also asked to describe their vision for their settlement, where they would like to see it in the future, and what they would like done.

- A new plan needed for the upgrade of Memorial Park, including but not limited to:
 - gazebo/shelters/BBQ area;
 - need for shade and shelter trees;
 - move/remove cricket nets;
 - basketball ring/hardstand;
 - lighting and security.
- Potential to upgrade and promote walking trails from Memorial Park including management of firebreak area.
- Consider another toilet at Memorial Park.
- Review access to the beach from the public toilet area.
- Access to the beach at the end of the existing boardwalk to be redesigned and upgraded.
- Improve boat launch area.
- Improved signage around all beach access points identifying pedestrian and beach access.



- KEY ROAD : IMPROVE LIGHTING, TREE PLANTING & SIGNS
- SECONDARY STREET & ACCESS TO BEACH
- KEY JUNCTION / ARRIVAL POINT
- WALKING PATH

- CstCon** COASTAL CONSERVATION ZONE
- CstOS** COASTAL OPEN SPACE ZONE
- PrPro** PRIMARY PRODUCTION ZONE
- Se** SETTLEMENT ZONE
- ZONE BOUNDARY
- - - COUNCIL BOUNDARY

- A** 4WD Beach Access
- B** Walking Track/Cultural Heritage Site
- C** Vehicle Lookout
- D** Beach Access
- E** Main Swimming Beach

- F** Boardwalk & Interpretive Signs
- G** Pedestrian Access
- H** Public Toilet & Car Park
- I** Boat Launching Access
- J** Access to Beach/Surf & Fishing

NENE VALLEY

ISSUES & OPPORTUNITIES

5.8 BLACKFELLOWS CAVES

CONTEXT

The coastal settlement of Blackfellows Caves provides anchorage for a small number of cray fishing boats, and provides permanent and holiday accommodation for a number of keen fishermen. The name is derived from several caves on the water's edge formed by the sea eroding into the limestone rock cliff. One cave has a flat rock inside, which is visible at low tide. The roof of the caves have smoke damage from fires lit by the local aboriginal people who hid in the caves.

The township is located in a Settlement Zone which comprises a reasonably well developed residential area on either side of Saunders Road, which is the main entrance from the inland road routes. The Settlement Zone also consists of two relatively large areas of open cleared land that are available for future expansion of the town. This includes the area to the south behind Livingston Street, and the area to the north on Hammer Parade and the road to Pelican Point. Apart from the CFS shed and a commercial fishing operation, the whole of the town is residential in nature.

Blackfellows Caves has an impressive foreshore area stretching from the caves area to a large area of intact coastal vegetation, all of which is located within the Coastal Open Space Zone. The recently upgraded boat ramp, and car trailer and overflow trailer park are located in this area. Adjacent is the main swimming beach, playground and park area with associated toilets and facilities. A car park and lookout at Bennier Drive provides a focal point for an existing walking path.

The Coastal Conservation Zone extends south and north of the foreshore area and contains isolated 4WD access tracks for beach access. The road to Pelican Point runs along the coastline for 4.0 kilometres and provides impressive views of Livingston Bay.

COMMUNITY INPUT - PERCEPTIONS

Participants at the meetings were asked to describe their perceptions of their community and the character of the settlement.

- A fishing holiday village with approximately 40 percent permanent residents.
- Mix of housing character.
- Mainly an older community.
- All residential apart from one fish factory and CFS shed.
- A fleet of 13 professional fishermen fish out of Blackfellows Caves during the crayfish season (September to May).
- The shared boat ramp has recently been upgraded and will attract more recreational fishermen.
- The car park next to the boat ramp can include up to 20 trailers. The overflow area is good, but can add to congestion and delay.
- Popular swimming beach next to the boat ramp, which can be a safety issue.
- BBQ gets used a lot depending on the wind conditions.
- Playground gets used regularly, but not the basketball and hit up area.
- Good walking tracks along the foreshore to Black Rock.
- Signage is generally poor in the town.
- Priority of T-junction traffic is confusing.
- The caves area is a significant cultural heritage site.

COMMUNITY INPUT - VISION

Participants were also asked to describe their vision for their settlement, where they would like to see it in the future, and what they would like done.

- Cater for campers. A caravan park is required somewhere nearby in the four coastal communities.
- Consider indented parking bay adjacent to the foreshore and playground area.
- Upgrade to foreshore area including playground, hardstand, more seating, fix fencing, pathways, etc.
- Potential for additional shelter and picnic area to the north adjacent to the sheltered coastal vegetation.
- Upgrade of the public toilet to include change rooms.
- Remove/reconsider 'no dogs' sign.
- Improve lighting in overflow car park and consider boat wash-down area.
- Improve firebreak track to Black Rock.
- Seal Meyers Road (only section of unsealed road into the coastal settlement from Port MacDonnell).
- Ensure no conflict between swimmers adjacent to the caves area and the upgraded boat ramp.
- Provide interpretive and hazard management signage and improve vegetation management around the caves headland area.



KEY ROAD : IMPROVE LIGHTING, TREE PLANTING & SIGNS

SHARED PATHWAY

CONSIDER INDENTED PARKING & IMPROVED TRAILER PARKING

KEY JUNCTION / ARRIVAL POINT

CstCon COASTAL CONSERVATION ZONE

CstOS COASTAL OPEN SPACE ZONE

PrPro PRIMARY PRODUCTION ZONE

Se SETTLEMENT ZONE

ZONE BOUNDARY

COUNCIL BOUNDARY

A Fenced Allotments at Settlement Edge
Beach access

B Car Park & Lookout

C Swimming Beach & Park

D Upgraded Boat Ramp

E Caves Area / Significant Cultural Heritage Site

F Car & Trailer Parking

G Fish Cleaning Table

H Overflow Parking

I Future Access and Expansion Area

J Reserve

K Entrance Sign

L CFS

BLACKFELLOWS CAVES

ISSUES & OPPORTUNITIES

5.9 PELICAN POINT

CONTEXT

Pelican Point is a coastal settlement that has developed over the years on either side of Pelican Point Road around the area known as 'The Point'. Named after the pelican nesting and viewing area at the end of the Point, Pelican Point contains a range of coastal dwellings primarily owned by holiday fishing enthusiasts. Apart from the original subdivision at the Point where the original bungalow stood, the majority of the settlement is linear development along the main road and to a lesser degree, Racketts Road. The main residential area is located in a Settlement Zone which also contains areas set aside for future development on the landward side behind Racketts Road and Pelican Point Road. A former caravan park site has been subdivided for future residential development. There are no commercial or retail facilities in the settlement.

The existing residential properties are generally well presented and kept in a neat and tidy condition. A small CWMS is available for part of the settlement area at the southern end adjacent to the Point and Racketts Road. All of the beachfront properties on Newton Road and Pelican Point Road are located in the Coastal Open Space Zone. This ensures referral to the Coast Protection Board for any development issues within this area.

The majority of the foreshore area within the Coastal Open Space Zone has restricted public access. There is beach access and boat ramp next to a CWMS pump shed on Newton Road. There is also a beach access point on Bungalow Bay which is mainly used for boating, and further to the north there is 4WD beach access into Gerloff Bay from Gerloff Court. An open grassed area on Pelican Point Road, south of the Point, provides opportunities for beach access and public open space.

A coastal protection strategy is in the process of being undertaken by Council for the foreshore area at Pelican Point.

COMMUNITY INPUT - PERCEPTIONS

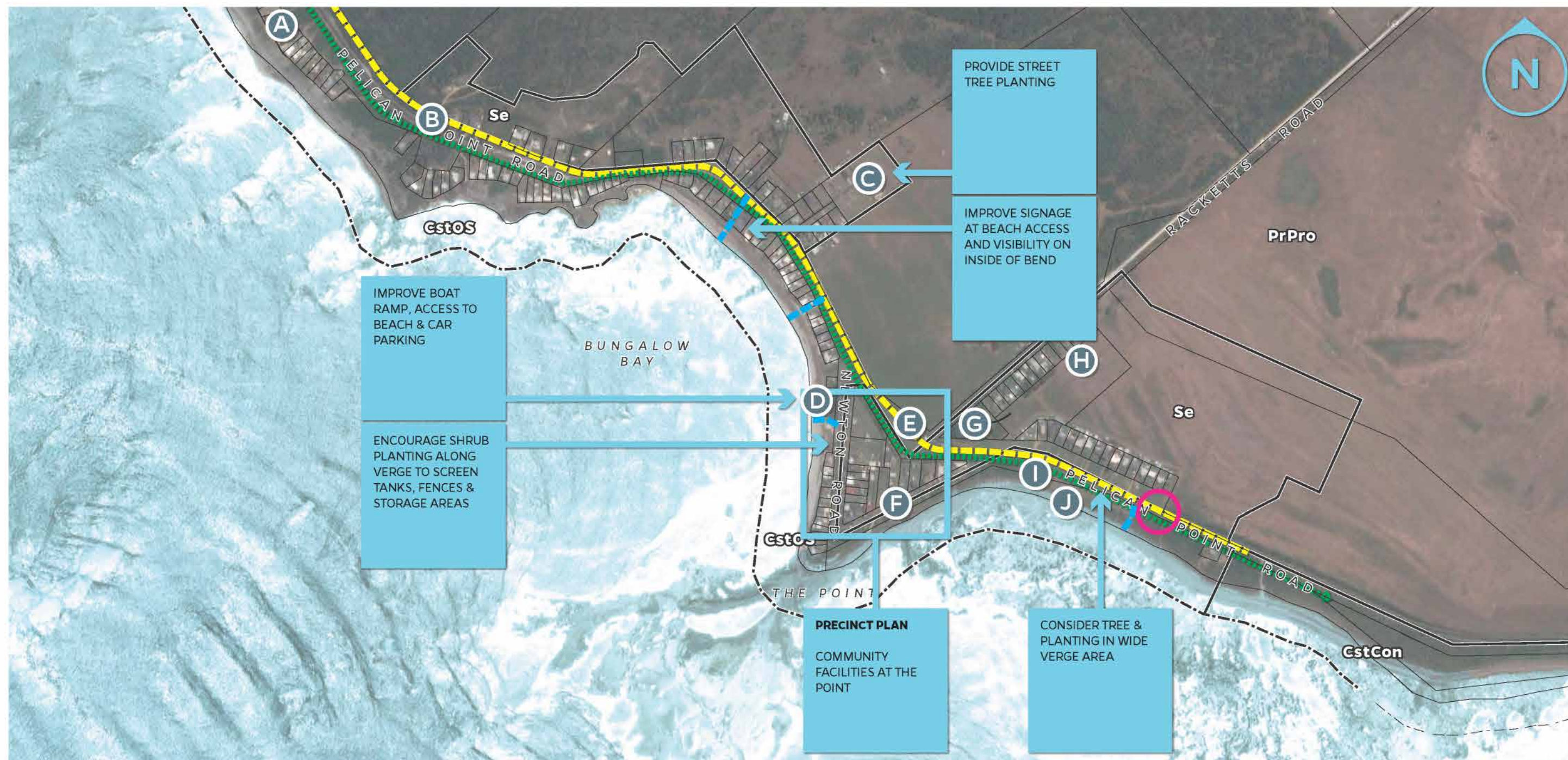
Participants at the meetings were asked to describe their perceptions of their community and the character of the settlement.

- Liked for its 'peace and tranquillity', mostly an older population, estimated to include between 20 to 40 percent of permanent residents.
- A recreational fishing, holiday, retirement lifestyle type of coastal settlement.
- Traditionally known as part of Carpenter Rocks, but establishing its own identity.
- Centred along Pelican Point Road which is in good condition with suitable public street lighting, but lacks safe pedestrian access in certain areas.
- There is an absence of shops or commercial facilities. A former caravan park within the settlement closed down.
- Limited public access and facilities adjacent to the coast.
- Concerns about the impacts of sea level rise on low-lying properties.
- Community input into the development of native vegetation within road reserves.
- A small waste water treatment scheme (CWMS) and pumping sheds in the vicinity of The Point.

COMMUNITY INPUT - VISION

Participants were also asked to describe their vision for their settlement, where they would like to see it in the future, and what they would like done.

- Tidy up the area next to Newton Road, including:
 - coast protection works next to the drain;
 - upgrade the boat ramp;
 - improve the car park.
- Potential for a foreshore park at the southern end of Pelican Point Road in the vicinity of "The Point" including community space, playground, shelter, BBQ, toilet.
- Maintain and improve roadside planting using endemic/indigenous species, following the example opposite Racketts Road.
- Potential for a shared walking/cycling path along the extent of Pelican Point Road and extending to Carpenter Rocks.
- Potential for a walking trail along the foreshore, extending south past Livingston Bay to link in with Blackfellows Caves.
- Improve the turning area at the end of Newton Road and open up part of the road reserve around 'The Point' to provide pedestrian access.
- Need for improvements to signs including directional and arrival signs, warning signs for boating and swimming, and bird watching themes.
- Any options for a foreshore park and shared pathways need to have regard to recognised AHD site levels for the area.



PELICAN POINT

ISSUES & OPPORTUNITIES

5.10 CARPENTER ROCKS

CONTEXT

The fishing village of Carpenter Rocks is located adjacent to Pelican Point, 36 kilometres from Mount Gambier. The rocks next to Bucks Bay were named 'Les Carpentiers' after a Dutch navigator by the French Captain Baudin, meaning 'The Carpenters', alluding to the rocks' indented and serrated nature, a reminder of a carpenter's saw, hence the name.

It is known that Mr W Carrison built the first home around 1888 and that the Von Stanke family settled in the area in the late 1800's. According to an old aerial photograph, the town was subdivided after 1948. The township area is located in a Settlement Zone and an area for future expansion has recently been rezoned. The settlement is bounded by the Coastal Conservation Zone, including the Cape Banks Lighthouse area located 4.0 kilometres to the north and the Bucks Lake Game Park to the north and east. The Coastal Open Space Zone is located to the south into Gerloff Bay, adjacent to Pelican Point. The Cape Banks Lighthouse is listed as a Place on the State Heritage Register.

The old bridge is located at the entrance to the settlement on the corner of Pelican Point Road. The first part of the settlement contains the newly renovated 'The Rocks' Tavern and a number of dwellings with access from Carpenter Rocks Road. The road then bends into the main community area, comprising the main swimming beach in Bucks Bay, and the public toilet and car park area. The eastern side of the road contains the community hall area with associated playground, tennis court, shelter and public toilet. An open grassed area next to the hall has been used as an overnight camping area. The area behind the hall opens out to a public space that has been used on occasion by the polo cross group.

The rest of the township comprises dwellings fronting Carpenter Rocks Road, the Bucks Bay foreshore area and boat ramp at the end of Hercules Street, and the general store and fuel outlet. The boatyard is located at the end of Hercules Street and used by the local rock lobster fishing fleet which fish out of Bucks Bay.

COMMUNITY INPUT - PERCEPTIONS

Participants at the meetings were asked to describe their perceptions of their community and the character of the settlement.

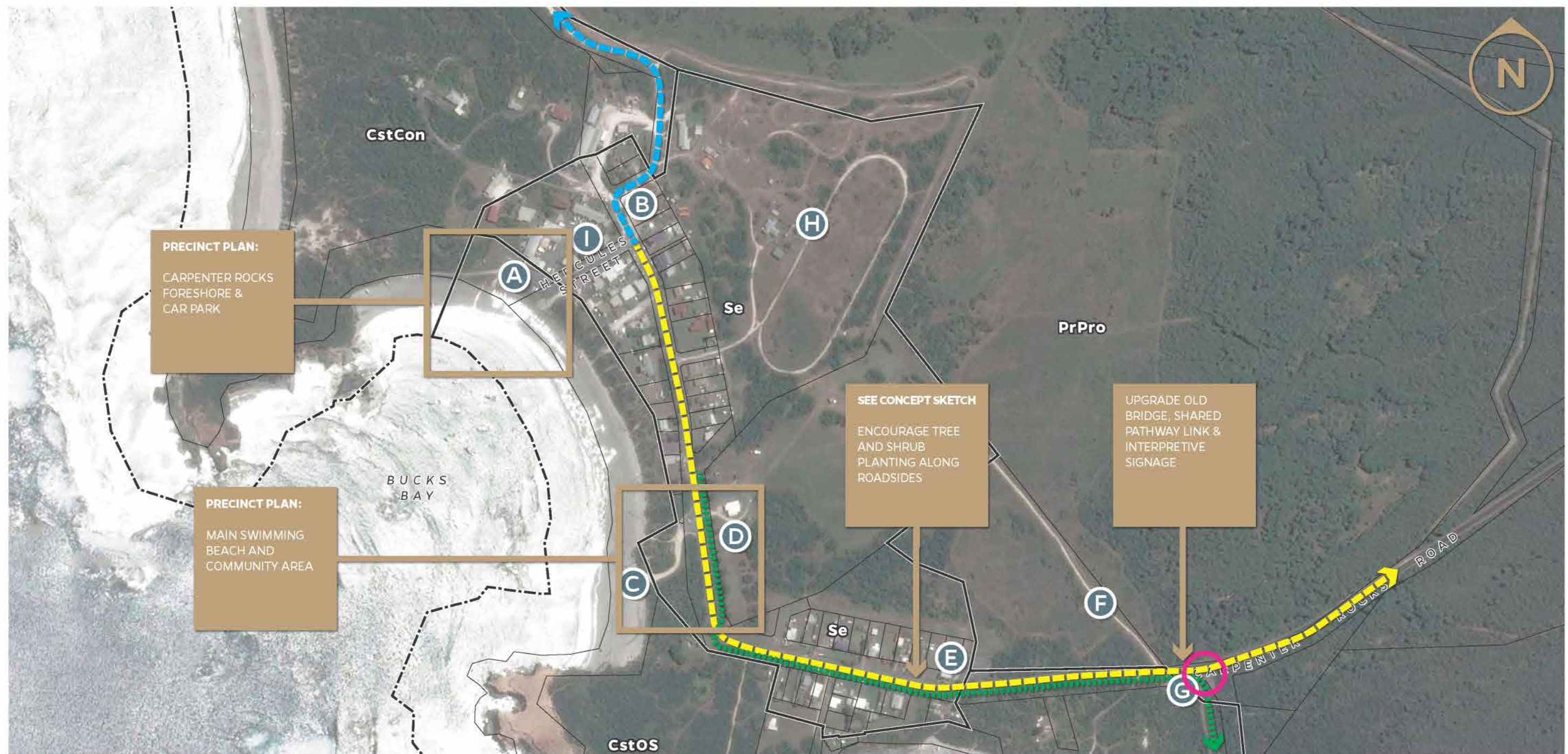
- A higher proportion of permanent residents live in Carpenter Rocks compared to the other coastal settlements.
- A commercial fishing fleet fish out of Bucks Bay during the peak crayfish season, using the boat ramp and boatyard at either end of Hercules Street.
- The foreshore at Bucks Bay includes the boat ramp, general store and fuel outlet, car park, public toilet and a small area of open space.
- At the northern end of the town is the road to the Cape Banks Lighthouse, a popular tourist and camping spot.
- The main swimming beach is located at the southern end of Bucks Bay, by the Information Bay and public toilet.
- Opposite is the community hall and community area which includes a playground, tennis court, shelter and open area.
- An area next to the hall has been used as a RV/overnight camping area.
- The open space has been used by the polo cross club for annual events and camping.
- The recently renovated 'The Rocks' Tavern provides a social resource and focal point at the entrance to the town.
- The 'old bridge' is a historic landmark on the road into the town which is framed by extensive areas of coastal vegetation.

COMMUNITY INPUT - VISION

Participants were also asked to describe their vision for their settlement, where they would like to see it in the future, and what they would like done.

- Improve the area next to the main swimming beach on Bucks Bay, including new / improved toilet, upgrading parking and information bay, lighting, beach access and a shelter.
- Upgrade of playground and tennis courts area, including the entry statement to the community area.
- Walking path from the tavern to the general store.
- Old bridge restoration is a key priority to be linked in with a walking trail. Plant vegetation, provide interpretive signage and car parking.
- Upgrade Bucks Bay foreshore with more shelter, tables, seats, signage for walking tracks.
- Encourage/continue an overnight camping area next to the community hall.
- Ideas for the use of community open space, including polo cross, bikes/motorbikes, etc.
- Improve street lighting and lighting near foreshore and shop.
- Improve signage, including town entry, directional, walking trails, etc.
- Improvement of road to Cape Banks Lighthouse.

Note: Toilet upgrade, boat ramp upgrade/extension, overnight camping sites and provision of dump point/RV friendly town at Carpenter Rocks are all part of Council's 2014/15 Grant Schedule.



- KEY ROAD : IMPROVE LIGHTING, TREE PLANTING & PEDESTRIAN ACCESS
- SHARED PATHWAY
- ROAD TO CAPE BANKS LIGHTHOUSE, COMPLETE BITUMEN ACCESS
- KEY JUNCTION / ARRIVAL POINT

- CstCon** COASTAL CONSERVATION ZONE
- CstOS** COASTAL OPEN SPACE ZONE
- PrPro** PRIMARY PRODUCTION ZONE
- Se** SETTLEMENT ZONE
- ZONE BOUNDARY
- - - COUNCIL BOUNDARY

- A** Bucks Bay Foreshore
- B** Boatyard
- C** Main Swimming Beach
- D** Community Area & Hall
- E** The Rocks Tavern

- F** Fire Track
- G** Old Bridge
- H** Area for Future Settlement Expansion
- I** Public Phonebox

CARPENTER ROCKS

ISSUES & OPPORTUNITIES

6.0 CONSULTATION OUTCOMES

The consultation process sought to distil the extent to which the proposal plans captured the aspirations of the community expressed during the initial round of consultation. From this, the views of the community in respect to the priorities for each community were particularly important in guiding the preparation of an implementation plan in the final Urban Design Framework and Master Plan report.

Unlike many similar projects which focus on a single township or settlement, the dispersed nature of the communities forming this study presents challenges for Council in balancing the competing interests for implementation. It is envisaged at this stage that this will be managed through the identification of some projects for each settlement, which are confined to that settlement, and the identification of other projects which involve the upgrade of similar facilities in some or even all of the settlements. Examples of such projects could include signage, shelter and picnic facilities where Council can realise economies of scale in procuring facilities for multiple settlements at the same time.

The second round of the consultation process sought to gauge the views of the communities on which projects are viewed as most important to each individual community, with the project team then seeking to distil this information into 'packaged' projects for Council to progress.

The views of the community in advising whether the proposals are consistent with community expectations and in guiding priorities was critical to the success of the project and all feedback and all commentary was welcomed.

The process of the second round of consultation was focused on a two day program which followed the release of the Consultation Draft of the Urban design framework and Master Plan.

Community meetings were held at:

- Carpenter Rocks Community Hall – Tuesday, 11 November 2014
- Port MacDonnell Community Complex – Wednesday, 12 November 2014

The first meeting concentrated on the coastal communities of Nene Valley, Blackfellows Caves, Pelican Point and Carpenter Rocks and the second meeting was mainly about Donovans, the river communities and the coastal settlements of Browns Bay, Eight Mile Creek, Racecourse Bay, Cape Douglas.

In addition, written and verbal feedback was sought from the community at large, either through the use of structured feedback sheets or through unstructured submissions or discussions with Council staff and the project team.

Following the consultation process and the closure of the timeframe for the lodgement of submissions, the consultant team reviewed and collated the feedback received from the community and key stakeholders.

Feed back from relevant Department of Environment, Water and Natural Resources (DEWNR) agencies relating to crown land, coastal signage and coastal protection issues was sought through discussions and written communication with government officers.

In terms of development on Crown Lands, it was considered that the proposals were generally of a minimal compliant nature that were unlikely to have any issues. Information relating to the proposed coastal signage strategy is discussed further in 6.2.

Feedback from officers of the Coast Protection Board has been integrated into the report where relevant and centres around the need to have regard to existing and proposed coastal management protection strategies. This would include the proposed Pelican Point Coastal Protection Strategy and a suggestion for a similar strategy to be developed for Cape Douglas.

Based on all of the feedback, changes were made to the document to arrive at the proposals set out in the following sections of this final report.



6.1 CONSULTATION OUTCOMES

RIVER COMMUNITIES

The key area of public open space identified for the river communities was the **Donovans Landing** area at **Donovans**, used as a picnic area and a limited boat launching facility. It was also recognised that **Dry Creek** is the major boat launching area along this part of the Glenelg River.

General support was expressed by the community for the upgrade of **Donovans Landing**, with priority given to the upgrade of the toilets, clear signage and improvement of pedestrian access. The suggested additional decking adjacent to the pontoon and the upgrade of the picnic area was well received. Any improvements to this area must recognise the limited amount of space available for boat launching and trailer parking. For this reason, **Dry Creek** should be promoted as the main boat launching area and suggestions to improve that area include better definition of the parking area and the extension of the existing pontoon or an additional pontoon to facilitate the use of the boat launching facility. Other suggestions for **Dry Creek** centred around improvements of the toilets and facilities for overnight campers and linking existing walking trails.

COASTAL COMMUNITIES

The priority for the **Browns Bay** community was overwhelmingly for the upgrade of the access to **Hitchcock's Drain**. This is currently a dangerous road safety issue and a concept sketch has been provided to show how the access point can be made safer. The need for improved signage and further improvements to **Browns Bay** carpark were also generally supported by the community.

At **Eight Mile Creek**, improved signage and general upkeep of the overnight camping area were of the highest priority. The proposal for improved walking paths was supported but there was debate whether there was suitable justification for the walking bridges over the drains and creek.

The **Racecourse Bay** community were strongly supportive of the improvements to the foreshore area, particularly the concept of a shelter which can be used in conjunction with the children's school bus stop.

Support was also given to the improvement of the drainage system, the access to the boat launching area and improvements of signage along the main road.

The **Cape Douglas** community were heavily involved in the community consultation process and embraced many of the suggestions put forward. In particular they thought the idea of a uniquely branded entrance sign was a good idea. Of high priority for the community is the improvement of pedestrian access along the road, particularly at the "road bend". Improvements to the road and lookout area at **Douglas Point** is also of importance.

Improvements to the **Memorial Park** area at **Nene Valley** were given general support by the community. Located adjacent to a medium risk bushfire area, the widening and maintenance of the firebreaks was seen as a high priority. Better maintenance of beach access points, particularly at the western end, and improvements to the existing boardwalk access were also given priority.

At **Blackfellows Caves**, general support was given to the proposed upgrade of the foreshore area with particular emphasis on the improvement of safety between the areas where swimming takes place and the new upgraded boat ramp. Other priorities included improved signage at the beach access, amended traffic conditions and improved parking for the reserve. Interpretive and directional signage around the caves area was also strongly supported.

There was also strong representation from the residents of **Pelican Point** and general support for the range of suggested improvements to the public realm. The highest priority was the development of a shared pathway to facilitate and improve pedestrian access, on the seaward side alongside **Pelican Point Road**. The provision of some form of community/public space near the coast in the form of a bbq/shelter area obtained general support but no consensus on location. Two potential locations have been identified on **Newton Road** and **Pelican Point Road**. An option for a shared use path to the Point was suggested and supported by some of the community but opposed by the immediate land owners. However, it is recognised that any future public works in the area around the Point will be dependent on the findings of the Coastal Protection Strategy proposed for the area. The community were also very supportive of the idea of an entry sign and unique branding for the settlement.

At **Carpenter Rocks**, improvements to the public toilets, the information bay area and the main swimming beach at **Bucks Bay** were given the highest priority. Other priorities included a shared pathway from the community hall area to the tavern and an upgrade of the old bridge, in conjunction with a possible extension of the shared pathway to link in with **Pelican Point**. Ideas for improvements of the **Bucks Bay** foreshore area were not given a high priority but were recognised as being beneficial to the whole community.

7.0 URBAN DESIGN FRAMEWORK & PRECINCT MASTER PLANS

7.1 INTRODUCTION

The fundamental character of most of the coastal settlements is one of informality.

Housing is a mix of newer, larger residences mixed with older buildings and holiday shacks set well back from the road. The landscape is one dominated by windswept coastal flats protected by dunes and low dense bushy vegetation. Streets and main entry roads are often lacking in vegetation so that sheds, outbuilding and storage areas are visible from the road presenting a sometimes untidy appearance. Simple roadside planting of suitable vegetation along street verges would help to beautify streets providing green shade and screening and creating a sense of arrival.

An exception to the coastal settlements is Donovans, where the township is a more typical country town with neat streets and traditional suburban housing. The shacks at Donovans Landing are a significant contrast to the rest of the town.

The majority of residents are generally comfortable with the feel and informality of the settlements and consider that substantial change is not necessary. They are more concerned with the details such as poor quality facilities, particularly toilets, pathways, playground equipment, seating and shelters.

Residents in some of the settlements are keen to see new facilities which will attract visitors, whereas those in other settlements are keen to keep their areas quiet and unobtrusive.

The Precinct Plans of key areas of focus are therefore very specific in detail to the individual settlements.

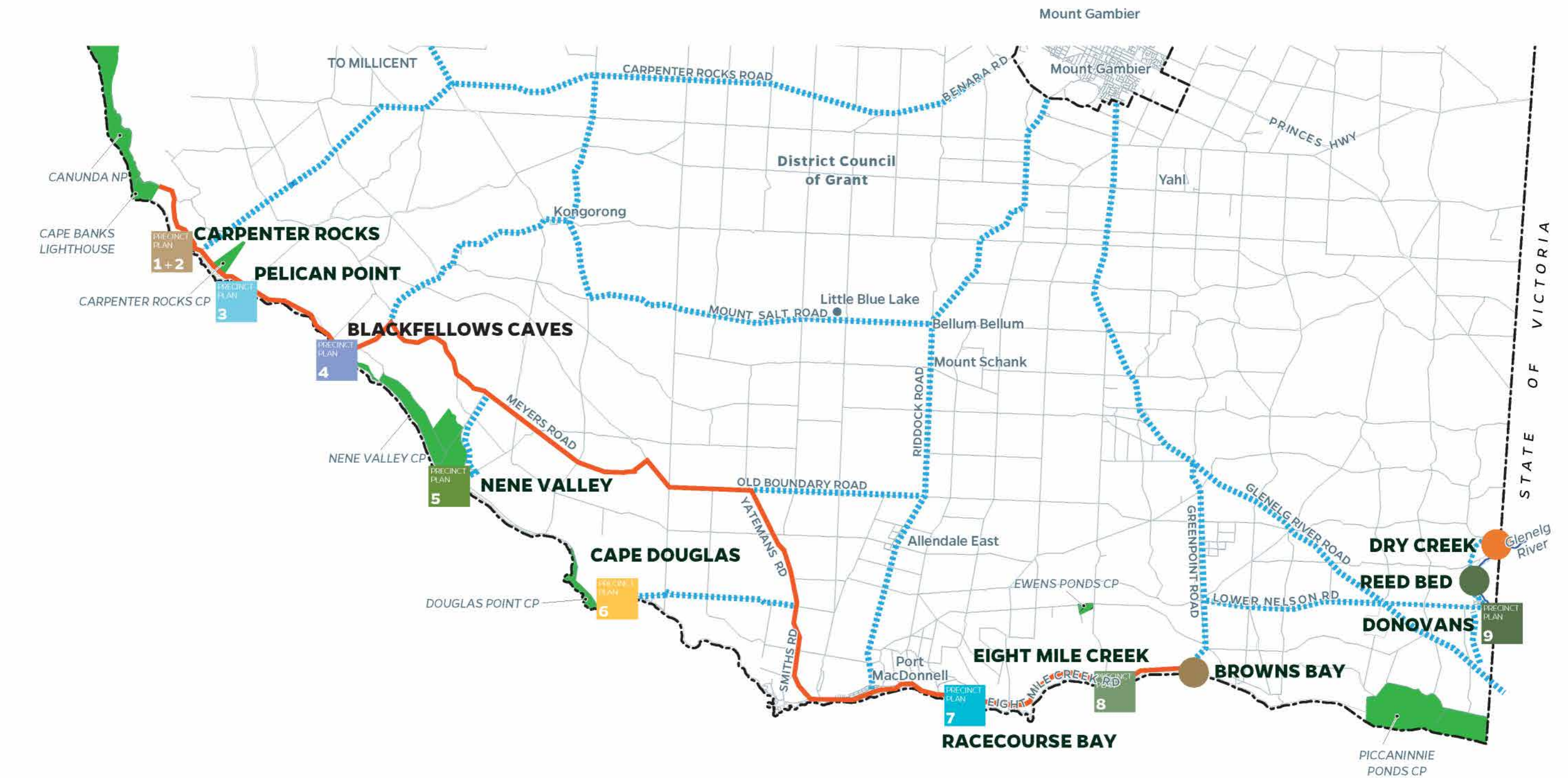
There are, however, a number of common themes that have evolved which relate to the entirety of the study area, including:

- the development of a coastal road network;
- a signage/branding plan for all settlements;
- a standard palette of materials and finishes; and
- a standard planting schedule.

These are discussed in the following Master Plan strategies that relate to the whole study area.

7.2 MASTER PLAN STRATEGIES

A series of strategies are recommended to address the key areas of focus and the common themes for the whole study area. They include the creation of a highly recognisable coastal road network and the promotion of the existing river road network. They also include a signage strategy for enroute signs and entry signs for all the communities in the study area, a standard palette of planting species suitable for the river and coastal environments, and a standard palette of materials and finishes providing design consistency to all public areas on the river and the coastline.



- Existing Road Links
- Promote Limestone Coastal Road Links
- Conservation & National Parks
- Development Plan Boundary

1 PRECINCT PLANS FOR FORESHORE CARPARK, SWIMMER BEACH & COMMUNITY AREA	2 PRECINCT PLANS FOR FORESHORE CARPARK, SWIMMER BEACH & COMMUNITY AREA	4 PRECINCT PLAN FOR BLACKFELLOWS CAVES FORESHORE	5 PRECINCT PLAN FOR MEMORIAL PARK AT NENE VALLEY	7 PRECINCT PLAN FOR RACECOURSE BAY FORESHORE	8 PRECINCT PLAN FOR CAMPING AREA & DRAIN CROSSINGS	SUMMARY OF PROPOSALS RIVER & COASTAL COMMUNITIES
	3 PRECINCT PLAN FOR PELICAN POINT		6 PRECINCT PLAN FOR RACECOURSE BAY FORESHORE		9 PRECINCT PLAN FOR DONOVANS LANDING	



ROAD NETWORKS

The **Summary of Proposals Plan** shows all of the communities and how they are linked to the local road network.

All of the roads are good quality bitumen roads apart from a small section of Meyer Road which is in the process of being sealed.

While the coastal road from Glenelg River Road through Browns Bay, Eight Mile Creek and Racecourse Bay is relatively well recognised, the road between Port MacDonnell and Carpenter Rocks is not well known. The **Plan promotes the coastal road links** within the study area and in particular the whole stretch between Browns Bay and Carpenter Rocks.

Council can start this process by showing the coastal network links on all of its district maps and promoting them in relation to tourism maps. For example, the current Limestone Coast Visitors Guide shows the majority of the coastal link as unsealed.

Up to date information relating to the coastal road linkages needs to be provided for the promotion of the road network. The existing river road network including Donovans Road, Border Road South and Dry Creek Road also needs to be maintained and promoted.

SIGNAGE STRATEGY

Improvements to signage throughout the whole study area is recommended to:

- promote the river and coastal road linkages;
- provide a unique identity for each settlement with branded entry signs;
- provide appropriate directional and interpretive signage within the public areas of the river and coastline; and
- provide information on local geology, history, flora and fauna.

In some situations, this will involve rationalisation and integration of existing signs that are clustered together or located in positions with poor visibility. In other areas there is a need to remove and/or replace obsolete signs.

A set of guidelines for coastal signage throughout the Limestone Coast is being developed by DEWNR for the NRM Board, in conjunction with the coastal councils, to achieve some form of consistency along the Limestone Coast. Future signage work along the coast within the study area should have regard to the proposed guidelines, particularly in regard to enroute signs and entry signs into the coastal communities.

In regard to the town entry signs that are encouraged for each community, a concept sketch has been provided showing examples of a standard design structure, using natural local materials, each with a unique brand/symbol relating to each separate community.

In further work on a signage strategy, it is recommended that each community be consulted specifically on a symbol that relates to the uniqueness of their particular area. The report provides some suggestions for each area including a lighthouse symbol for Carpenter Rocks and the existing ship symbol used at Nene Valley.

The pelican symbol has already been used on some signage and is an obvious symbol for Pelican Point. Something signifying the importance of the caves and the coastal activities that take place nearby is suggested for Blackfellows Caves.

The Cape Douglas community, strongly represented at the community meetings, have already considered the matter and some themes suggested included a shell (eg periwinkle), a Chinaman's hat or an anchor.

The Racecourse Bay community would like to see a racehorse to link in with the old racecourse heritage and something to depict the origins of Eight Mile Creek as a soldiers settlement was suggested. A surf theme is an obvious brand for Browns Bay and suggestions for Donovans and the river communities centred around a fishing theme.

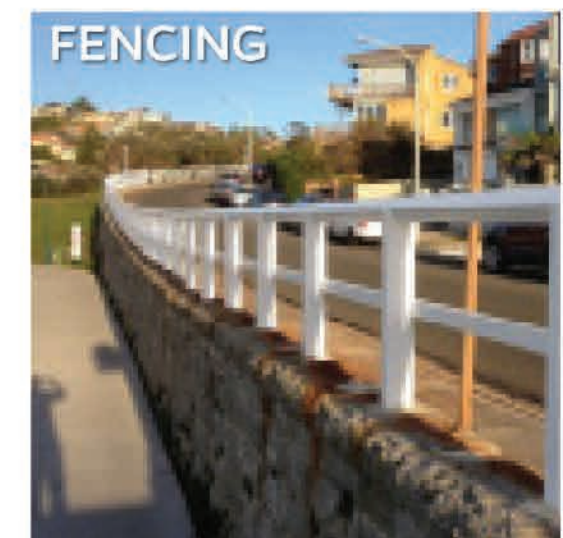
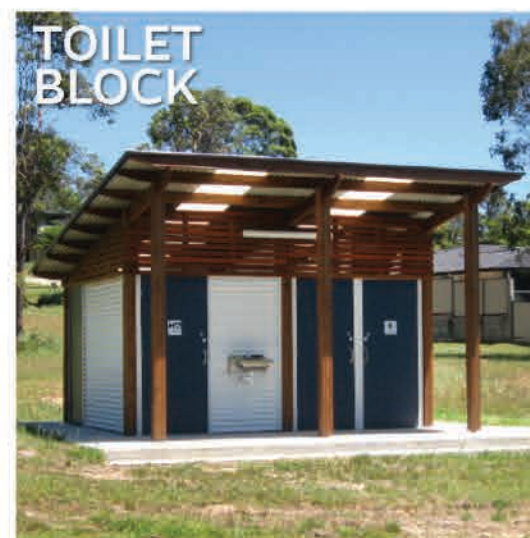
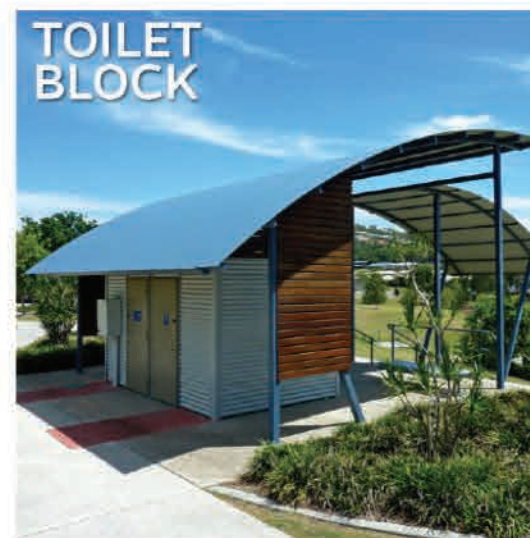
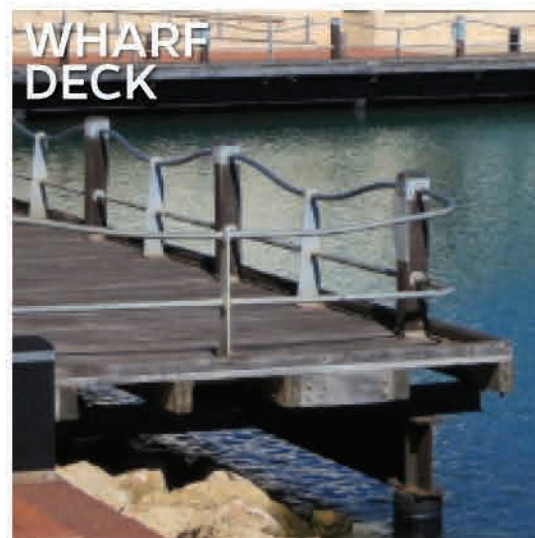


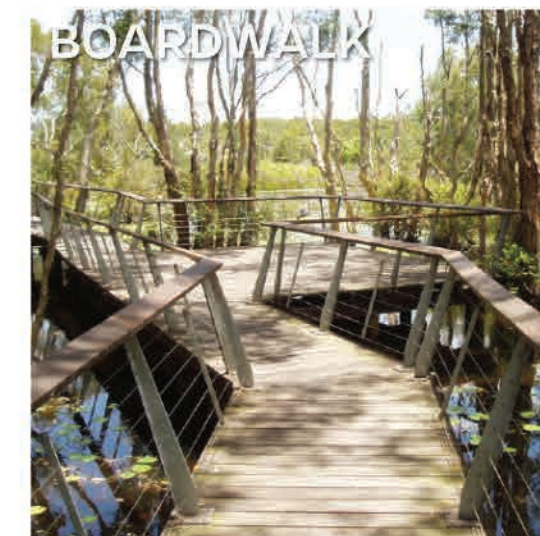
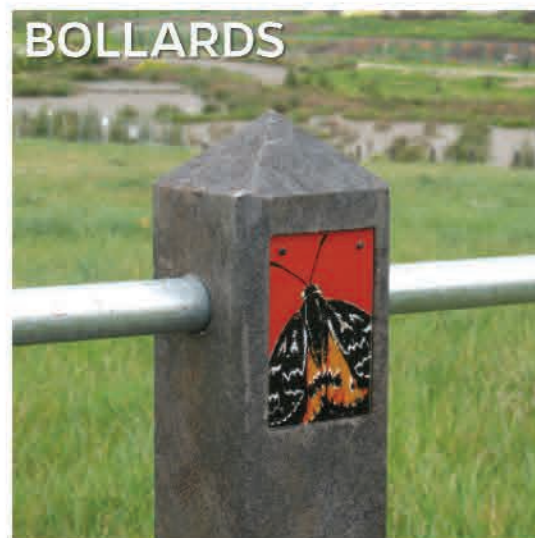
The materials palette suggests typical furniture, fencing, bollards and path and pavement materials that would complement the coastal and river character and withstand the harsh coastal environment. Long wearing, robust and environmentally friendly products are recommended. In areas where timber is less desirable, such as directly on the coastline, this can be substituted for composite plastic material of which there is a good selection of seating, bollards and boardwalks available.

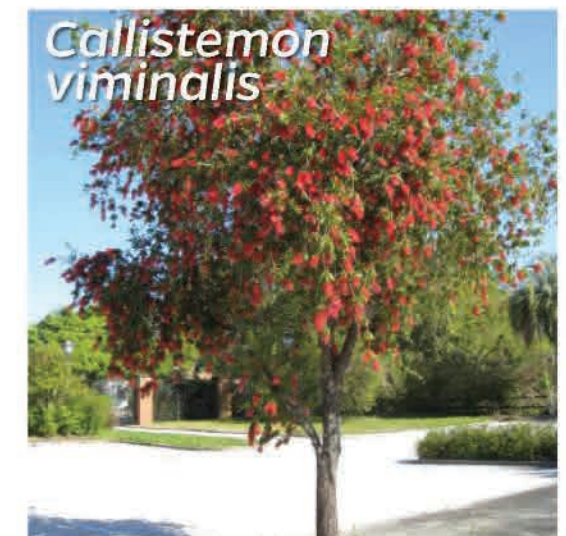
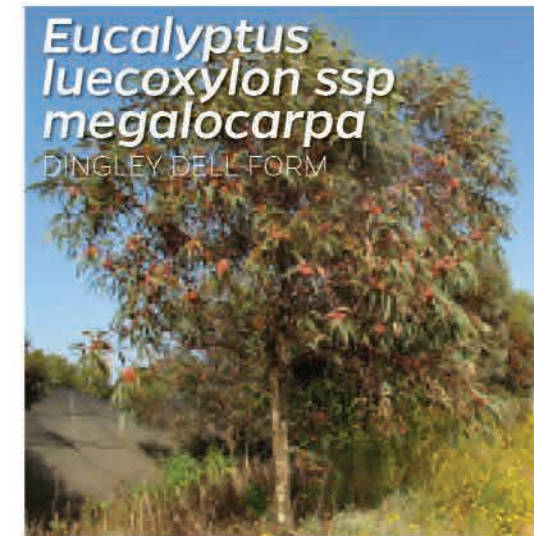
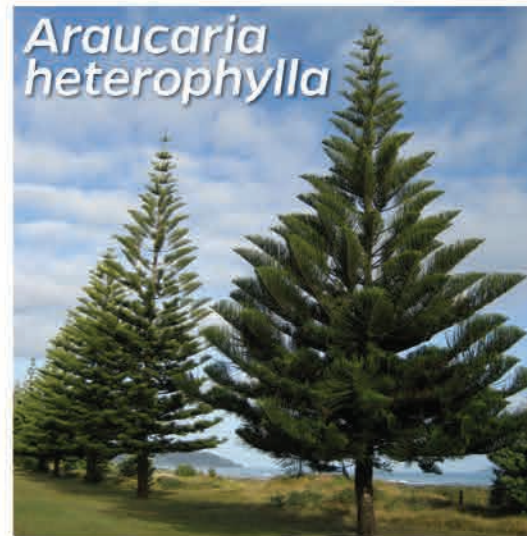
The planting species and materials palettes provide a consistent theme and approach to open space improvements in the river and coastal communities whilst allowing efficiency in bulk purchasing, maintenance and installation. Included in the report are some suggestions to guide the planning and design of future projects. The location, type of project and budget will all be considerations in the final selection of plants and materials.

MATERIALS PALETTE

PART 1



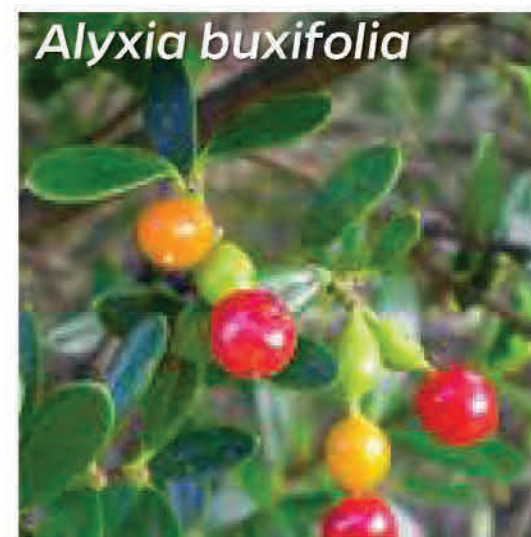
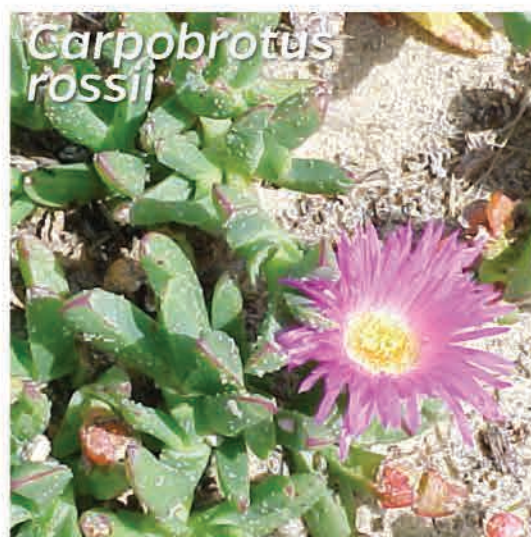
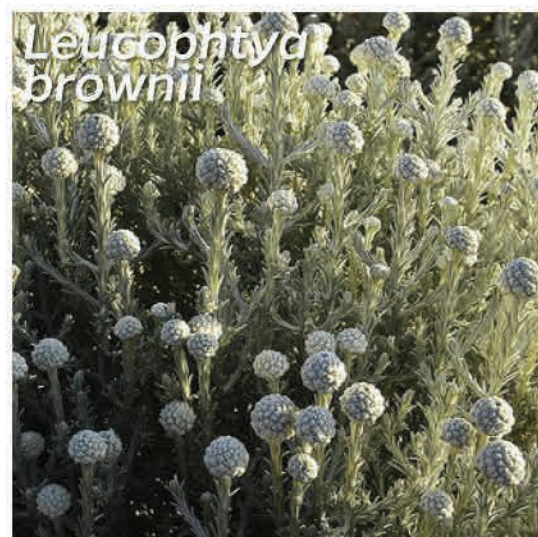




The plant palette suggests suitable species for use in reserves, streets, coastal areas and as screening plants within the river and coastal communities' environment. Some trees have been suggested for use in streets and include both exotic and native species. Species for reserves and revegetation projects are indigenous to the local area and selected for their hardiness, local provenance and aesthetic properties. Once established these plants will survive on local rainfall.

PLANTS PALETTE

STREET TREES



PLANTS PALETTE

RESERVES &
REVEGETATION

Olearia axillaris



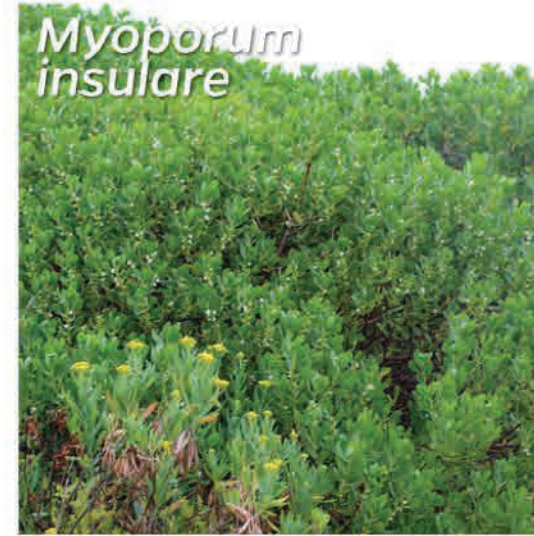
Busaria spinosa



Banksia marginata



Myoporum insulare



Dodonaea viscosa



PLANTS PALETTE
SCREENING PLANTS



7.3 PRECINCT PLANS

A Precinct Plan has been prepared for the **Swimming Beach and Community Area at Carpenter Rocks**. The main focus is an upgrade of the public toilets at the community tourist information bay. The car park area adjacent can be improved with a relocated information sign and new planting. Improvements to the pedestrian access to the beach can be achieved by remedial works to the pathway and the provision of a boardwalk to discourage illegitimate use. A possible shelter and picnic facilities would enhance the popular swim beach destination.

No major improvements are needed around the existing community hall located across the road. Improvements to the entry point, additional planting around the overnight camping area and a general tidy up is generally all that is required. The access track to the tank could be improved so that it is available during winter months. It is suggested that the community area be the starting point for a shared use pathway system alongside the main road.

Another **Precinct Plan** has been prepared for the **Foreshore and Car Park Area at Bucks Bay** opposite the general store. The proposal consists of shelters and seating adjacent the existing toilet and public grassed area to the west of the car park.

Consideration could be given to the creation of a wider forecourt area adjacent to the general store and café to provide an opportunity for outdoor seating with glass screen wind shelter under a covered verandah. A concept sketch has also been provided relating to this suggestion. It is also suggested that a wider pedestrian space is created at the top of the bank with paving and bollards. This would follow a review of the existing seawall in this area, with the potential for a higher wall for better coastal protection and to allow for a flatter lawn area. All of this will need to fit in with the current proposals to upgrade the existing boat ramp.

Following the second round of consultation, **a Precinct Plan has been prepared for Pelican Point**, centred around **“The Point” on Newton Road**. The plan shows a proposed shared pathway on the seaward side of Pelican Point Road. It also shows a potential foreshore walking track away from the houses and along the footpath on Newton Road. Depending on the outcome of the Coastal Protection Strategy proposed for Bungalow Bay, there is potential for landscaping alongside the drain, a vegetation screen around the existing pump shed, improved boat launching area on the beach and a potential small foreshore park with shelter and seating. Another option for a foreshore park is shown opposite the existing reserve on Pelican Point Road.

A Foreshore Concept has been prepared for Blackfellows Caves. It allows for improvements to the existing foreshore facilities following the recent upgrade of the adjoining boat ramp and parking area. It suggests improvement to the parking for recreation purposes adjacent to Height Drive and a redirection of the “give way” priority at the main intersection. Improvements to the foreshore area recreation reserve include an upgrade and extension of the shared use path, new fencing and seating, extending play space with junior focus, shelter, planting and provision of new picnic facilities within a sheltered area near the lookout. Further improvements are proposed around the culturally significant caves area including restricted areas for swimming, walking trails and interpretive signage.

A Precinct Concept Plan has been prepared for the upgrade of the **Memorial Park at Nene Valley**. It involves the development of a picnic area with shelters, BBQ and seating adjacent to the playground in the position of the old cricket nets, which will be removed. Consideration will be given to the expansion of the playground with additional play equipment with a junior focus and the development of a multi-functional hard surface play area. An existing bike track will be retained and maintained with the addition of screen planting. A revised planting scheme for the whole area is proposed with possible new water supply. A planted setting will be designed around the existing new memorial wall. Consideration could also be given to the provision of a separate public toilet, given the distance to the existing one located on the foreshore.



The Cape Douglas Precinct Plan shows improvements to pedestrian access along the main road with particular emphasis at the bend in the road. The roadway, which already has 30 kph speed humps, can be made safer for vehicles by providing reflective markers or safety rails next to the steep embankment on the outside of the bend. Roadside vegetation could be cut back to improve sight lines for vehicles exiting the existing track to the beach. It is also suggested that the existing ETSA easement on the inside of the bend be opened up, and for the creation of a shared pathway with a timber footbridge over the watercourse to facilitate pedestrian and cycle use.

The Racecourse Bay Foreshore Concept Precinct Plan involves a general upgrade of the foreshore area including the formalisation of the car park and provision of bollards. A shelter and picnic facilities is suggested in this location adjacent to the car park. The shelter could be used to provide all weather protection at a school bus stop for the community. It is proposed to improve access to the beach for boat launching and 4WD vehicles separate to the area for pedestrian access. Improvements to the existing drainage network in Kuhl Drive will assist in the upkeep of the open grassed area adjacent to the drain outlet. Any future development of the western expansion area should retain portion of the undeveloped land on the corner as open space, to maintain views to the coastal foreshore area.

The Eight Mile Creek Precinct Plan for the camping area and proposed creek crossings is proposed to maintain existing facilities and provide improvements to the area, in particular in regard to the suggested creek crossings. Areas where the creek and drain outlets meet the coast can restrict pedestrian access, particularly in the winter months. Although not considered a high priority, it is suggested that simple pedestrian only footbridges be provided at places like Eight Mile Creek, linking the beach walk with other coastal trails. Other improvements include general upkeep of the informal overnight camping areas, consideration of future toilet facilities, some revegetation of crown land and improvement of signage to beach access, camping and beach trails.

The Donovans Landing Precinct Plan suggests a number of improvements to the existing public area to upgrade the existing facilities and provide more usable public space. Access to the boat ramp is very restricted and improvements are suggested to allow for easier launching of boats. The turnaround and parking area for boat trailers is proposed to be more distinctly laid out and separate from a pedestrian pathway to the public toilet. Of paramount importance is the upgrade of the toilet facilities in this area. The plan provides for improved pedestrian access and lighting, and improved public space.

There is an opportunity to widen the lawn area, relocate the swing and provide more picnic facilities along the riverfront. Extra space can be achieved by the inclusion of a new deck over the water adjacent to the existing pontoon which will generally improve the usable public space around the existing gazebo.



- Existing Trees
- Irrigated Grass
- Road and Access
- Informal Path
- Glenelg River Boat Club
- Toilet Block
- Existing Gazebo
- Rock Retaining
- Picnic Settings
- Bollards
- New Wharf Deck
- Relocate Heritage Swing

- A** Potential to review angle of boat ramp for easier launching.
- B** Opportunity to widen lawn area, relocate swing, provide more picnic facilities along riverfront.
- C** Paved pedestrian space and new deck over water
- D** Widen throat and provide rock retaining.
- E** Turn around area. Marked trailer parking. Access path to public toilet.

- F** Upgrade public toilets.
- G** Retain and maintain Glenelg River Classic Boat Club.
- H** Provide bollards to prevent car access to lawn area.
- I** Remove weed species from behind shacks along river frontage.
- J** Improve pedestrian access, lighting and signage to entry road.

**DONOVANS
LANDING
CONCEPT**

RIVER & COASTAL
COMMUNITIES

PRECINCT PLAN 9

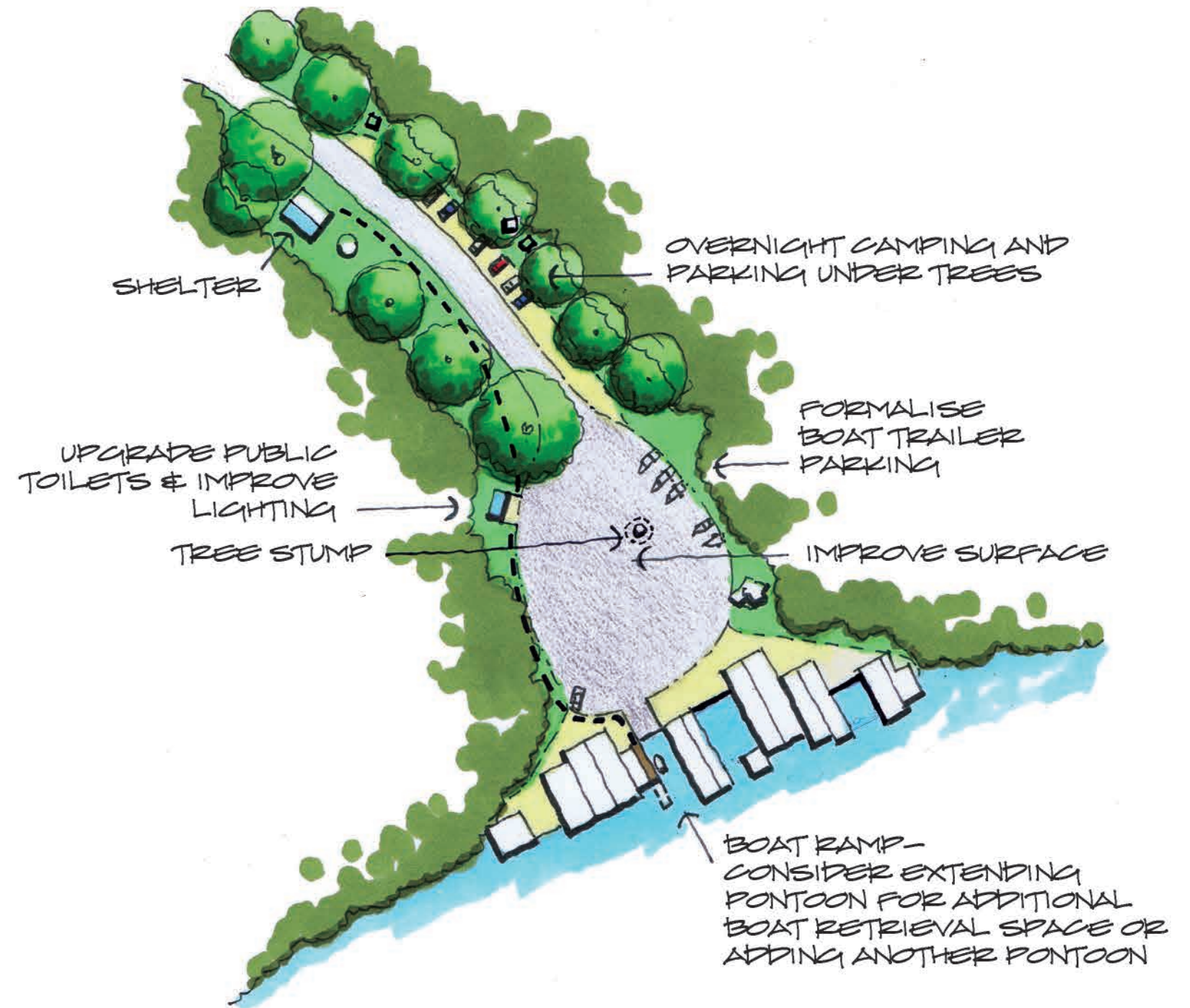


Improvements suggested at Donovan's Landing include a new deck over the water, paved pedestrian space and general improvements around the existing shelter.

DONOVANS LANDING

NEW DECK OVER
WATER & PAVED
TERRACE

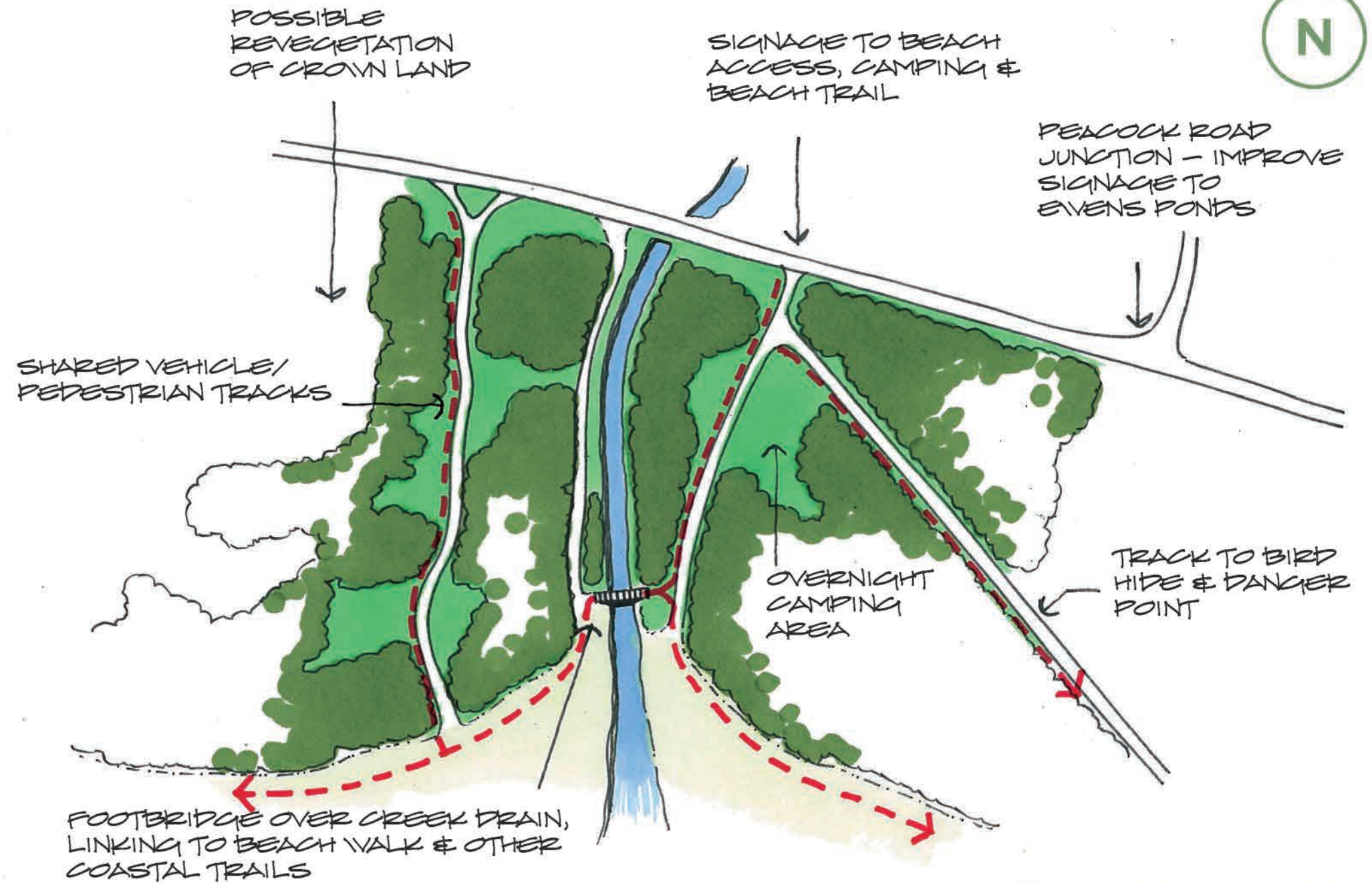
CONCEPT SKETCH



DRY CREEK

IMPROVEMENTS TO
BOAT RAMP,
PARKING AND
CAMPING AREA

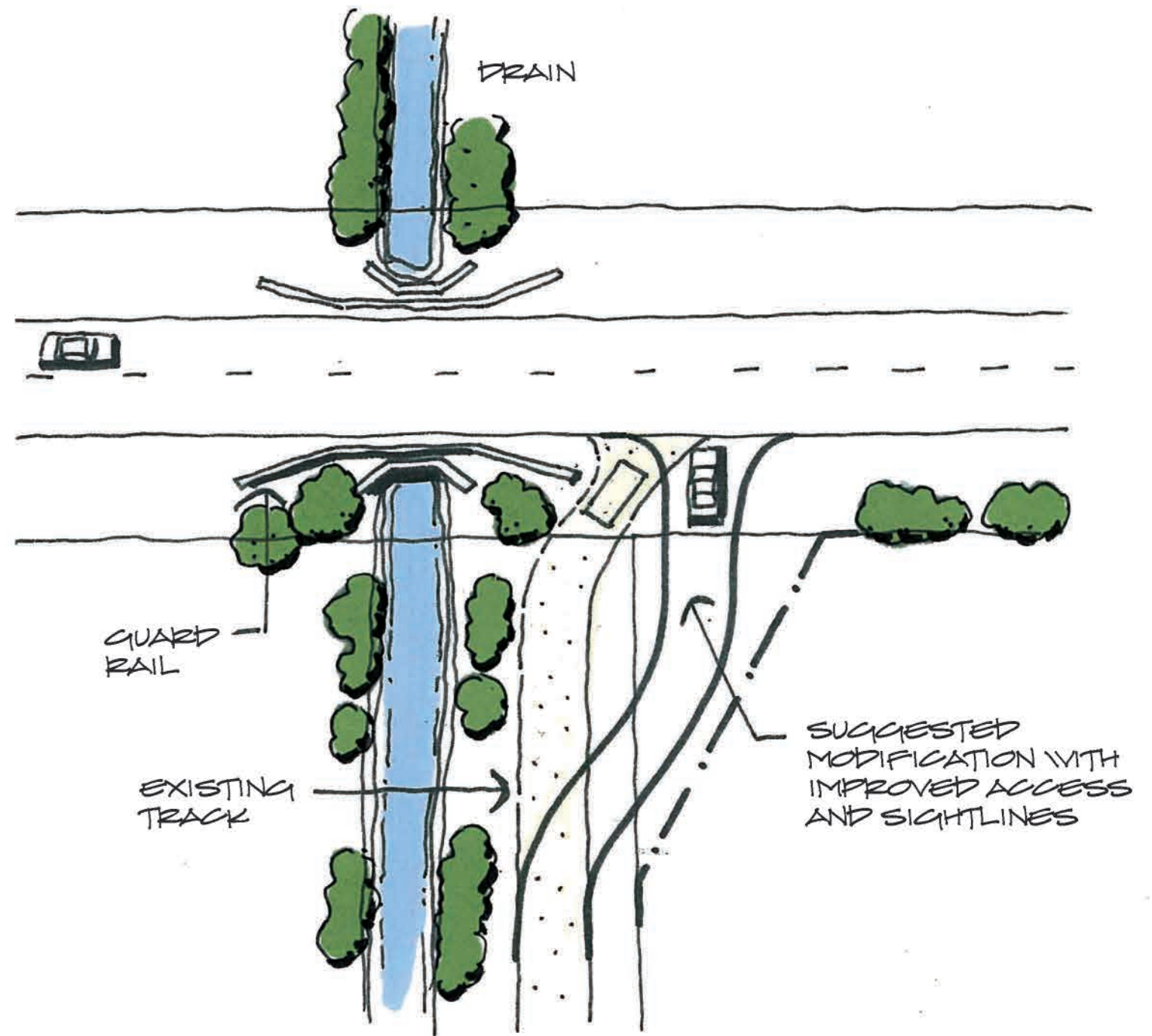
CONCEPT SKETCH



EIGHT MILE CREEK

BEACH ACCESS, TRAIL LINKS & FOOTBRIDGE CONNECTION OVER CREEK

PRECINCT PLAN 8



BROWNS BAY

HITCHCOCK'S DRAIN

**BEACH ACCESS
TRACK MODIFICATION**

CONCEPT SKETCH

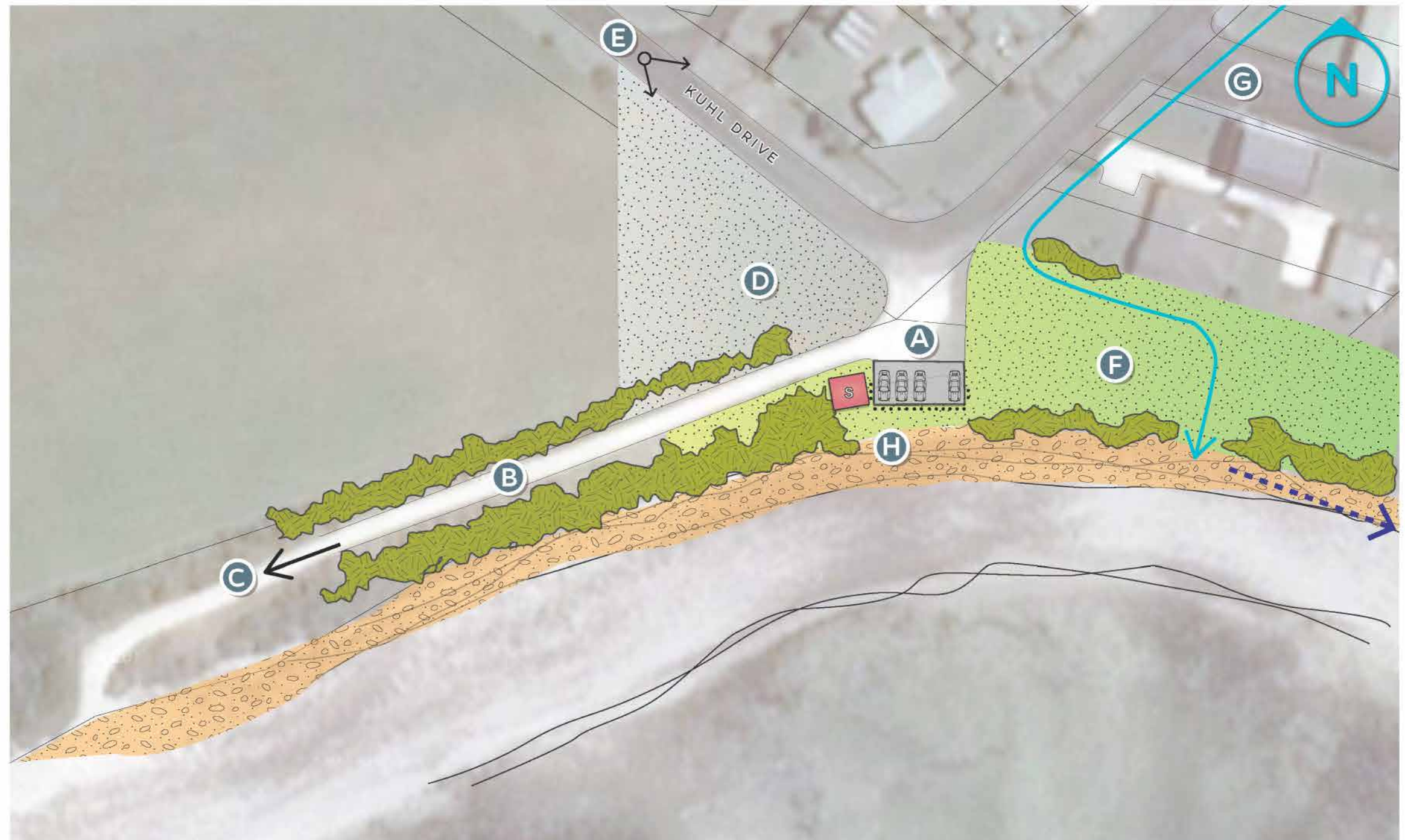


Example of proposed foot bridge over drains and creek suitable only for pedestrian access, linking to beach walk and other coastal trails.

**EIGHT MILE
CREEK**

FOOTBRIDGE OVER
CREEK

CONCEPT SKETCH



-  Existing Dunes
-  Irrigated Grass
-  Car Park
-  Rocky Beach
-  Shelter with Picnic Facilities
-  Potential Walking Trail
-  Land to be retained

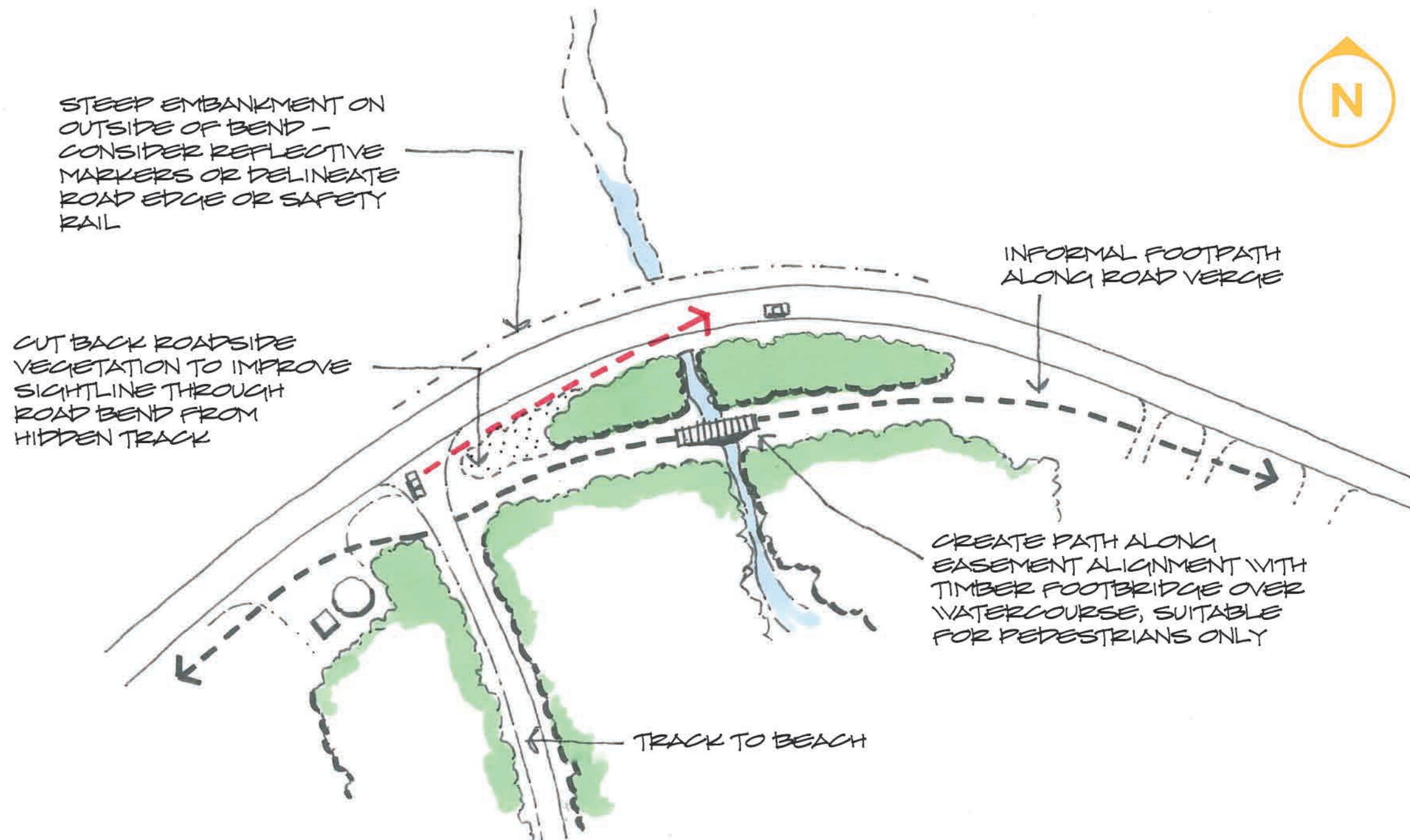
- A** Formalise car parking area & provide bollards.
- B** Improve access road to beach.
- C** Beach and boat launch access.
- D** Retain portion of undeveloped land as open space to maintain views.

- E** Maintain views to coastal area.
- F** Maintain open grassed area for informal recreation.
- G** Improve capacity of drain along Kuhl Drive.
- H** Possible beach access.

RACECOURSE BAY

FORESHORE CONCEPT

PRECINCT PLAN 7



CAPE DOUGLAS

NEW DECK OVER CREEK, IMPROVED PEDESTRIAN ACCESS & VEHICLE SIGHT LINES AT ROAD BEND

PRECINCT PLAN 6



-  New Trees
-  Irrigated Grass
-  Shelter with Picnic Facilities
-  Memorial Wall
-  Town Entry Sign
-  Admella Discovery Trail Sign

-  Existing Timber Fence
-  Seat
-  Rubbish Bin
-  Existing Bore

- A** Picnic area with shelters, BBQ and seating; keep away from road; close to playground; remove existing cricket nets.
- B** Existing Playground - consider expansion with additional play equipment with junior focus.
- C** New basketball ring; older kids' area. Multi-functional hard surface area.
- D** Retain and maintain bike track and provide planting.

- E** Planting in groups with mulched bed to give best chance of survival.
- F** Screen fire tanks from road. Improve water supply.
- G** Walking track entry to Conservation Park.
- H** Maintain Fire break.
- I** Provide planted setting for memorial wall and discovery trail. Remove portion of fence to allow for better access.

NENE VALLEY MEMORIAL PARK CONCEPT

PRECINCT PLAN 5



- | | | | |
|---|---|--|--|
|  Retain Open Space |  Shelter & Seating |  Widen foreshore path to make shared use and add seating & resting nodes. |  Extend playspace with junior focus and shelter planting. |
|  Existing Dunes |  New Picnic Facilities with Shelter and BBQ. |  New fencing/balustrade to foreshore and seating. |  Provide parking along Height Drive. |
|  New Planting |  Existing Picnic Facilities |  Retain open space for recreation. |  Provide linemarking for basketball. |
|  Shared Use Path |  Provide interpretive and directional signage to promote caves |  Change giveaway priority on Saunders Road/Height Drive intersection. |  Marked trail around cave area. |
|  Potential Shared Use Path Extension |  Public Toilets | |  Provide interpretive and directional signage to promote caves. |
|  Interpretive Trail | | | |
|  Restricted Access for Swimming | | | |

BLACKFELLOWS CAVES

FORESHORE CONCEPT

PRECINCT PLAN 4



- PROPOSED SHARED PATHWAY
- - - PROPOSED WALKING TRACK & NEWTON ROAD FOOTPATH
- EXISTING PUMP SHED
- EXISTING VEGETATION
- PROPOSED PLANTINGS

PELICAN POINT

FORESHORE &
THE POINT

PRECINCT PLAN 3



- Existing Track to Beach
- Free Overnight Camping & Caravan Park
- S Beach Shelter
- P Possible Shelter & Picnic Facilities
- T Public Toilet
- Interpretive Signage

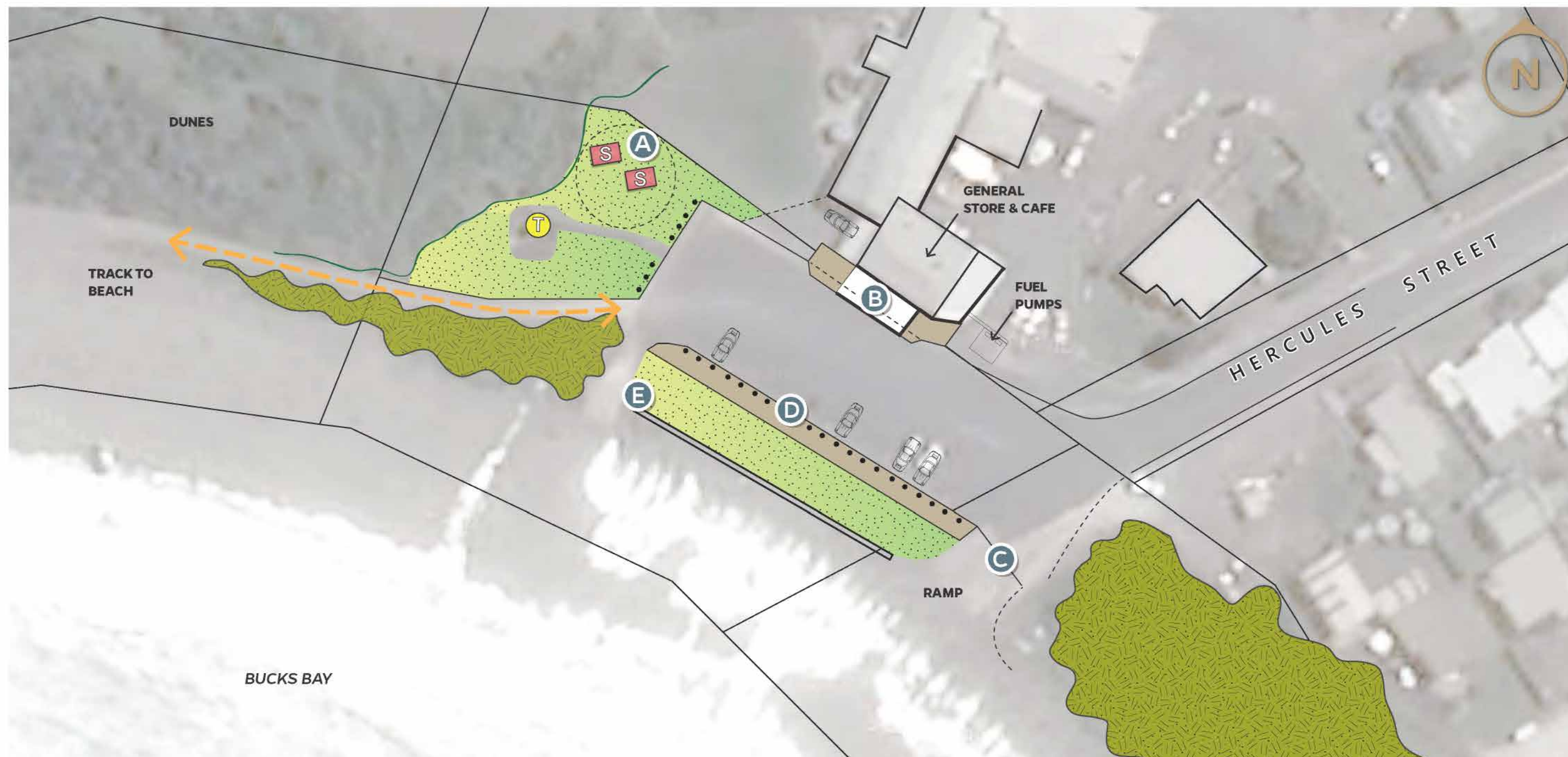
- Existing Dunes
- New Planting
- Potential Full Size Oval Space
- Improve Access
- Potential Shared Use Path
- Pedestrian Boardwalk

- A Raise and level access track.
- B Improve entry to hall.
- C Provide new toilets and outside shower.
- D Possible location for shelter and picnic facilities.
- E Provide large shelters on beach for families.
- F Possible footpath to tavern. Potential walking trail and shared use path to Pelican Point.
- G Overnight camping/caravan park close to beach, playground, tavern, oval and toilets.
- H Improve car parking and signage by narrowing entry and providing planting.

CARPENTER ROCKS

SWIMMING BEACH & COMMUNITY AREA

PRECINCT PLAN 2



-  Existing Dunes
-  Irrigated Grass
-  New Paving
-  Existing Track to Beach
-  Proposed Shelters
-  Public Toilet

- A** Use grassed space as picnic area with shelters and seating.
- B** Create wider forecourt to cafe with outdoor seating and glass screen wind shelter under verandah.
- C** Upgrade boat ramp.
- D** Create a wider pedestrian space at top of bank with paving & bollards.
- E** Review seawall and replace with higher wall for better protection and allow for a flatter lawn area.

**CARPENTER
ROCKS**

FORESHORE &
CAR PARK

PRECINCT PLAN 1



Improvements suggested at the Bucks Bay foreshore at Carpenter Rocks including an extension of the paving and a canopy adjacent to the General Store, with glass screening for wind protection. Shelters and grassed area are proposed adjacent to the open space near the public toilets.

CARPENTER ROCKS

IMPROVEMENTS TO
PUBLIC SPACE AT
BUCKS BAY
FORESHORE

CONCEPT SKETCH

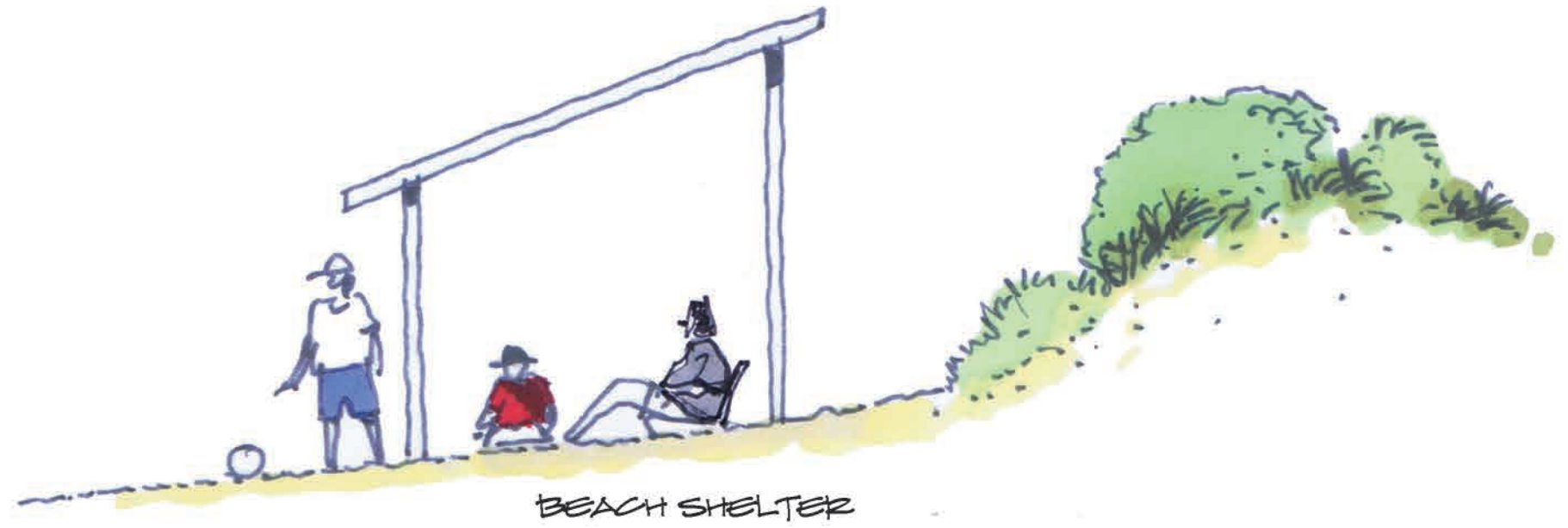


Suggested tree planting within the road verge of all streets.

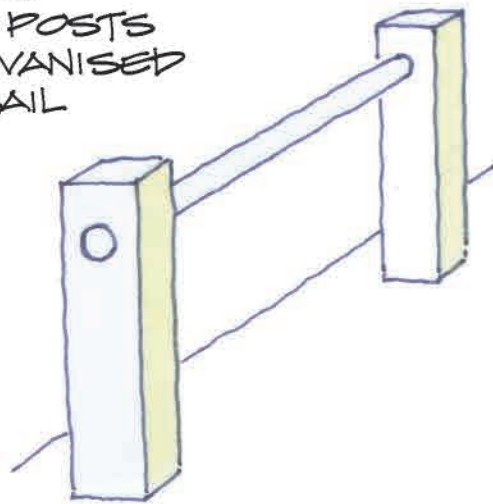
TREE PLANTING

TYPICAL EXAMPLE
FOR ALL STREETS

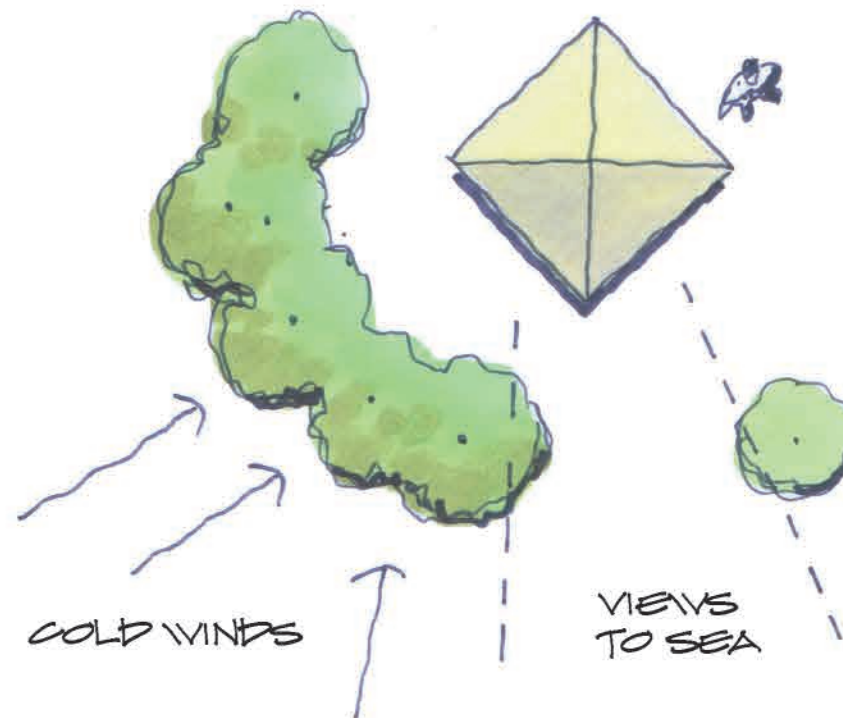
CONCEPT SKETCH



RECYCLED
PLASTIC POSTS
AND GALVANISED
STEEL RAIL



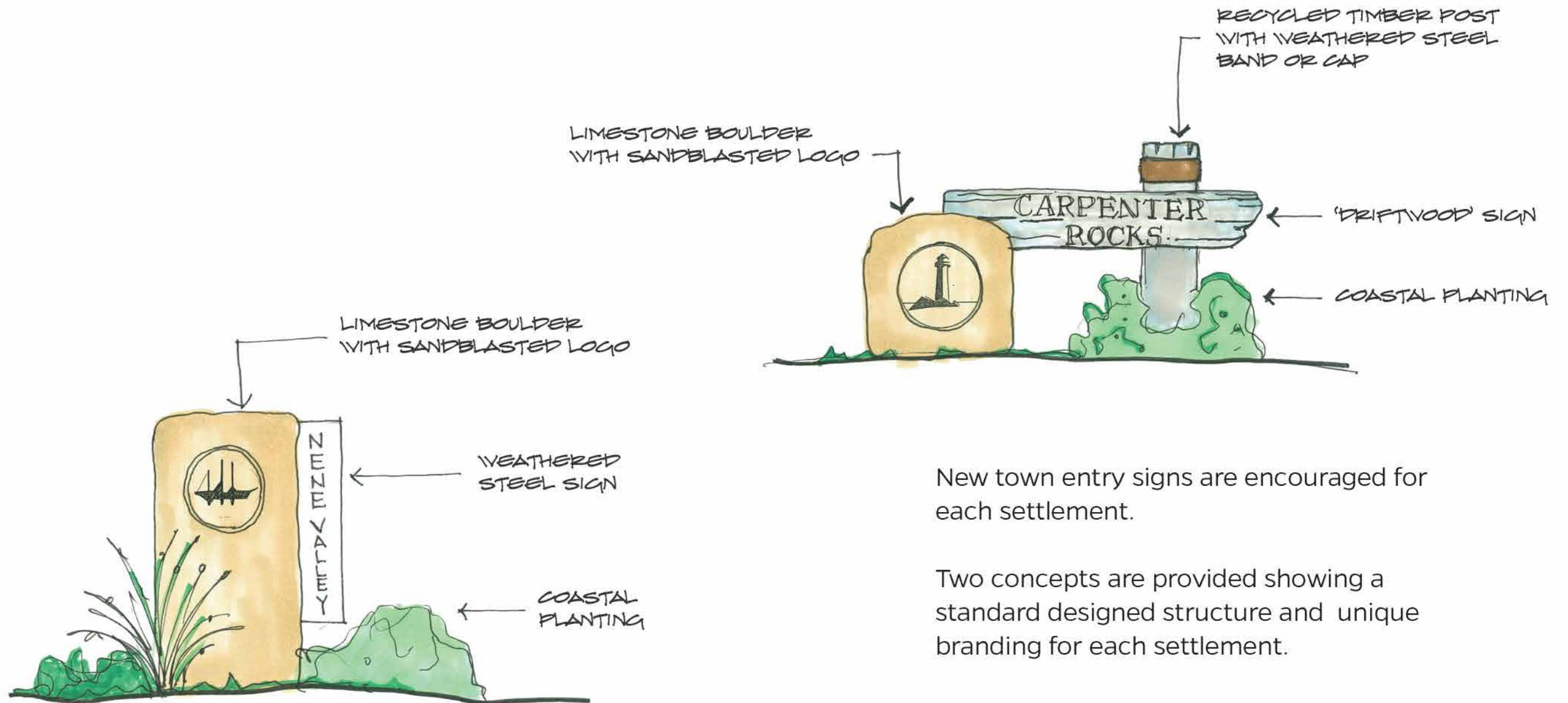
GROUPED PLANTING
FOR WIND PROTECTION



COMMON BEACH
AREAS

BEACH SHELTERS
& FENCING

CONCEPT SKETCH



New town entry signs are encouraged for each settlement.

Two concepts are provided showing a standard designed structure and unique branding for each settlement.

TOWN ENTRY
SIGNS

CONCEPT SKETCH

8.0 IMPLEMENTATION

8.1 STRATEGIES FOR IMPLEMENTATION

The Urban Design Framework is an overarching reference document providing high level guidance for a number of projects to be implemented in the future. The Precinct Master Plans have provided greater detail for the specific identified projects for each settlement.

Due to the dispersed nature and number of communities involved, it is suggested that issues that are common to every community be given high priority for the benefit of the whole area, for example the coastal linkages and signage strategy. Also the Council can realise economies of scale by developing common elements of the proposed plans in manageable packages, such as shelters, shared pathways, public toilets, public seating etc.

A large number of projects have been recommended, which may be beyond the capacity of the Council and the community to implement in the short term, but appropriately staged will be achievable in the medium to long term.

The intent of this process was to translate the vision of the community into a tangible set of built form outcomes that are capable of being broken down into individual projects. The projects are designed so that they can be managed by the Council and the community over a long period of time.

The key strategies for Council in the implementation of the recommendations of the report are as follows:

- Determine project priority for the whole study area in the first instance;
- Continue to work with each community on their own priorities;
- Seek short term outcomes leading to long term benefits;
- Breakdown large projects into manageable components;
- Fund identified projects during the annual budget cycle;
- Seek partnering funding (grants) at appropriate times;
- Implement funded projects; and
- Continually review project priority list.

8.2 PROJECT PRIORITY & COSTING

The large number of communities in the study area means that Council must be realistic about the resources which it will be able to apply in particular locations in future. Council has a broad range of commitments and also has an extensive range of projects to implement, flowing from the recently completed Port MacDonnell Urban Design Framework. The ability to obtain funding through programs such as Places for People and the human resource requirement imposed on Council in implementation must also be considered.

The cost of ongoing maintenance and future replacement must also be considered before new assets are purchased and erected. It is recommended that Council adopt a multi stage approach to implementation, fitting with the cycle of available grant funding.

Stage 1 – Overarching Detailed Design

The first stage would involve seeking funding from the State Government for the detailed design of a palette of materials, the directional, entry and information signage and the marketing to link the various locations into a coherent whole.

Stage 2 – Initial Implementation

The completion of the first stage would allow the implementation of the signage strategy and would also enable 'isolated works' such as the placement of a shelter, seating or landscaping in individual locations to occur in accordance with the overarching plan.

Stage 3 – Precinct Design

This stage would involve the preparation of detailed design for individual precincts. Projects in several locations would be packaged together to achieve efficiencies, and undertaken as funding becomes available.

Implementation of the detailed design for individual precincts would be considered once the detailed design had been undertaken and on the basis of funding being available.

This approach should not stop implementation of works in various locations in the short term, after the Stage 1 works are complete.

Refer to the following tables for a detailed project breakdown.

PROJECT & PRIORITY LISTING

PART 1 :

COMMON PROJECTS FOR THE WHOLE COMMUNITY

PROJECT	DESCRIPTION	PROJECT TYPE	INDICATIVE TIMING (YEAR)	INDICATIVE COSTING
TOWN ENTRY / COMMUNITY SIGNAGE STRATEGY	Prepare a signage strategy for whole of the study area and for each community with a focus on the creation of consistent signage providing clarity in information. Key locations include entry/arrival points and key directional decision points with signage providing a style guide with unique branding.	Design Guidelines Preparations	1	\$15,000
COASTAL ROAD & RIVER LINKAGES	Together with the signage strategy, prepare a strategy and implement a new Coastal road linkage including the existing River road linkages. Strategy to include improvements to all access points to coastal and river public areas.	Design Guidelines Preparations	1	\$15,000
URBAN DESIGN PALETTE FOR COMMON PUBLIC FACILITIES	Prepare a strategy to develop elements of public urban design common to a number of the Communities including shared use paths, shelters and seating, public toilets. The strategy should focus on consistent, robust, high quality design and the ability to realise economies of scale through the provision of infrastructure across multiple communities in a single purchase.	Detailed Design	1	\$20,000
STREET PLANTING / VEGETATION PLAN	Prepare a street planting vegetation strategy for the whole area and, providing guidance as to species selection and location. Together with the program prepare a detailed implementation plan.	Design Guidelines Preparations	2	\$20,000
COASTAL ROAD & RIVER LINKAGES	Implement marketing and signage strategy to link communities.	Marketing & Capital Works	2 - 5	\$15,000pa
TOWN ENTRY / COMMUNITY SIGNAGE STRATEGY	Implement signage strategy for whole area.	Capital Works	2 - 5	\$15,000pa

PROJECT & PRIORITY LISTING

PART 2a :

SEPARATE COMMUNITY PROJECTS

PROJECT	DESCRIPTION	PROJECT TYPE	INDICATIVE TIMING (YEAR)	INDICATIVE COSTING
CARPENTER ROCKS	Bucks Bay Foreshore and Car park Improvements. Obtain survey and undertake detailed design for improvements to the Bucks Bay Foreshore and car parking area, having particular regard to the connection to the beach itself, the number of car parking spaces and the provision of public toilet/shower/change room facilities. Package with Pelican Point improvements detailed design.	Detailed Design	2 - 3	\$40,000 PACKAGED PROJECT CARPENTER ROCKS PELICAN POINT
PELICAN POINT	Improvements at the Point. Prepare detailed design for improvements in connectivity and a suitable public open space incorporating the outcomes of the Coastal Protection Study once complete.	Detailed Design	2 - 3	PACKAGED PROJECT CARPENTER ROCKS PELICAN POINT
BLACKFELLOWS CAVES	Foreshore improvements. Undertake detailed design for the upgrade of the Foreshore with a focus on the locations of improved equipment and infrastructure, connectivity, car parking and landscaping. Ensure traffic engineering advice on priority and the existing T-junction addresses existing safety issues and signage and access issues to the caves are resolved. Package project with Cape Douglas and Nene Valley detailed design.	Detailed Design	2 - 3	\$40,000 PACKAGED PROJECT BLACKFELLOWS CAVES CAPE DOUGLAS NENE VALLEY
NENE VALLEY	Memorial Park Detailed Design. Undertake detailed design for the upgrade of the Nene Valley Memorial Park including upgrades to equipment and facilities, improved landscaping and a potential future site for the provision of toilets. Package project with Cape Douglas and Blackfellows Caves detailed design.	Detailed Design	2 - 3	PACKAGED PROJECT BLACKFELLOWS CAVES CAPE DOUGLAS NENE VALLEY
CAPE DOUGLAS	Central Reserve and Pedestrian Access Improvements. Undertake detailed design for access and landscaping works at Cape Douglas. Package project with Nene Valley and Blackfellows Caves detailed design.	Detailed Design	2 - 3	PACKAGED PROJECT BLACKFELLOWS CAVES CAPE DOUGLAS NENE VALLEY

PROJECT & PRIORITY LISTING

PART 2b :

SEPARATE
COMMUNITY
PROJECTS

PROJECT	DESCRIPTION	PROJECT TYPE	INDICATIVE TIMING (YEAR)	INDICATIVE COSTING
RACECOURSE BAY	Foreshore Improvements Detailed Design. Obtain survey and undertake detailed design for the foreshore improvements, packaging the project together with the creek crossings detailed design.	Detailed Design	2 - 3	\$30,000 PACKAGED PROJECT RACECOURSE BAY EIGHT MILE CREEK BROWNS BAY
EIGHT MILE CREEK & BROWNS BAY	Improvements to Creek Crossings Detailed Design. Obtain survey and undertake detailed design for the foreshore improvements, packaging the project together with the Race-course Bay foreshore improvements detailed design.	Detailed Design	2 - 3	PACKAGED PROJECT RACECOURSE BAY EIGHT MILE CREEK BROWNS BAY
DONOVANS	Donovans Landing Plan Detailed Design. Obtain survey and undertake detailed design for the foreshore improvements, packaging the project together with the Dry Creek detailed design	Detailed Design	2 - 3	\$25,000 PACKAGED PROJECT DONOVANS DRY CREEK
DRY CREEK	Improvements to Boat Launching and Walking Trail Links. Undertake detailed design for the improvements and the layout and development of key nodes on the proposed walking trail links between Dovovans and Dry Creek, packaged with the Dovovans Landing Plan detailed design.	Detailed Design	2 - 3	PACKAGED PROJECT DONOVANS DRY CREEK
CARPENTER ROCKS	Swimming Beach and Community Area Improvements. Prepare detailed design for the beach, community area and public realm in front of the shop.	Detailed Design	5	\$15,000

FUNDING SOURCES

The following potential funding sources have been identified to assist the District Council of Grant and the community in implementing the River and Coastal Communities Master Plan:

- Places for People.
- Power Line Environment Committee
- Open Space Grant Program.
- Black Spot Programs.
- Public Art and Design Program.
- South Australian History Fund
- Other Funding Sources.

8.3.1 PLACES FOR PEOPLE GRANT PROGRAM

Places for People is a South Australian State Government grant program available to South Australian Councils to strategically plan, design and develop significant public places. The Urban Design Framework and Master Plan project was funded under the Places for People Program and it is likely to be a key funding opportunity for short term detailed design projects identified.

The program is aimed to help create new public places or revitalise existing public spaces that contribute to the social, cultural and economic life of the community they serve. Funds are made available under the categories of Strategic Urban Design, Design and Contract Documentation and Capital Works.

For more information visit
<http://www.publicspace.planning.sa.gov>

8.3.2 OPEN SPACE GRANT PROGRAM

The State Government's Open Space Grant Program provides potential financial assistance to Councils for the purchase, development and planning of open space. Funds are made available under the categories of Open Space Development, Open Space Land Purchases and Open Space Planning.

For more information visit
<http://publicspace.planning.sa.gov.au>

8.3.3 POWER LINE ENVIRONMENT COMMITTEE

The Power Line Environment Committee (PLEC) is responsible for assessing and recommending the undergrounding of power lines. The Committee has developed Guidelines which define the roles and responsibilities for PLEC projects and provides guidance to the PLEC process, including applications for funding.

It is fitting that PLEC defines the purpose of undergrounding as "...to improve the aesthetics of an area for the benefit of the general community...."

The Essential Services Commission of SA is responsible for the administration of PLEC and the LGA have a representative.

For further information including a copy of the guidelines contact the PLEC Executive Officer plec@ecosa.sa.gov.au

8.3.4 BLACK SPOT PROGRAMS

The State Black Spot Program funded by the South Australian Government and the AusLink Black Spot Program funded by the Australian Government are closely integrated. The purpose of the programs are to improve road safety by providing funding to target road locations either with a history of crashes or where there is a risk of crashes occurring.

For more information visit
<http://www.transport.sa.gov.au/safety/>

8.3.5 PUBLIC ART & DESIGN PROGRAM

The Public Art and Design Program is provided through Arts SA and are generally site specific projects. These can include:

- stand alone sculptural works of art;
- integrated elements within urban infrastructure or the fabric of a building; and
- works of art that may be integrated within landscaping projects or may be landscaping themselves.

For more information visit
<http://www.arts.sa.gov.au/grants/public>

8.3.6 SOUTH AUSTRALIAN HISTORY FUND

The South Australian History Fund, including the Community Museums Program, is a State Government initiative to support a range of history projects. These include:

- marking of heritage trails;
- conservation work on significant items related to a community's history;
- purchase of equipment for oral history projects;
- employment of a professional historian or editor to assist in research or preparation of a history publication;
- interpretation projects;
- digitising locally significant photographic or document collections; and
- regional collaborative history projects.

History's SA's Community History Program administers two annual grant funds, the SA History Fund and the Community Museums Program Fund.

For more information visit
<http://www.history.sa.gov.au/chu/programs>



8.3.7 COAST PROTECTION BOARD FUNDING

The Coast Protection Board provides funding towards approved coastal projects submitted by local Councils. The Board can fund anywhere up to 80 percent of a project. High priorities for funding include works that address erosion or flooding hazards, including foreshore protection, dune rehabilitation, coastal fencing and maintenance.

For more information visit <http://www.environment.sa.gov.au/getinvolved/grantsandfunding/coastprotectionfundgrants>.

8.3.8 OTHER FUNDING SOURCES

NRM Board- Limestone Coast Signage Guidelines. Funding may be available through the NRM Board for future signage that fits into the Limestone Coast Signage Guidelines

naturalresources.sa.gov.au/southeast

The South Australian Tourism Commission (SATC) has a number of funding initiatives in place to assist the tourism industry in the areas of marketing, events and development.

SGIC Community Grants program provides grants for community projects in the areas of crime prevention, road safety and the environment.

Further Government grants and programs can be found at these websites:

<http://www.grantslink.gov.au/>

<http://www.business.gov.au/Grantfinder>

Examples of Federal Government or federally funded programs which may be of relevance include:

- Community Grants www.facsia.gov.au;
- Small Grants for Small Rural Communities www.frrr.org.au;
- Australian Sports Foundation www.asf.org.au;
- Department of the Environment, Communities Grants and Funding www.environment.gov.au; and
- Community Recreation and Sport Facilities Program www.recSPORT.sa.gov.au

REFERENCES

District Council of Grant Strategic Management Plan 2012-2016

District Council of Grant Better Development Plan (BDP) Development Plan Amendment – 28 August 2014

Grant (DC) Development Plan Consolidated Version 28 August 2014

Department of Planning, Transport and Infrastructure (DPTI), Atlas SA

Limestone Coast Signage Guidelines (Draft) Department of Environment, Water and Natural Resources November 2014

40 Great South Australian Short Walks- Dry Creek Trails:
www.southaustraliantrails.com