May 2023

Port Elliot Master Plan

A place-based approach to enhance Port Elliot



Prepared for Alexandrina Council

+ Jensen PLUS

+ Stantec
+ FMG
+ Phillips/Pilkington Architects

JENSEN PLUS

Planning
Landscape Architecture
Urban Design
Social Planning

Acknowledgements

Jensen PLUS was engaged by Alexandrina Council to prepare place-based master plans for Port Elliot, Middleton and Milang to guide the future development of the towns and identify actions to enhance local character.

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We acknowledge the following stakeholders and consultants whose inputs and participation informed the Port Elliot Place Plan.

_ The Elected Members of Alexandrina Council
_ Staff of Alexandrina Council
_ Regional Development Australia
_ The community of Port Elliot

We would also like to acknowledge the Ngarrindjeri people, the traditional owners of the Port Elliot area.



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This section provides the design process and development of the overall plan

8. What comes next? Our implementation strategy, action plan and priorities

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1. Master Plan at a Glance

1.1 Aim of the Plan

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This section summarises the project and outcomes

1. The plan for Port Elliot at a glance

An overarching vision for Alexandrina's communities and towns is to be Liveable, Green and Connected

Alexandrina 2040 Strategic Plan

1.1 Aim of the plan

The aim of the project is to develop an implementable master plan for the township of Port Elliot, with clearly defined and prioritised actions to ensure the desired future character can be achieved

Objectives

- Identifying any land needed to accommodate future needs of the growing population from a residential, recreation, open space, commercial and industrial perspective.
- In identifying the above needs explore the social needs of a growing community and the associated services required.
- Explore and identify any infrastructure needs particularly focussed on heavy vehicle routes and local traffic management within and around the town and any potential essential services upgrades.
- The protection and enhancement of the natural environment.
- Analyse the public realm to ensure that an agreed theme is identified and carried through any future development.
- Ensure that the plan continues to build on established facilities and tourism elements.
- Ensure that the plan acknowledges and incorporates actions and outcomes identified in other Council documents such as the Coastal Action Plan, Economic Development Strategy etc.

1.2 Key Actions

The plan recommends five place-based actions to help achieve the community vision for Port Elliot.

The plan has an emphasis on targeted and implementable projects in places within the town having the greatest opportunity and need.



Hill Street Placemaking for businesses.



Strategic transport improvements



Enhancing the public realm of the town centre



Targeted land use planning changes to support community needs



Port Elliot historic area _ Heritage and character guidelines

1.3 Highlights of recommended actions for Port Elliot

Re-imagining The Strand



Enhancing the public realm of the town centre



Design Guidelines for preserving heritage & character



Hill Street Placemaking for businesses



Strategic Planning Improvements



Improving pedestrian and cyclists safety + connectivity



Improving parking opportunities



Improved pedestrian and cycling paths and connections



2. Introduction

2.1 Aim + objectives

2.2 Place Plan approach: going beyond the master plan

2.3 The Master Plan Study Area

2.4 Port Elliot's location

2.5 About Port Elliot

2.6 Historic development patterns

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2.8 Master Plan methodology at a glance

2.9 Benchmarking

This section summarises the study area today and its history

2. Introduction

Jensen PLUS was engaged by Alexandrina Council to prepare place-based master plans for Port Elliot, Middleton and Milang to guide the future development of the towns and identify actions to enhance local character.

2.1 Aim + objectives

The overall aim of the project is to develop an implementable master plan for Port Elliot township, with clearly defined and prioritised actions to ensure the desired future character can be achieved.

Objectives from the brief

_**Identifying** any land needed to accommodate **future needs** of the growing population from a residential, recreation, open space, commercial and industrial perspective.

_In identifying the above needs **explore the social needs** of a growing community and the associated services required.

_**Explore and identify any infrastructure needs** particularly focussed on heavy vehicle routes and local traffic management within and around the town and any potential essential services upgrades.

_The **protection** and **enhancement** of the **natural environment.**

_**Analyse** the **public realm** to ensure that an agreed theme is identified and carried through any future development.

_Ensure that the plan continues to **build** on **established facilities** and **tourism elements.**

_Ensure that the plan **acknowledges** and **incorporates actions** and **outcomes** identified in other Council documents such as the Coastal Action Plan, Economic Development Strategy etc.

Collaboration

Informing the plan through **genuine community and stakeholder engagement** is central to our approach.



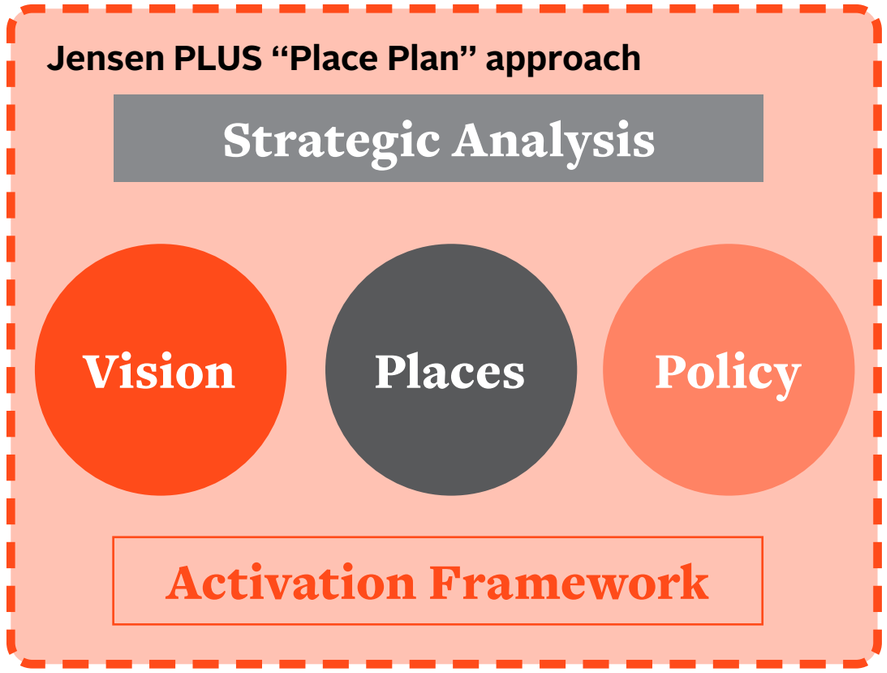
The Place Plan approach allows for strategic planning to be realised through implementable projects that are targeted, staged and achievable.

2.2 Place Plan approach: going beyond the master plan

Our "Place Plan" approach combines traditional master planning and urban design proposals with place-making and governance strategies, to make successful implementation more likely in the short and medium-term timeframe in which the plan is likely to remain current.

This Place Plan has an emphasis on targeted place outcomes - for example concepts for important main streets, public spaces or business areas. It is not a "comprehensive" master plan where all land, streets and spaces are proposed for long term change. Rather **it is the places of opportunity and need that are subject to most planning**.

There is a focus on the potential for locally-led implementation projects, economic development opportunities, visioning that is supported by community, as well as elements such as land use and infrastructure.



Conceptual framework and key inclusions in the Place Plan

The Place Plan approach is of course informed by community and stakeholder engagement to give the plan relevance and reflect the identity of the places in the way that locals know best.

2.3 The Master Plan Study Area

The study area incorporates the whole of the township of Port Elliot, with regard to surrounding rural and conservation lands.

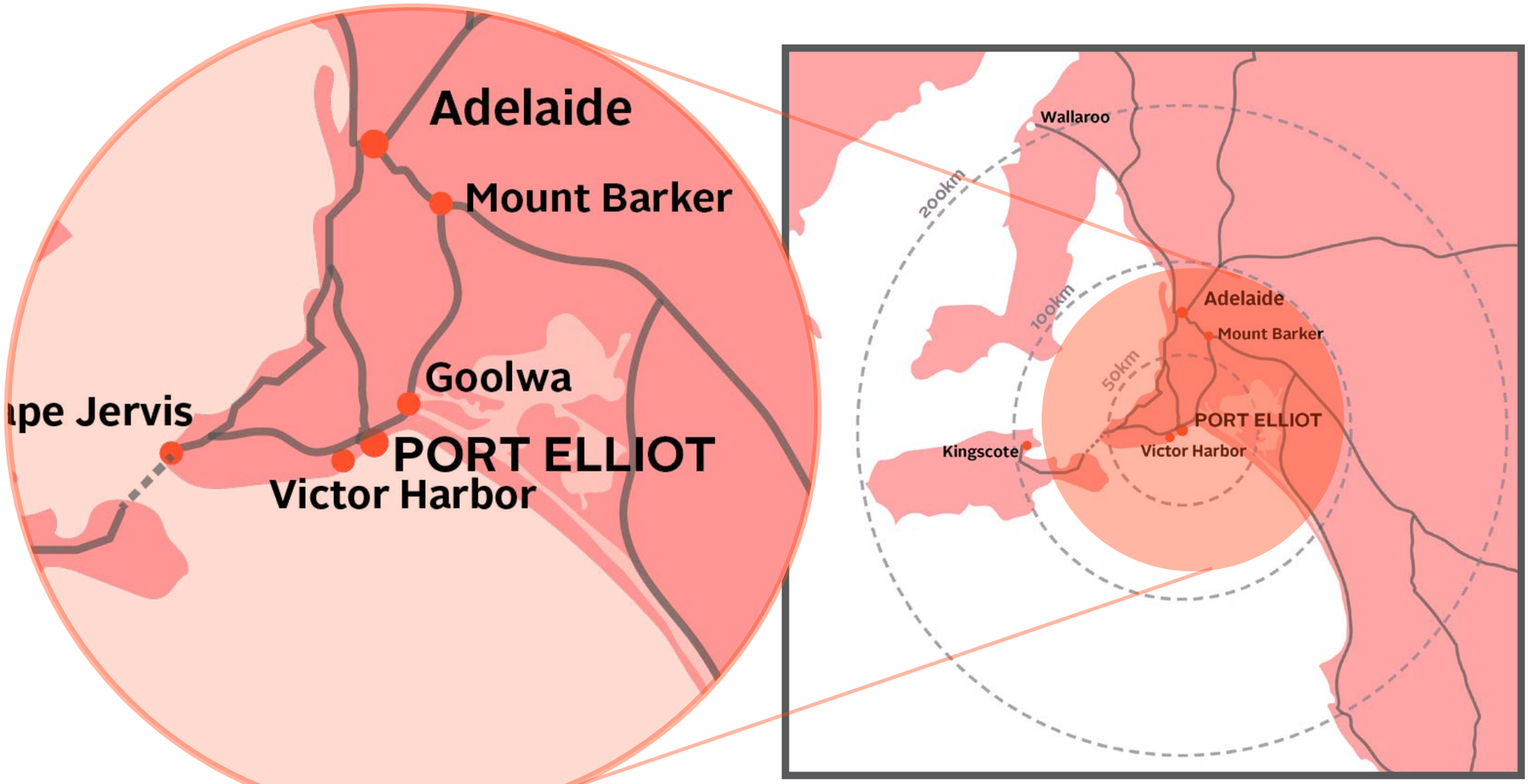


2.4 Port Elliot's location

Port Elliot is a small town located on South Australia's Fleurieu Peninsula, approximately 85 kilometres south of Adelaide.

Port Elliot is part of a series of small tourist towns and settlements along the coast between Goolwa and Victor Harbor.

Port Elliot is well known for its historic buildings, coastal environment, natural beauty and scenery. The town's main beach fronts Horseshoe Bay, which is a popular place for recreation.



2.5 About Port Elliot

Port Elliot is well known for its scenic qualities and as a tourist destination.

The township's natural beauty, environmental qualities and connection to its historic setting are important parts of its character and identity.

Port Elliot was settled in 1852, and was previously known as Freeman's Knob. The area was earmarked as the major Encounter Bay outlet in 1854, however, that never eventuated with a tired breakwater still remaining (fleurieupeninsula.com.au/port-elliot).

The town has a population of 2,251 and a median age of 61, with the average dwelling supporting 2.1 people (ABS Census, 2021).

Port Elliot's community is a mix of local residents and visitors, both enjoying the area's historic and heritage setting.

There is a strong sense of community and volunteering within Port Elliot, making it a welcoming and inviting place for visitors (Village Conversations, 2021).

The town's main streets, North Terrace and The Strand, include a variety of businesses and retail opportunities.

Tourists are drawn to the location through its scenic qualities, varied coastline and beaches. The town is also close to other tourist destinations including the Currency Creek wine region, Victor Harbor and Goolwa.

The historic Cockle Train and the Encounter Bikeway connects the township to surrounding townships, including Victor Harbor and Goolwa.

There are a variety of open spaces, including the Port Elliot Oval, a dog park, and Basham Beach Conservation Beach.

The town is separated from neighbouring townships through 'green'-belts that has helped Port Elliot retain its identity.



Horseshoe Bay

2.6 Historic development patterns



Port Elliot showing the jetty (completed in May 1852) and a Government warehouse. A breakwater of rocks has been built further along the coast behind the jetty. Circa 1860 (State Library of South Australia, B 5686)



Historic aerial photo of Port Elliot. Circa 1937 (State Library of South Australia, B 7244)



Bowling club overseeing Horseshoe bay. Circa 1926 (State Library of South Australia, B 17128)



Day trippers enjoying Horseshoe Bay. Circa 1920 (State Library of South Australia, B 13535)



The Institute and Library on The Strand. Circa 1900 (State Library of South Australia, B 13534)



Port Elliot railway station. Circa 1905 (State Library of South Australia, B 21129)



The Strand - The Council Chamber is the small building on the left of the photograph. The Chamber incorporated the Town Hall from 1860 and was extended in 1878 and 1907. Circa 1882 (State Library of South Australia, B 13530)

2.7 Census 2021 highlights .... more residents, getting older, more wealth?

Port Elliot

2016 Census All persons QuickStats

Geography type State Suburbs
Area code SSC41180

People	**2,102**
Male	48.5%
Female	51.5%
Median age	60
Families	**601**
Average children per family	
for families with children	1.7
for all households (a)	0.4
All private dwellings	**1,551**
Average people per household	2.1
Median weekly household income	$869
Median monthly mortgage repayments	$1,200
Median weekly rent	$250
Average motor vehicles per dwelling	1.6

(a) This label has been updated to more accurately reflect the Census concept shown in this data item. The data has not changed.

Search all persons QuickStats for another area

2016 | Enter a location, postcode or geography



Other 2016 Census products available for this area:
- Community Profiles

To view more QuickStats or Community Profiles for a different area, see Search Census data.

Port Elliot

2021 Census All persons QuickStats

Geography type Suburbs and Localities
Area code SAL41194

People	**2,251**
Male	49.0%
Female	51.0%
Median age	61
Families	**668**
Average number of children per family	
for families with children	1.7
for all households (a)	0.4
All private dwellings	**1,614**
Average number of people per household	2.1
Median weekly household income	$1,073
Median monthly mortgage repayments	$1,210
Median weekly rent (b)	$280
Average number of motor vehicles per dwelling	1.8

(a) This label has been updated to more accurately reflect the Census concept shown in this data item. The data has not changed.
(b) For 2021, median weekly rent calculations exclude dwellings being occupied rent free.

Search all persons QuickStats for another area

2021 | Enter a location, postcode or geography



Other 2021 Census products available for this area:
- Community Profiles

To view more QuickStats or Community Profiles for a different area, see Search Census data.

2,251 people up from 2,102

Median age 61 up from 60

1,614 dwellings up from 1,551

Unoccupied dwellings is 38% of all dwellings.

Median weekly household income $1,073 up from $869

$1,210 median monthly mortgage repayments, slight increase from $1,200

1.8 vehicles per dwelling up from 1.6

2.8 Master Plan methodology at a glance





Stage 1 Project Initiation, strategic analysis + early engagement

August 2022

Project start up

_ Background document review

_ Initiation meeting

_ Stakeholder engagement plan

August 2022

Site visit

_ Understanding the township and sharing of information with project team

_ Early stakeholder engagement

August 2022

Detailed investigations

_ Review supplied and sourced information to understand the issues and context

August 2022

Strategic Analysis + opportunities

_ Review Local and State strategy documents

_ Identify opportunities



Stage 2 Draft Place Plans

October 2022

Co-design workshop

_ Collaborate with client and stakeholders to identify key considerations and themes

_ Summarise and present learnings from engagement and provide an opportunity for community feedback on workshop outcomes

November 2022

My-say Feedback

_ Additonal feedback on workshop outcomes



Nov 2022 - Mar 2023

Place Plan_ Draft

_ Initial concept plans

_ Provide recommendations and uses for key sites.

Consultation

_ Consult with council and community on draft plan

We are here

Stage 3 Consult + finalise place plans

Place Plan_ Final

_ Review community feedback

_ Finalise Master Plan

Implementation

_ Final Master Plan for adoption

2.9 Precedents

Comparisons have been sought with other similar projects, to identify master plan opportunities and precedents for well-designed places.



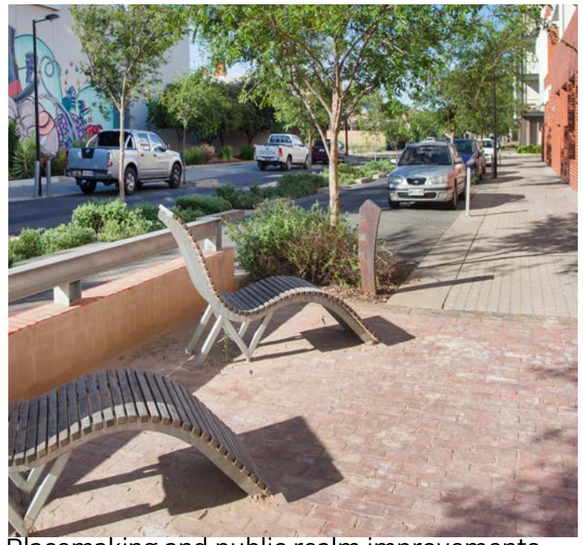
Surface treatments for traffic calming



Outdoor dining and wide footpath



Landscaped business areas



Placemaking and public realm improvements



Business area improvements



Streetscape improvement and greening



Outdoor dining parklets



Improved crossings

3. Understanding Port Elliot

3.1 Visual Summary _ The Strand

3.2 Visual Summary _ North Terrace

3.3 Visual Summary _ Hill Street

3.4 Visual Summary _ Port Elliot

3.5 Placecheck - Port Elliot key streets _ opportunities

This section summarises the area's current context and character

3.1 Visual Summary _ The Strand



Photo of The Strand looking north, with Council Chamber on the near-left



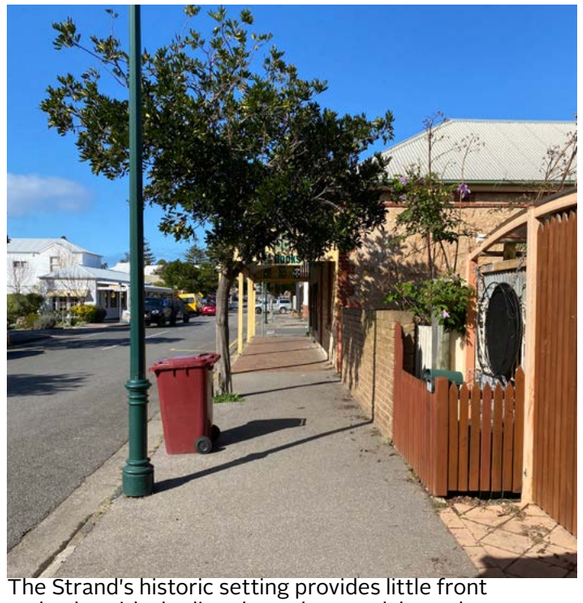
Retail opportunities near the railway station



Open space area adjacent to the railway station and state heritage radio broadcasting station



Nicely presented building along The Strand provides retail opportunities



The Strand's historic setting provides little front setbacks with shading through verandahs and trees



New tree plantings will improve amenity by providing shade and reducing heat



Retail opportunities near North Terrace

3.2 Visual Summary _ North Terrace



Shaded outdoor dining areas on North Terrace



North Terrace provides room for parking, bike paths and wide footpaths



Trees along North Terrace provide the street with shade and amenity



Landscaped curb provides amenity and improves traffic safety



Pedestrian refuge along North Terrace provides a safer crossing for pedestrians



Wayfinding/ signage reflects the local character while informing locals and visitors of destinations

3.3 Visual Summary _ Hill Street



Industrial area signage


Contemporary eateries located in a shed that reflects the area's industrial buildings



Port Elliot's industrial area, a lack of footpaths, shade and does not make the area pedestrian friendly


One of Port Elliot's rural properties



'The Mill's' outdoor dining and landscaped area located within Port Elliot's industrial area


Industrial area of Port Elliot

3.4 Visual Summary _ Port Elliot



One-way Henry Street provides parking for the Railway Station and Hotel Elliot



Large open area at Young Street/ Henry Street intersection - opportunity to develop the area and improve safety



Landscaped entrance to the railway station



Port Elliot bowling club, overseeing Horseshoe Bay



Landscaped nature strip and informal footpath in Port Elliot's residential area



Photo of heritage area taken from railway station platform, showing the Institute and Library building and rear of the former Council Chambers

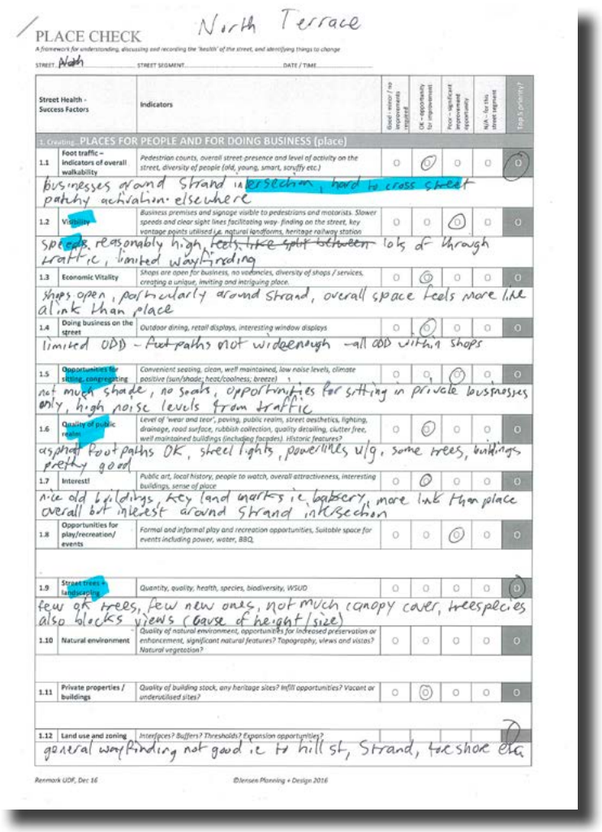


Landscaped nature strip and informal footpath in Port Elliot's residential area



Different footpath material provides interest

3.5 Placecheck - Port Elliot key streets _ opportunities



PLACE CHECK North Terrace

A framework for understanding, discussing and recording the 'health' of the street, and identifying things to change

STREET: North STREET SEGMENT: DATE / TIME:

Street Health - Success Factors	Indicators	Good - minor / no issues to address	OK - opportunity for improvement	Poor - significant improvement needed	N/A - for this street segment	Top 5 priority?
1. Creating PLACES FOR PEOPLE AND FOR DOING BUSINESS (place)						
1.1 Foot traffic - indicators of overall walkability	Pedestrian counts, overall street presence and level of activity on the street, diversity of people (old, young, smart, scruffy etc.)	0	0	0	0	0
businesses around Strand ie intersection, hard to cross street patchy activation elsewhere						
1.2 Visibility	Business premises and signage visible to pedestrians and motorists. Slower speeds and clear sight lines facilitating way- finding on the street, key vantage points utilised ie. natural landforms, heritage railway station	0	0	0	0	0
speak reasonably high, feels like split between lots of through traffic, limited wayfinding						
1.3 Economic Vitality	Shops are open for business, no vacancies, diversity of shops / services, creating a unique, inviting and intriguing place.	0	0	0	0	0
shops open, particularly around Strand, overall space feels more like a link than place						
1.4 Doing business on the street	Outdoor dining, retail displays, interesting window displays	0	0	0	0	0
limited ODD - Foot paths not wide enough - all OD within shops						
1.5 Opportunities for seating, congregating	Convenient seating, clean, well maintained, low noise levels, climate positive (sun/shade; heat/coolness; breeze)	0	0	0	0	0
not much shade, no seats, opportunities for sitting in private businesses only, high noise levels from traffic						
1.6 Quality of public realm	Level of 'wear and tear', paving, public realm, street aesthetics, lighting, drainage, road surface, rubbish collection, quality detailing, clutter free, well maintained buildings (including facades). Historic features?	0	0	0	0	0
asphalt Foot paths OK, street lights, powerlines u/g, some trees, buildings pretty good						
1.7 Interest!	Public art, local history, people to watch, overall attractiveness, interesting buildings, sense of place	0	0	0	0	0
nice old buildings, key land marks ie bakery, more link than place overall bit interest around Strand intersection						
1.8 Opportunities for play/recreation/ events	Formal and informal play and recreation opportunities, Suitable space for events including power, water, BBQ.	0	0	0	0	0
1.9 Street trees + landscaping	Quantity, quality, health, species, biodiversity, WSUD	0	0	0	0	0
few of trees, few new ones, not much canopy cover, treespecies also blocks views (cause of height/size)						
1.10 Natural environment	Quality of natural environment, opportunities for increased preservation or enhancement, significant natural features? Topography, views and vistas? Natural vegetation?	0	0	0	0	0
1.11 Private properties / buildings	Quality of building stock, any heritage sites? Infill opportunities? Vacant or underutilised sites?	0	0	0	0	0
1.12 Land use and zoning	Interfaces? Buffers? Thresholds? Expansion opportunities?					?
general wayfinding not good ie to hill st, Strand, foreshore etc						

Renmark UDF, Dec 16 ©Jensen Planning + Design 2016

Our site analysis tool "Placecheck" helps rate and prioritise issues and focus attention on key opportunities

North Terrace

- **North Terrace / Strand intersection** is often congested and difficult to cross, particularly in peak times
- **Slow down traffic** to make businesses and access easier to see
- **Improved public realm with more seating and greening,** particularly around North Terrace / Strand intersection
- **Improve walkability and safety for pedestrians** - slow vehicle speeds, create safer crossing points, DDA compliant ramps
- **Better wayfinding signage, perhaps artistic?**
- **Landscaped gateways** to help define the town
- Improve **level changes with footpaths** / road around bakery and hotel
- **Improve connection to Encounter Bikeway**

Note: Road ownership will need to be considered as part of any proposed changes to North Terrace

The Strand

_More opportunities for **seating / congregating / outdoor dining, potentially including parklets (in summer?)**

_Narrow street, busy with cars and parked cars - need to **slow traffic / moderate impact of on-street parking / pedestrians / cyclists**

_Consider **off-street parking options**, encouraging a "park + walk" culture

_Increase **greening + shade**

_Improve / balance **safety for pedestrians crossing the road** conflicting with parked cars

_Opportunity to **improve relationship with the street and nearby heritage railway station**

_**Footpath and public realm is basic** and could be improved

_Better **wayfinding signage, perhaps artistic?**

Hill Street

_**Improve access / wayfinding** from North Terrace

_**Create local wayfinding to businesses** within Hill Street

_**Improve pedestrian / DDA access** on the street + from surrounding areas - install footpaths etc.

_**Plant big trees in select locations, and increase canopy cover**

_Cycling connections?

_Room for **expansion and growth**

_Contemporary style?

4. Including Community in the Place Plan

4.1 Engagement Approach

4.2 Collaborative planning through Co-Design

4.3 Co-Design Workshop Final Presentation Concepts

4.4 Online feedback after the Co-Design workshop

This section summarise the project's community engagement and outcomes

4.1 Engagement Approach

A highlight of the Master Planning and engagement process was a community and stakeholder Co-Design workshop held in Port Elliot on 19th October 2022.

Overview

To inform the Place Plans, a range of engagement activities were undertaken to understand the values, knowledge, ideas and priorities of the local community.

This included:

- Meeting with representatives from the Port Elliot Town and Foreshore Association
- Meeting with local businesses owners located on the Strand and Hill Street
- Site visits with the project team
- Meetings with key council staff
- A co-design workshop
- Social media posts
- Online survey and feedback options

This engagement built upon the comprehensive engagement already undertaken as part of the Village Conversations. Initial direction and ideas were guided by a comprehensive review of the outcomes of the Village Conversation report.

Co-Design Workshop

Jensen PLUS, along with the wider consultant team (Stantec and Phillips/ Pilkington Architects) and Alexandrina Council staff undertook a full day workshop on 19th October 2022 at the Port Elliot Institute building on The Strand.

The purpose of the Co-Design Workshop was to engage stakeholders and community members in conversation and idea generating, and enable direct participation in the development and testing of the emerging master plan ideas and concepts for Port Elliot.



Poster promoting the workshop

4.2 Collaborative planning through Co-Design

"Relaxed, coastal village feel"

"Lifestyle"

"Amazing and pristine environment and coast line"

"History and character"

"Horseshoe Bay"

"Tight knit community"

"Proximity and access to coast and natural environment"

"What we love about Port Elliot"
A snapshot of statements by workshop attendees capturing some of their favourite things about Port Elliot

Workshop Approach

Workshop sessions involving council staff, stakeholders and community members considered three areas of investigation

1. A strategic plan for the town
2. Access, connectivity, wayfinding + parking strategy
3. Placemaking concepts for key streets and public areas.

An afternoon "Open Studio" was well attended by local residents who commented on emerging ideas (on display) while the team continued to develop planning concepts.

Some of the recurring themes from community drop-in were

Township character – don't expand boundaries

- Building heights
- Sympathetic development
- Develop improvements to The Strand – make it for people not cars
- First Nations recognition needed
- Landscaped park and walk/ride options that connect to key township locations
- Improved wayfinding/signage
- Review Deferred Urban zone and heritage overlay area
- Heard different opinions / understanding of what projects are happening or not happening
- Undertake improvements to Hill Street
- Playgrounds for youth/older kids
- Greening opportunities throughout the town
- Improvements to the railway station area
- Identify new parking options

For the final presentation at the end of the workshop, information was distilled into a presentation and community members were invited to come along, listen, and provide further feedback.

Open discussion, comments and feedback then followed from all those who attended, and this was captured in a workshop summary.



The final presentation allowed community members to provide additional feedback on the outcomes of the day.



A large number of community members came to the open studio session, providing valuable input + feedback.

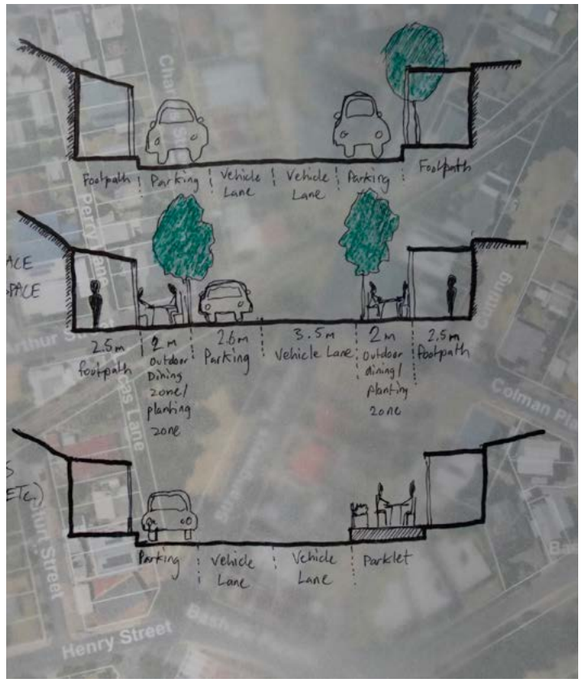


Conversations and information sharing between community members and the project team.

4.3 Co-Design Workshop Final Presentation Concepts

1

Concepts for improving The Strand



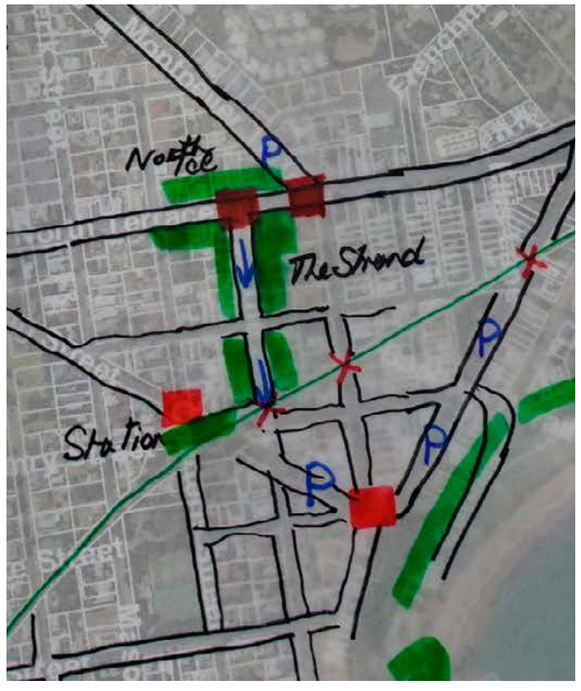
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Ideas for improving Hill Street business area



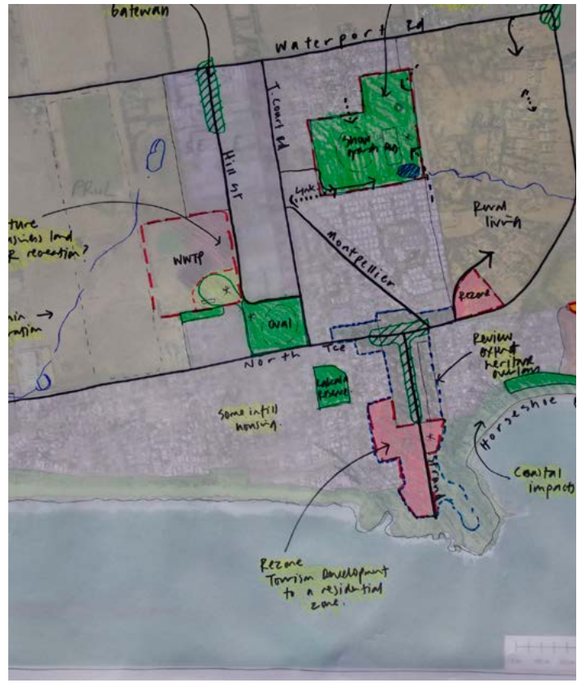
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Transport + connectivity issues + opportunities



4

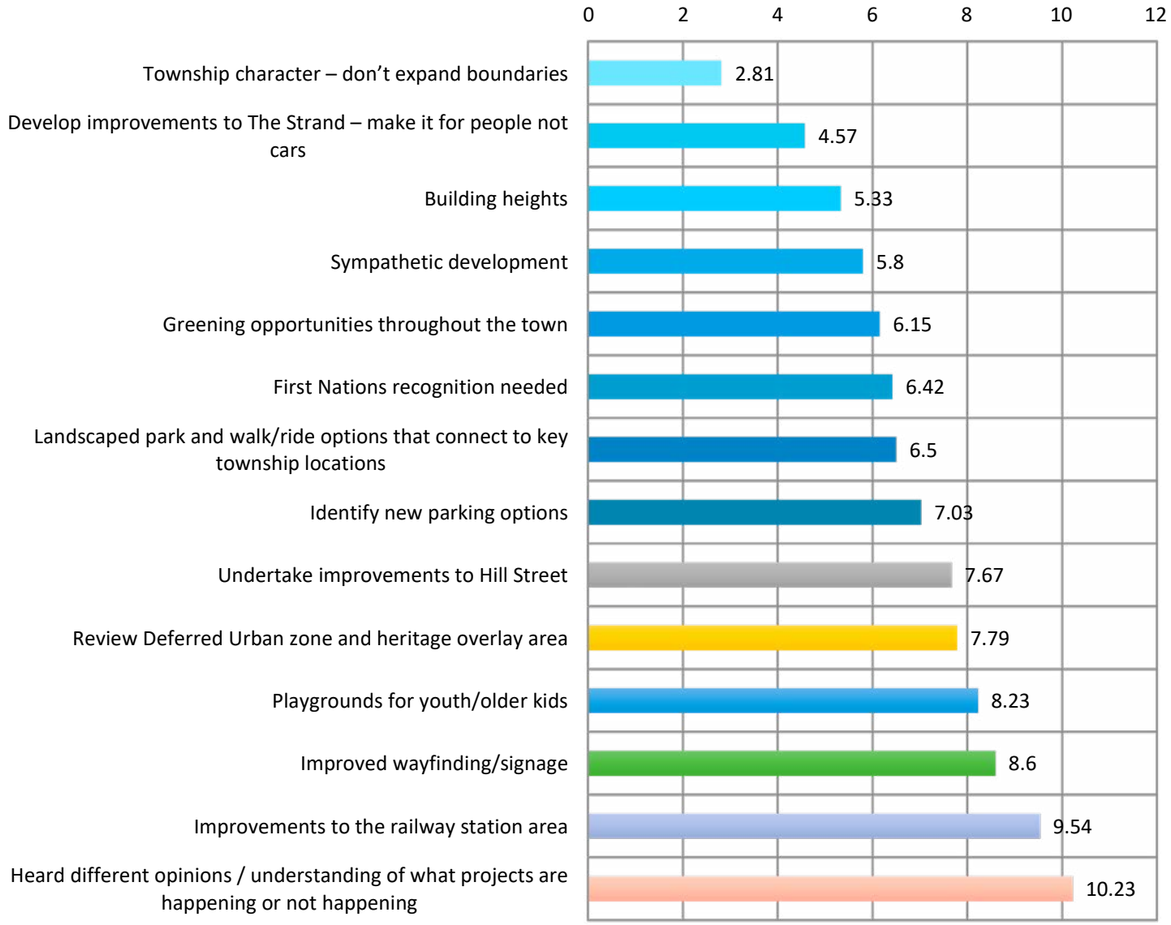
Strategic planning, land use and zoning concepts



4.4 Online feedback after the Co-Design workshop

Following the completion of the workshop, a summary report was prepared and made available to view online. Community members were asked to rank which of the key and recurring themes were most important to them, and were given the opportunity to provide additional further feedback.

Key themes ranked - respondents ranked the themes from most important (rating of 1) to least important (rating of 12), outcomes from the survey are displayed below.



Additional key themes from the online survey

Additional key or recurring themes from the online survey included:

- The value Port Elliot's heritage character and history, and how this is such a unique drawcard for the town
- Heritage preservation
- Traffic calming and pedestrian safety
- Reducing bitumen and increasing greening
- The importance for the master plan to be a relevant document, with identifiable and achievable projects/outcomes/goals which can be costed and implemented
- More recycling and green bins in public areas
- Preserving the natural environment
- Ensuring the project objectives reflect the needs of residents
- Need to make mention of the community garden
- Preference for longer project time frame resulting in better outcomes
- Increase walking and connectivity, make parking accessible and away from the main streets

Some quotes from the online feedback

"Tourists and locals love walking along the coastal trail, and bike path. Unfortunately the native vegetation has/ is being progressively over run by introduced species."

"Car parking on footpaths throughout Port Elliot during the busy season is hazardous, forcing pedestrians to walk on the road."

"Reduce speed limit or reduce traffic passing through North Terrace."

"There is nothing much for youth to do, other than sport or surfing."

"The history of the coastal township with Horseshoe Bay is our major drawcard for tourism. Please support and encourage our heritage preservation."

"The Port Elliot businesses and economy need sympathetic tourism development if the town is to thrive and be an interesting place to live rather than a retirement village."

"It is important that this masterplan not become a document which sits on a shelf gathering dust. It needs to be a document which is relevant, with identifiable and achievable projects/outcomes/goals which can be costed and implemented."

"Keep heritage as a key focus but opening up land for residential builds will bring in money, new residents and can still work side by side with the character of Port Elliot. I think council need to be open to increasing residents by opening land to maintain income through rates etc to the benefit of all who reside in Port Elliot."

"Would be SO grateful if we could please install green and recycling bins in all public areas."

"Our natural environment should be preserved as much as possible. "

"Ensure input from people that live in Port Elliot is translated into Project Objectives"

"Conservation of Port Elliot's heritage and historic character remains a vital concern for our community."

"We need to increase the walkability and connectivity, make parking accessible and away from the main streets."

"(Port Elliot) is truly a unique historic town that needs its heritage feel retained. It is a place visitors want to come to slow down and wander around, enjoying the artisan and seaside feel. The Strand needs to be made one way with really wide walkable spaces, lots of places to sit and relax with living shade and very slow traffic speed."

5. Strategic Analysis

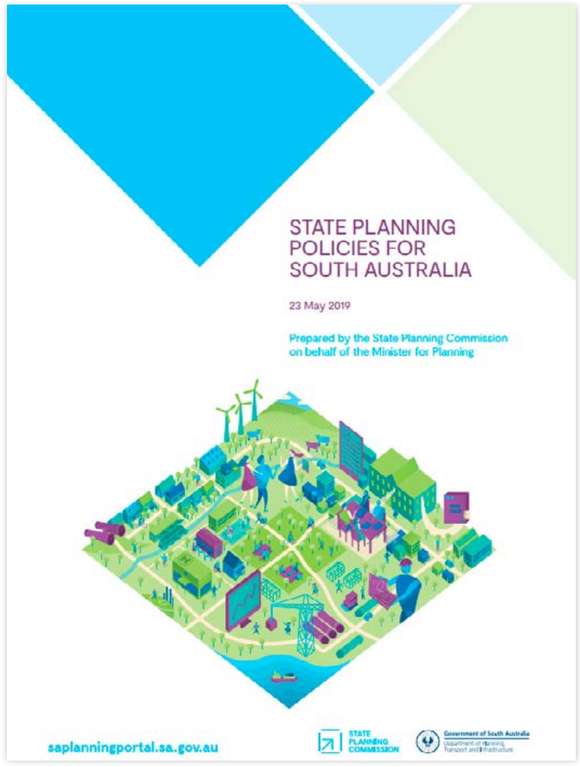
5.1 Relevant State Policies

5.2 Regional Plans

5.3 Relevant Local Policies and studies

This section summarises the strategies, policies and drivers for change

5.1 Relevant State Policies



State Planning Policies for South Australia (2019)

_ From the 16 **policies**, the following are **of particular relevance** to the project:
- _ SPP 1: Integrated planning
- _ SPP 3: Adaptive reuse
- _ SPP 5: Climate change
- _ SPP 6: Housing supply + diversity
- _ SPP 7: Cultural heritage
- _ SPP 9: Employment lands
- _ SPP 13: Coastal environment
- _ SPP 15: Natural hazards

_ The document provides **six Principles of Good Design**, the ones relevant to this project are:
- _ Long term focus
- _ Urban Renewal
- _ High quality design
- _ Activation + liveability
- _ Sustainability principles

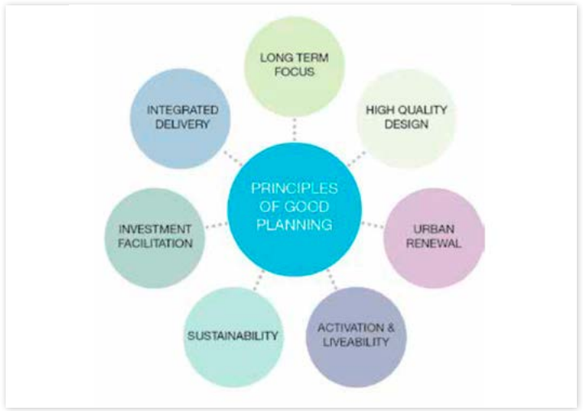
_ Townships **core function** to provide **liveable neighbourhoods** for communities.

_ Townships physical form predominately residential with l**ow-rise buildings**. Low to medium density supported by community uses.

_ Development pattern is varied, however supports a r**ange of lifestyle choices**.

_ Strong focus on **active transport**, that connects to local destinations and community uses.

_ Infill development is **sensitive** to **local context** and **protects** important **neighbourhood attributes**.



Principles of Good Planning









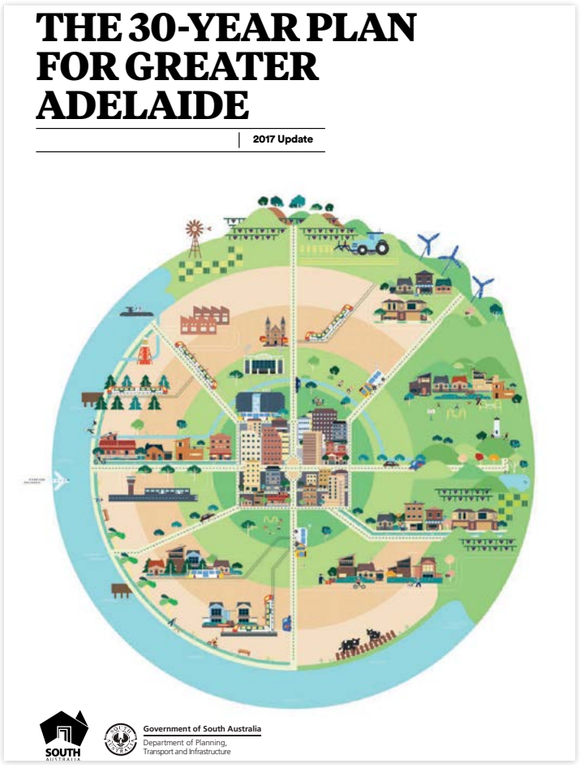






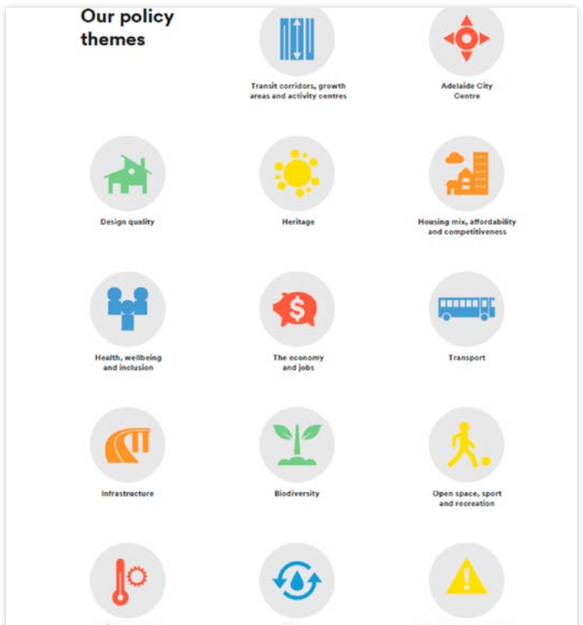


5.2 Regional Plans

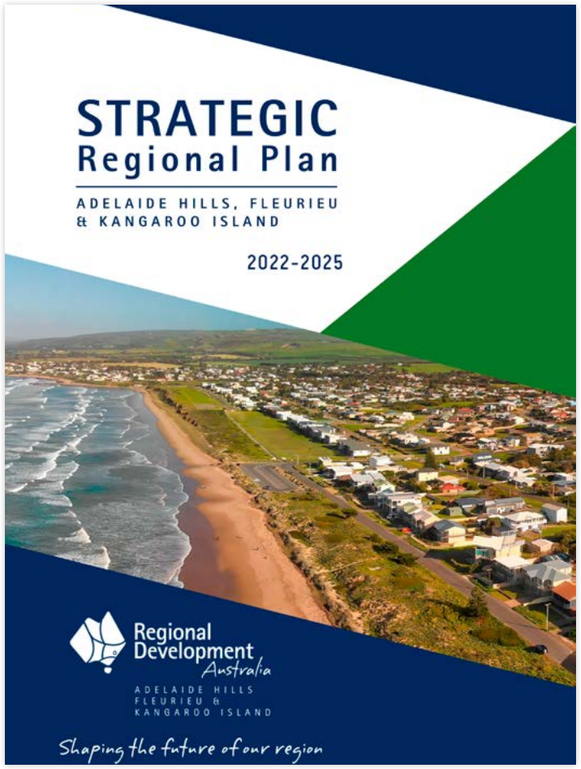


30 Year Plan for Greater Adelaide (2017)

- The document includes **14 themes**, including housing mix, infrastructure, climate change, heritage.
- **Six targets** that focus on containing the urban footprint, creating walkable neighbourhoods, providing more transport modes, promote active lifestyles, increasing greening and providing greater housing choice.
- The three areas are included in the **Planned urban lands to 2045.**
- Targets relevant to the Region to be achieved by 2045:
  - **90% of all new buildings** to be built in established **townships**.
  - Increase share of **work-trips by active transport** by 30% .
  - Increase percentage of residents living in **walkable neighbourhoods** by 25%.
  - Increase **housing choice** by 25% to meet changing needs.
- The plan is **currently being reviewed**



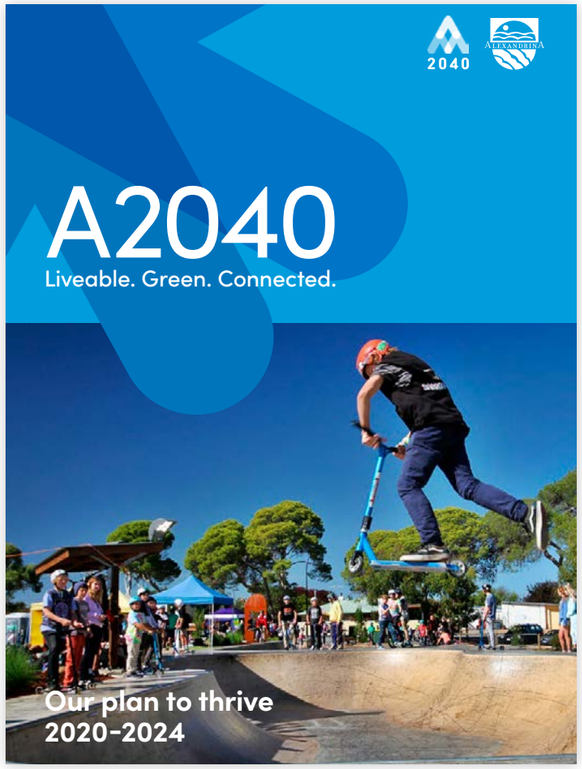
30 Year Plan themes



Strategic Regional Plan 2022-2025, Adelaide Hills, Fleurieu Peninsula and Kangaroo Island (2022)

- **Three strategic** priorities
  - **Growing** regional productivity
  - **Enhancing** Regional Innovation and Preparedness
  - **Strengthening** our most Competitive Industry Sectors.
- Informed through the consultation of **seven regional councils**
- **Economic** growth is outperforming other SA regions and the state average.
- **Population** grew by 1.6%, two times the state average and **tourism** increased by 4.6% per annum, twice as fast as the state.
- Strong growth in region's export-orientated industries.
- Regions' economy reliant upon growth in businesses to support growing population, opportunities in health, education, retail and hospitality.
- Fleurieu Peninsula **low education attainment and skills**, could impact future jobs who require a skilled workforce.
- **Fleurieu Competitive Advantages:**
  - Scenery and tourist destination.
  - Relatively close to Adelaide.
  - Established employment sectors
  - Key townships, with a range of services and amenities
  - Generally excellent NBN connectivity
- Strategic priority includes increased investment into Fleurieu Peninsula **public transportation.**
- **Targeted sectors** for continued further expansion:
  - Tourism
  - Manufacturing
  - Agriculture.

5.3 Relevant Local Policies and studies



A2040: Liveable. Green. Connected.

_ Council's strategic plan for Alexandrina to "thrive" for the next twenty years

_ Over 1800 participants consulted to develop "a truly distinctive community narrative, informed by strategies emanating from key focus areas"

_ Three aspirational themes (that emerged from consultation): Liveable Alexandrina, Green Alexandrina and Connected Alexandrina

_ Annual Village Innovation Conversations and Village Innovation Plans are intended to shape the way forward through local participation and partnerships

_ Focus on Village Innovation Plans to help shape the future of each town

_ Plans represent and inclusive, integrated approach that enhances established physical, natural, cultural, social and economic features of each place

_ VIPs will guide and inform Council's strategic land-use planning directions, localise commitments and activity for each of the A2040 action areas and inform Council's budgeting processes, including its Long Term Financial Plan and Asses Management Plan, strategies such as Council's Economic Development strategy and Disability Access and Inclusion Plan, feature in Council's delivery program including the annual Business Plan and Budget, provide a strong evidence-base to support future grant applications and guide and provide data to support Council's advocacy agenda and investment prospectus for the region.

_ Five key action areas: Climate Response, appropriate growth, community inclusion, transport connections, environmental innovation

_ Climate response: highlights include commitment to exploring clean, distributed renewable energy in town centre precincts and new housing developments,

_ Appropriate growth: strong interest from community to retain the charm and character of our township environments, native vegetation and agricultural land

_ Transport connections: the district is heavily car-dependent and there is community expectation that roads, pathways and footpaths are well maintained and expanded to keep up with population growth

_ Environmental innovation: emphasis on going beyond the management of waste, water and energy and extend to circular resource systems, regenerative farming, aquaculture and nature-based recreation and ecotourism

_ State Planning Policies: From a planning perspective, actions are guided by Living Adelaide: the 30-year Plan for Greater Adelaide and the suite of State Planning Policies that address Integrated Planning, Design Quality, Adaptive Reuse, Biodiversity, Climate Change, Housing Supply and Diversity, Cultural Heritage, Primary Industry, Employment Lands, Mineral and Energy Resources, Strategic Transport Infrastructure, Energy, Coastal Environment , Water Security and Quality, Natural Hazards and Emissions and Hazardous Activities.

The A2040 suite of plans

Every year	Business plans and budgets Village conversations
Every 4 years	Service plans Capital works
10–20 years	Asset Management Plan Long Term Financial Plan

Relevant Local Policies and studies (cont.)



Economic development Strategy 2022-2027

_ Quick facts from the report

- _ **$1.06 billion** Gross Regional Product for year ending June 2020
- _ 2174 local businesses - **99% being small businesses**
- _ **7517 local jobs**
- _ **Key industries** include agribusiness, healthcare and tourism

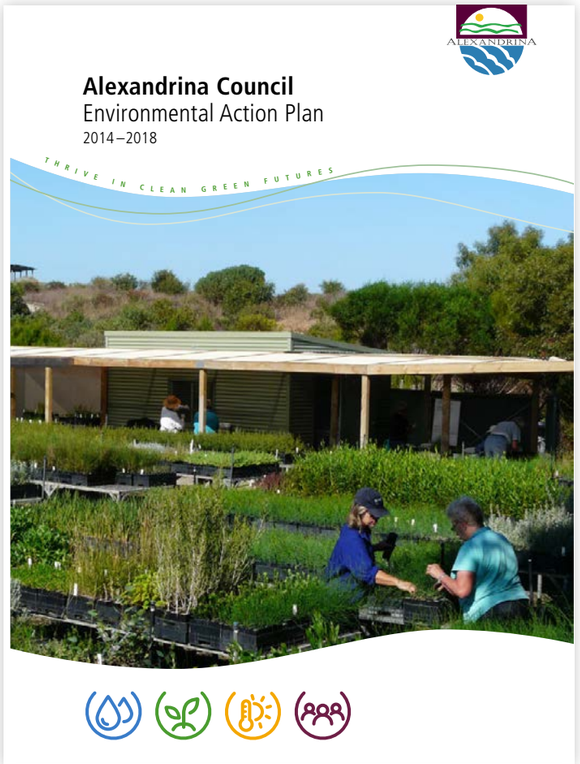
_ Economic development strategy based on sustainable growth

_ Four key actions:

1. Leadership and advocacy
2. Investment attraction
3. Town building
4. Business and industry development

_ Each action has its own priority initiatives and respective actions. Relevant priority initiatives include:

- _ Advocate for economic infrastructure
- _ Placemaking
- _ Business support



Environmental Action Plan 2014-2018

_ Guides the Council's environmental management activities

_ **Four areas:**

- _ Protecting our water resources
- _ Enhancing biodiversity
- _ Progressively addressing climate change
- _ Living local

_ Plan provides a list of **actions**, including:

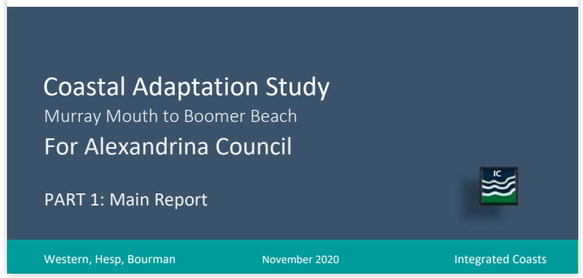
- _ Undertaking a Coastal Hazard Study
- _ Developing a region-wide vision for reconnecting the landscape by undertaking works on Council reserves, roadsides and unmade roads
- _ Establishing an Environmental Advisory Group to provide advice to Council on implementation of this Plan.

_ The Plan's **strategies** relevant to this project include:

- _ Identify and assess impacts, risks and opportunities
- _ Plan for sustainable growth
- _ Reduce water consumption and maximize stormwater collection and use,
- _ Improve urban biodiversity,
- _ Be a responsible land manager

Relevant Local Policies and studies (cont.)





Coastal Adaptation Study Part 1 and 2 (2020)

_ Study assessed the impact that sea level rise (due to Climate Change) will have on the Alexandria Coastline, including Port Elliot and Middleton.

_ The report identified public and private assets at current and future risk of erosion and inundation, and potential adaptation strategies for the Alexandria coastline, within the Murray Estuary.

_ The report adopted a 0.3m sea level rise by 2050 and 1m rise by 2010.

_ Adaptation measure include low height levees to protect against 2050 sea level rise and relocate infrastructure away from coastline. With general adaptation being to 'monitor and respond'.

_ In some areas are not suited for longterm strategies (2100 impacts) due to anticipated coastline recession.

Port Elliot

_ By 2050, most of Horseshoe Bay will be directly impacts by waves, with the shore line anticipated to move further inland by approximately 8metres due to erosion.

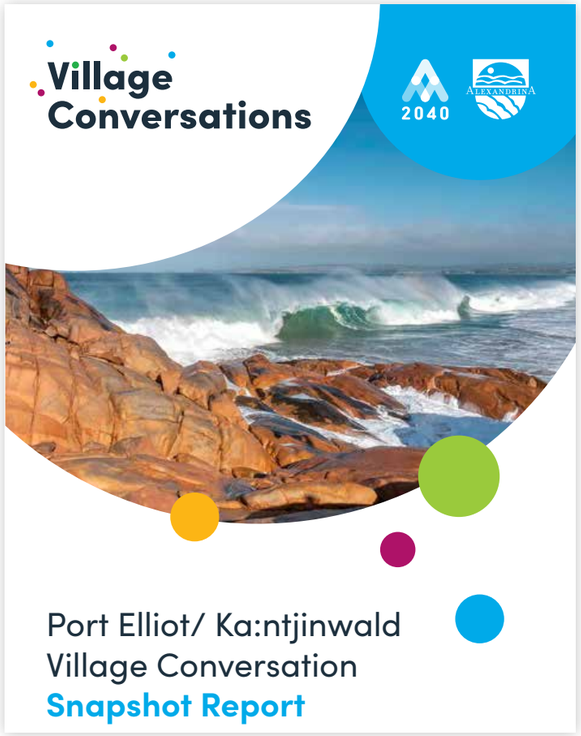
_ By 2100 high water and storm surge events will have a greater impact on Horseshoe Bay, with shoreline recession anticipating to be between 26-29metres. This will result in the Bay being unlikely to retain its existing formation.

_ Impacted infrastructure include the cafe, bowling greens, boardwalk/ walking paths and stormwater infrastructure.



Port Elliot estimated rates of erosion for 2050 + 2100

Relevant Local Policies and studies (cont.)



Village Conversations Snapshot Report _ Port Elliot

_ Through the development of **A2040**, Council committed to developing **individual Village Innovation Plans (VIPs)** for each township throughout Alexandrina.

_ The first step is to undertake a **Village Conversation for each township.**

_ The Conservation aims to highlight **what is important to the community** and how these **actions can be achieved.**

_ **Community members** had the opportunity to **make comments and suggestions** on the 2040 priority action areas.

_ The Community **commented on** the outcomes/ ideas generated from **previous community-led consultations** and provide suggestions with Council staff on Arts and Culture, Heritage, Tourism, Planning, Community Inclusion and the Environment.

Celebrating Port Elliot:

_ During the Conversations groups were asked to create their **vision statement** for the **Townships**. Thirteen vision statements were published in the report, with the Common / recurring themes / statements including:

- _ Sense of pride
- _ Appreciate the history and historic features/ buildings.
- _ Appreciate the scenic views of Horseshoe Bay and foreshore walks
- _ Green belt to be maintained.
- _ Relaxing holiday areas.
- _ A tourism town, which balances with the townships residents
- _ A clean and tidy environment
- _ Beaches
- _ Village vibe
- _ Naturally sustainable
- _ Welcoming to all ages and family friendly
- _ Not overdeveloped and development that is sympathetic to the township's authenticity
- _ Artisan township
- _ Maritime coastal and marine life environment
- _ Doughnut ('circular') economy
- _ Rich connections between people
- _ Scenic views and foreshore walks

Opportunities to build on

_ Understand Ngarrindjeri culture and European heritage.

_ Improve traffic network

_ Increase greening and install a community garden

_ Activate netball courts at Port Elliot Oval

_ Encourage and support event attraction, including through street closures.

Areas to focus on

_ Mange tourist impact on traffic and anti-social behaviour.

_ Encourage active lifestyles.

_ Improve WSUD and sustainable practices in running the town

_ Build a solar park to power the town

_ Complete the Port Elliot Master Plan

_ More artistic, youth and cultural opportunities

What is already planned

_ Upgrade of Institute, Library and RSL buildings.

_ Irrigation of reserves

_ Lighting upgrades

_ Playground upgrades

_ Port Elliot Cricket Club rooms renewal

What are the possibilities?

_ Provides a list of **possibilities** over the short term (6 - 12 months), medium (1 to 3 years) and long term (3+ years).

Relevant Local Policies and studies (cont.)

Greening + Open Space _ Analysis + Opportunities

_ **Heat and tree cover mapping** has been undertaken in late January, 2022. Unirrigated lands including the Deferred Urban Land are hotter than the irrigated Middleton Oval.

_ Areas with **trees**, including within unirrigated lands are **cooler** than the surrounding areas.

_ Port Elliot's and Middleton's total **tree canopy cover** is 13.92% & 14.06% respectively. The **low value** is due it part to the large rural/agricultural lands. Some **good cover** in townships, such as, **reserves**.

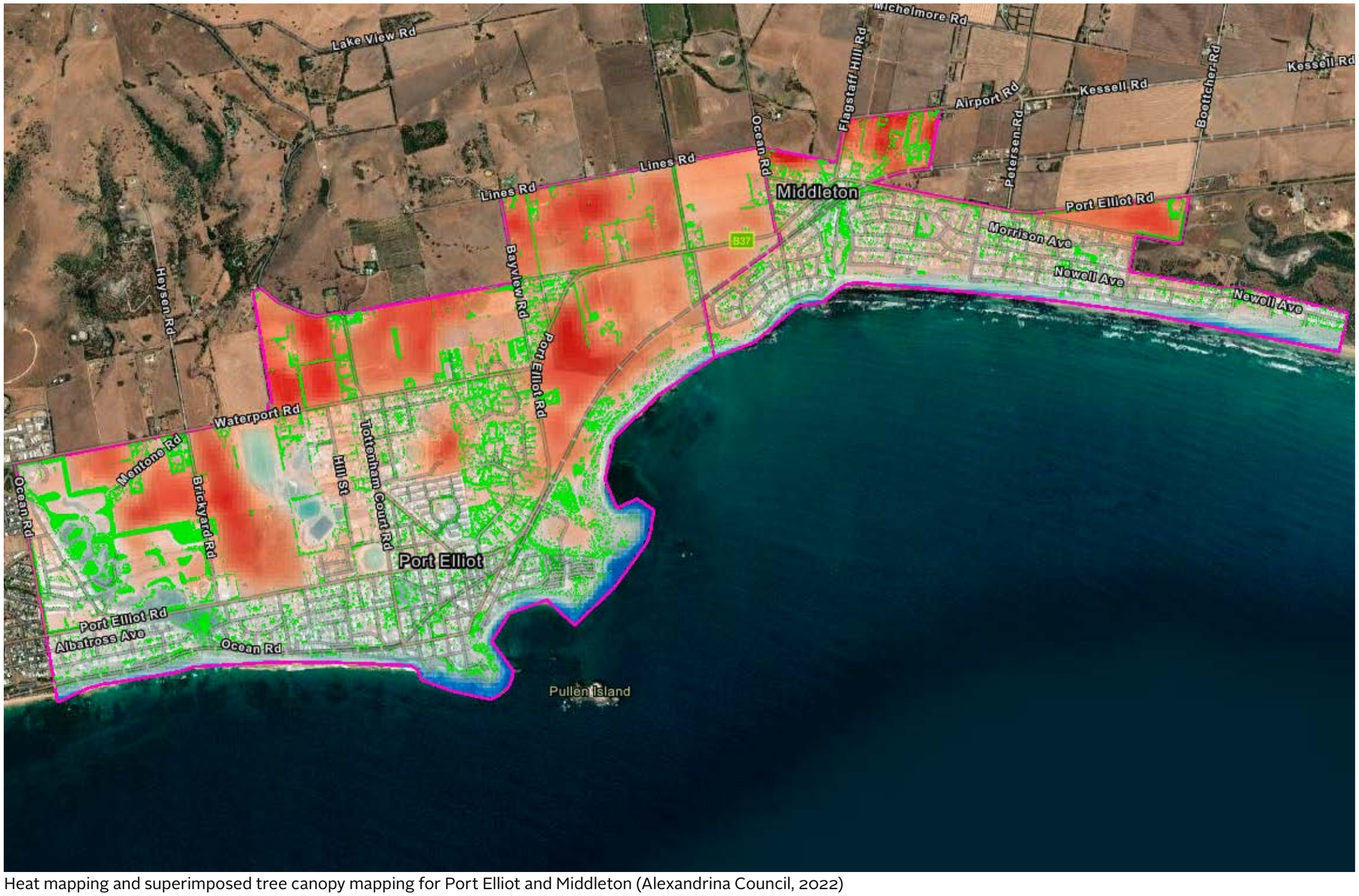
Opportunities

_ The mapping demonstrates where **more greening can occur** to lower temperatures and improve amenity

_ Greening should include **trees and low-lying vegetation** (e.g., shrubs, grasses) to provide colour, habitat for fauna and soften the built forms, include low maintenance native flora.

_ Increasing greening throughout the Township can include installing planter boxes, within verges or on light poles.

_ Increasing tree cover along/ near the **shore** should be considered to provide **shade**.



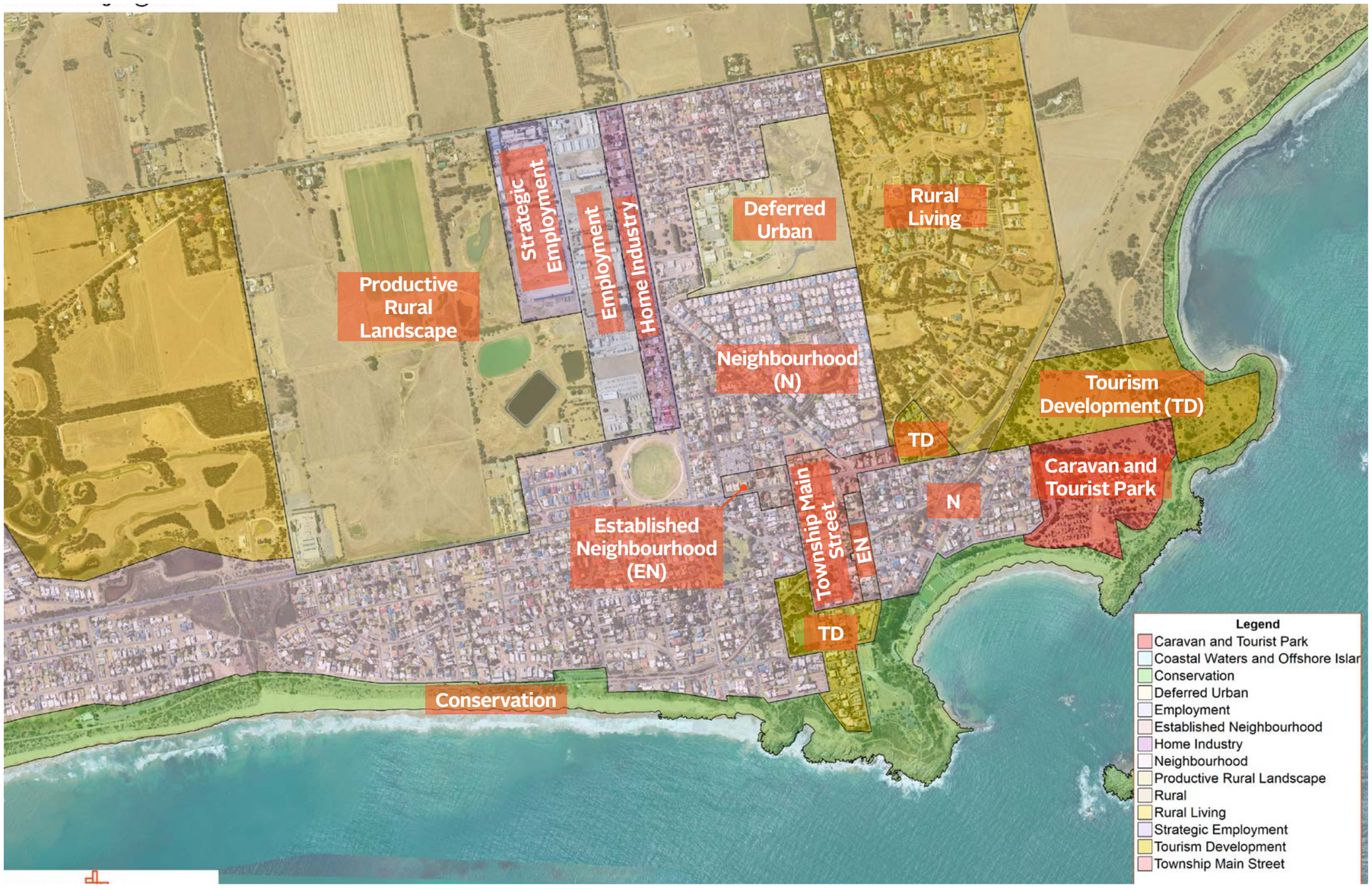
Heat mapping and superimposed tree canopy mapping for Port Elliot and Middleton (Alexandrina Council, 2022)

Relevant Local Policies and studies (cont.) _ Planning and Design Code (planning framework including zones)

The majority of Port Elliot is within the Neighbourhood Zone and Rural Living Zone for predominantly residential uses.

The land around the railway station is in the Township Main Street and Established Neighbourhood to protect the area's heritage values.

Other industrial, tourist and conservation zones perform specific land uses tasks for the township



Access + Transport _ Key Destinations + routes

to Adelaide

to Adelaide

Crows Nest Road

Waterport Road

Waterport Road/ Hill Street

Hill Street

Deferred Urban/ Showgrounds

to Goolwa

Encounter Bikeway

Ratalang Reserve (Basham Beach)

North Terrace

to Victor Harbor

SteamRanger Train

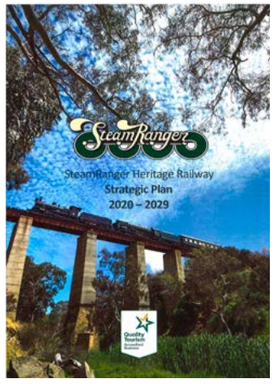
Railway Station

The Strand

Horseshoe Bay

N

Relevant Local Policies and studies (cont.)



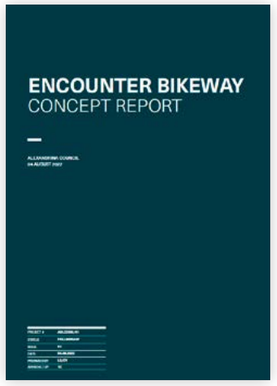
SteamRanger Heritage Railway Strategic Plan 2020-2029 (2020)

- **Five Goals** that focus on tourism, infrastructure, employees/ volunteers, governance and finance.
- Is a significant tourist attraction for the area.
- Management of surrounding land and ability to attract tourists + volunteers critical for the SteamRanger



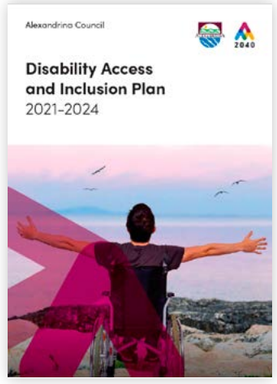
South Coast Freight Corridor (HDS Australia)

- The South Coast Freight Corridor is proposed as the primary cross regional gazetted 26m B-Double General Mass Limit route that will be upgradeable to accommodate Road Train capacity in the future. It will connect Cape Jervis, via Victor Harbor and Strathalbyn, to the South Eastern Freeway interchange at Callington, with a branch to Mount Barker.



Encounter Bikeway Concept Report (2022)

- Provides a costed concept plan.
- Improve safety and enjoyment.
- Install boardwalks along coastal areas.
- Clear signage and road markings.
- Alternate routes to avoid steepness.
- Upgrade path promotes year round tourism.
- Enhance experience through amenity, e.g., eateries.
- Will led to new businesses.
- Increase social interactions



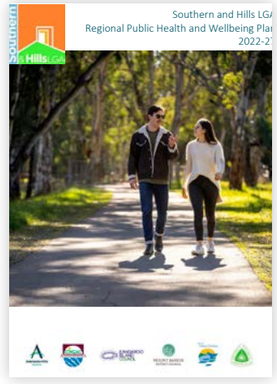
Disability Access and Inclusion Plan 2021-2024

- Ensure future planning is inclusive.
- **4 Goals** and **12 priority** areas:
  - Inclusive Communities for all
  - Leadership and Collaboration
  - Accessible Communities
  - Learning and Employment
- Provides actions and measures/ targets for each goal.
- Key outcome is importance of accessible beaches



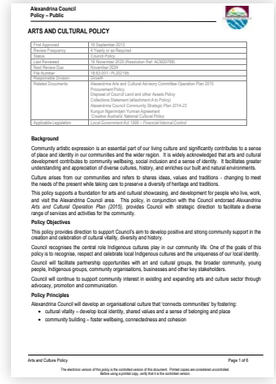
Community Wellbeing Action Plan 2022–26

- **Principles** of Equity, Participation, Access and Rights.
- **Objectives:**
  - Encourage an active and healthy community
  - Foster a connected and inclusive community
  - Develop a vibrant and artistic community
  - Enrich our places and spaces
  - Stimulate our community's resources



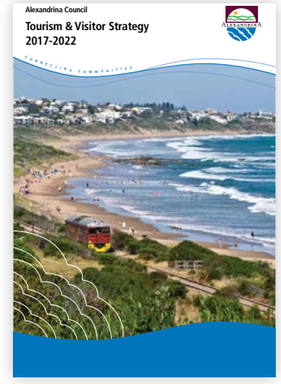
Regional Public Health and Wellbeing Plan 2022–27 (2022)

- Five **goals**: Promote, Protect, Prepare, Prevent and Progress.
- Alexandrina Council:
  - Socio-economic disadvantaged
  - Poor outcomes for early life and childhood and personal health and wellbeing domains.
  - Aging population.
  - High levels of housing stress
- Provides Actions for the Council under each goal.



Arts and Culture Policy (2010)

- Objective to increase culture through community support.
- Indigenous culture - central role.
- List of policy principles that **'connects community'** and strategies.
- Council will engage with community and provide locations and funding for art.
- Provides a Collections Statement - guidelines.



Tourism & Visitor Strategy 2017-2022

- 854,000 Visitors to Alexandrina Council:
  - Spent $126 million
  - Stayed on average 3 nights
- Port Elliot strength includes retail, well developed, vibrant, quirky, heritage character.
- Council Strengths include:
  - Natural assets
  - Location to Adelaide
  - Well presented townships.
  - Arts, culture and heritage

6. Making Port Elliot more liveable, green and connected _ A vision for the future

6.1 Vision for the future

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This section summarises the project's vision

6.1 Vision for the future

An overarching vision for Alexandrina's communities and towns is to be Liveable, Green and Connected. The A2040 and Village Conversations engagement, as well as consultation undertaken for this master plan, indicate a community vision for Port Elliot in 2040 where Port Elliot will:

- **Tell the story of the Ngarrindjeri people and Anglo settlers.**
- **Be a small, cohesive community, guiding its own future and influencing council and government.**
- **Have a village feel and relaxed beachside character, with a beautiful and green sense of place.**
- **Have thriving small businesses and town centre, with a historic feel and character.**
- **Have a distinct identity, separated from its neighbours by extensive, open green spaces (i.e. keep existing buffers).**
- **Have residential areas with contemporary and diverse housing in landscaped grounds, designed with a beachside feel.**
- **Be easy to get around on foot, bike, to visit, for business, and with well-managed traffic.**
- **Be characterised by sustainable living and sufficient infrastructure.**

7. Master Plan _ improving local places + policies to meet our vision

7.1 Key actions for achieving the vision

7.2 Enhancing the public realm of the town centre

7.3 Hill Street Gateway

7.4 Improve existing heritage protections, guidance and assistance

7.5 Targeted Land Use Planning Changes to Support Community Needs

7.6 Strategic Transport Improvements

7.7 Other Strategic Planning Matters

This section summarises the design process and development of the overall plan

7.1 Key actions for achieving the vision

Five place-based actions are recommended by this master plan to help achieve the community vision for Port Elliot. As indicated earlier, this plan has an emphasis on targeted and implementable projects in places within the town having the greatest opportunity and need.



Enhancing the public realm of the town centre



Port Elliot historic area _ Strengthen Heritage and character in new development



Hill Street Placemaking for businesses.

Targeted land use planning changes to support community needs

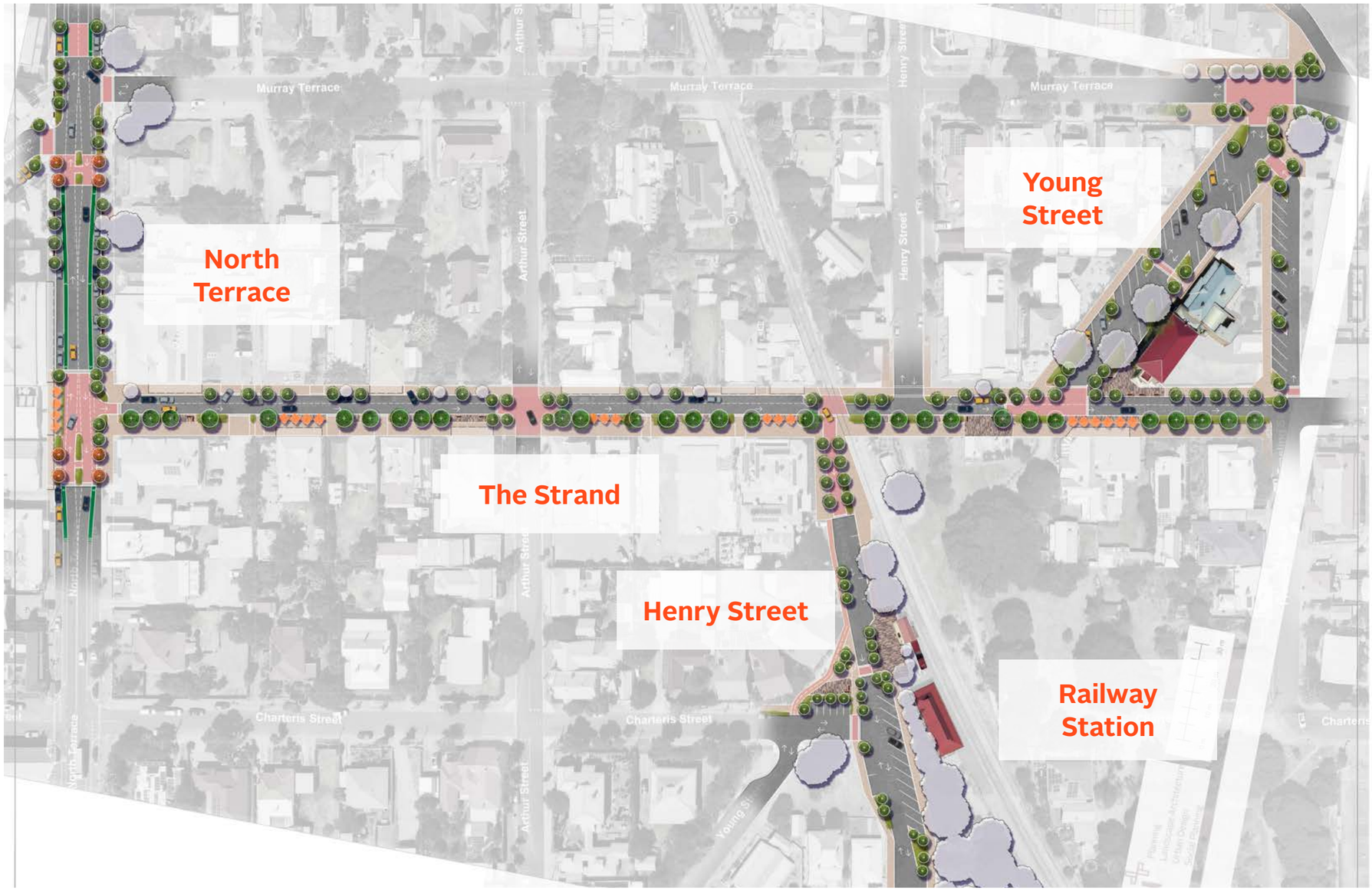


Strategic transport improvements



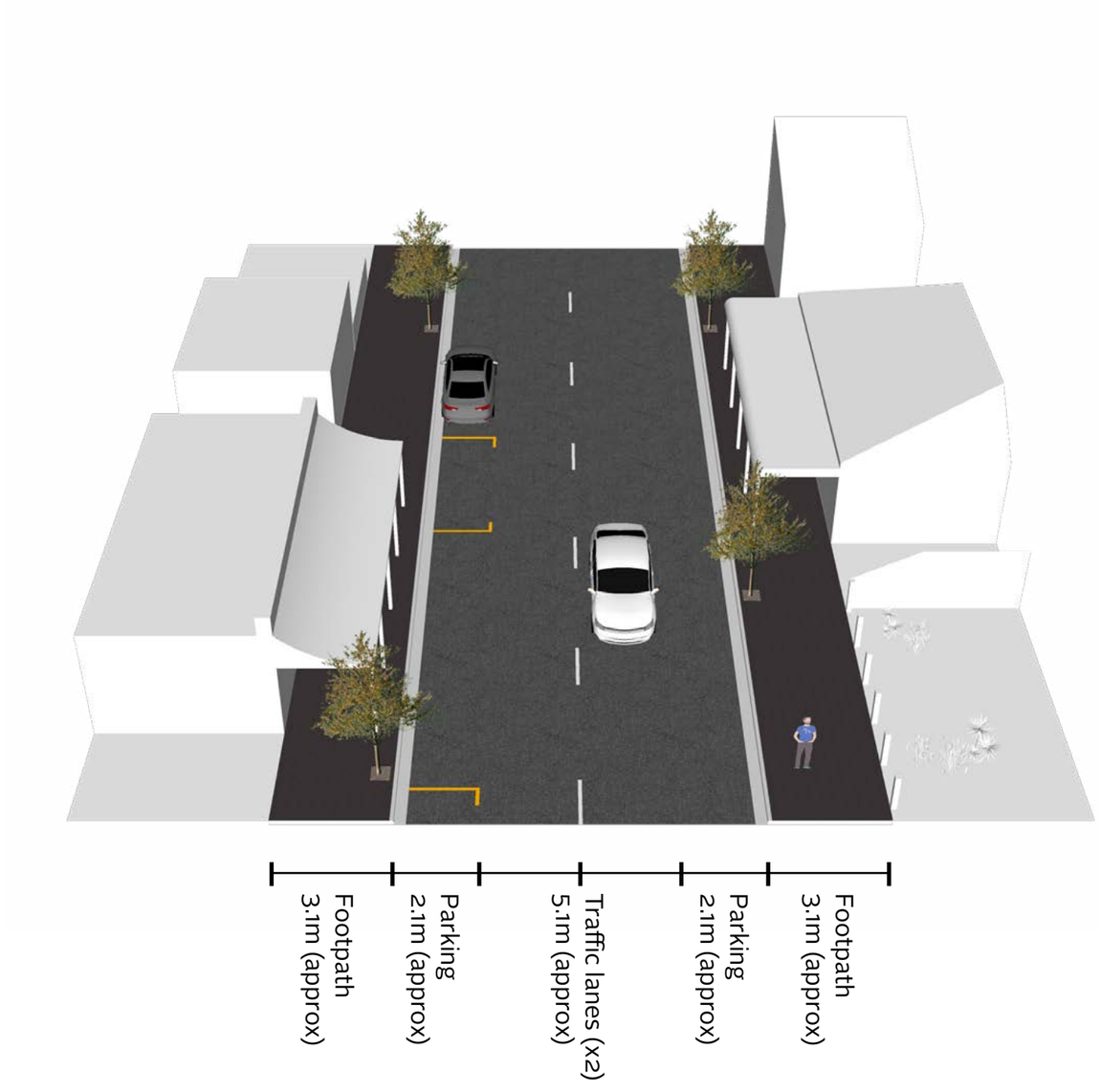
7.2 Enhancing the public realm of the town centre

Port Elliot's town centre is much loved for its historic buildings, attractive shops and cafes, and proximity to beaches and other attractions. Many town streets are narrow and can be congested especially during summer holidays. Business, resident and tourist - friendly streetscape ideas are needed for the future.



Re-imagining The Strand

Concept Design Options for enhanced amenity, experience, access + parking



Existing conditions

- Narrow road reserve (15 - 15.5m approx) creates cramped street, with vehicle and pedestrian safety issues, particularly in peak times
- Street becomes difficult to use for both vehicles and pedestrians
- Minimal greening and shade
- Beautiful character and heritage buildings, however awnings limit opportunities for greening in existing footpath
- Road and footpath conditions feel tired and worn
- The street is one of the main destinations in Port Elliot, highlighted by its shopping, cafes, and sense of character and charm
- The current condition of the public realm is tired and lacklustre. There is minimal greening - the existing trees are small and there is no low level landscaping.
- The footpaths and road are all bitumen, contributing to how the street feels.
- There are a few benches, bins and other street furniture elements







Re-imagining The Strand (cont.)

Concept Design Options for enhanced amenity, experience, access + parking



A parklet with outdoor dining, King William Road, Unley



City of Adelaide planter boxes on North Terrace. They can be an effective way to quickly and affordably increase greenery.

Option 1 _ Placemaking Approach

_ Lower cost interventions to improve look and feel and add vibrancy to the streetscape.

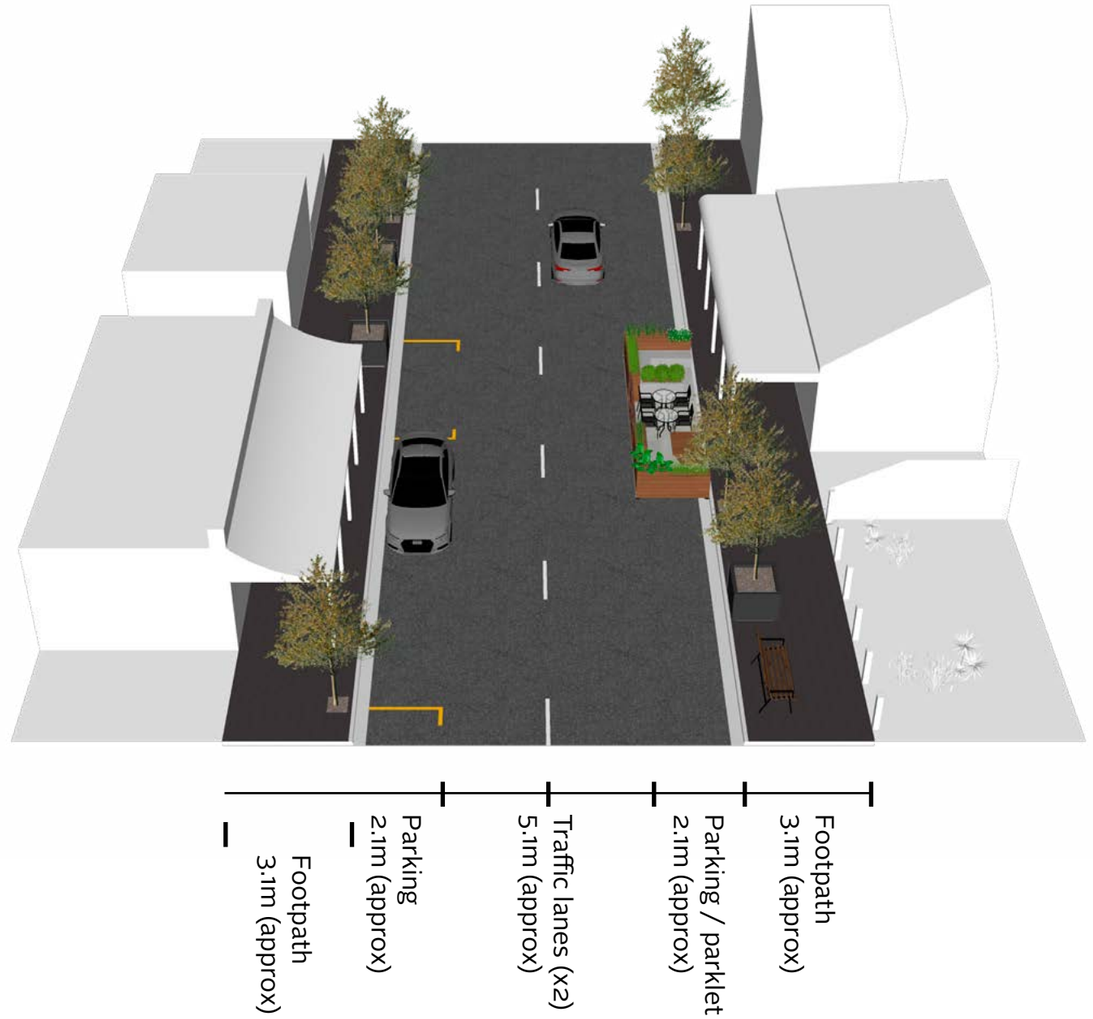
_ Could include parklets for increased outdoor dining and seating opportunities, trees in planter boxes, additional furniture and public art such as sculpture or murals.

_ Improved street crossing points could be included using semi-permanent treatments.

_ No major or permanent changes to kerb lines, stormwater and other infrastructure.

_ Allows ideas to be tested against community expectations with potential for a more significant upgrade in the future.

_ **A variation of this option could explore parking on one side only, creating more space for placemaking and reducing congestion.**



Re-imagining The Strand (cont.)

Concept Design Options for enhanced amenity, experience, access + parking

Option 2A _ Flexible Street

_ Parking lanes become flexible space for use as either outdoor dining, temporary activation space, or remain as parking (use can change over time).

_ Paint, line marking, artwork, planter boxes and street furniture are used to delineate the space and how its used Lower cost option to reconfigure how the street works - while existing kerbs and footpath remain in place.



Option 2B _ Flexible Street

_ As Option 2A, parking lanes become flexible space for use as either outdoor dining, temporary activation space, or remain as parking (use can change over time).

_ Flexible lane space redeveloped with new paving treatments, kerbs, trees and greening.

_ Flexible space can be raised to footpath level, with potential for all of street to be designed as a shared street with flush surface.



Re-imagining The Strand (cont.)

Concept Design Options for enhanced amenity, experience, access + parking

Option 3A _Pedestrian Boulevard

_ Reconfigured street with generous pedestrian promenade on one side, incorporating space for outdoor dining, seating, greening and public art.

_ Traffic lanes reduced from two to one, creating a one-way street.

_ Parallel parking lanes reduced from two to one.

_ New kerbs, stormwater, footpaths greening and road.

_ Potential to be designed as shared space



Option 3B _ Pedestrian Boulevard

_ As Option 3A, but with some variation in the location of the pedestrian promenade on each side (and variation in roadway location)



Re-imagining The Strand (cont.)

Concept Design Options for enhanced amenity, experience, access + parking

Option 4A _ Angled Parking

_ Reconfigured street with angled parking replacing parallel parking.

_ Public realm nodes + crossing points.

_ Traffic lanes reduced from two to one, to create a one-way street, existing kerbs remain

_ Angled parking is more user friendly, and coupled with one way street creates a safer environment, however reduces total number of car parks by approx. 20% and may make it harder for pedestrians to cross the street.



Option 4B _ Angled Parking

_ As Option 4a, with shared street design with flush surface, new footpaths, stormwater, kerbs, paving, road surface and greening.

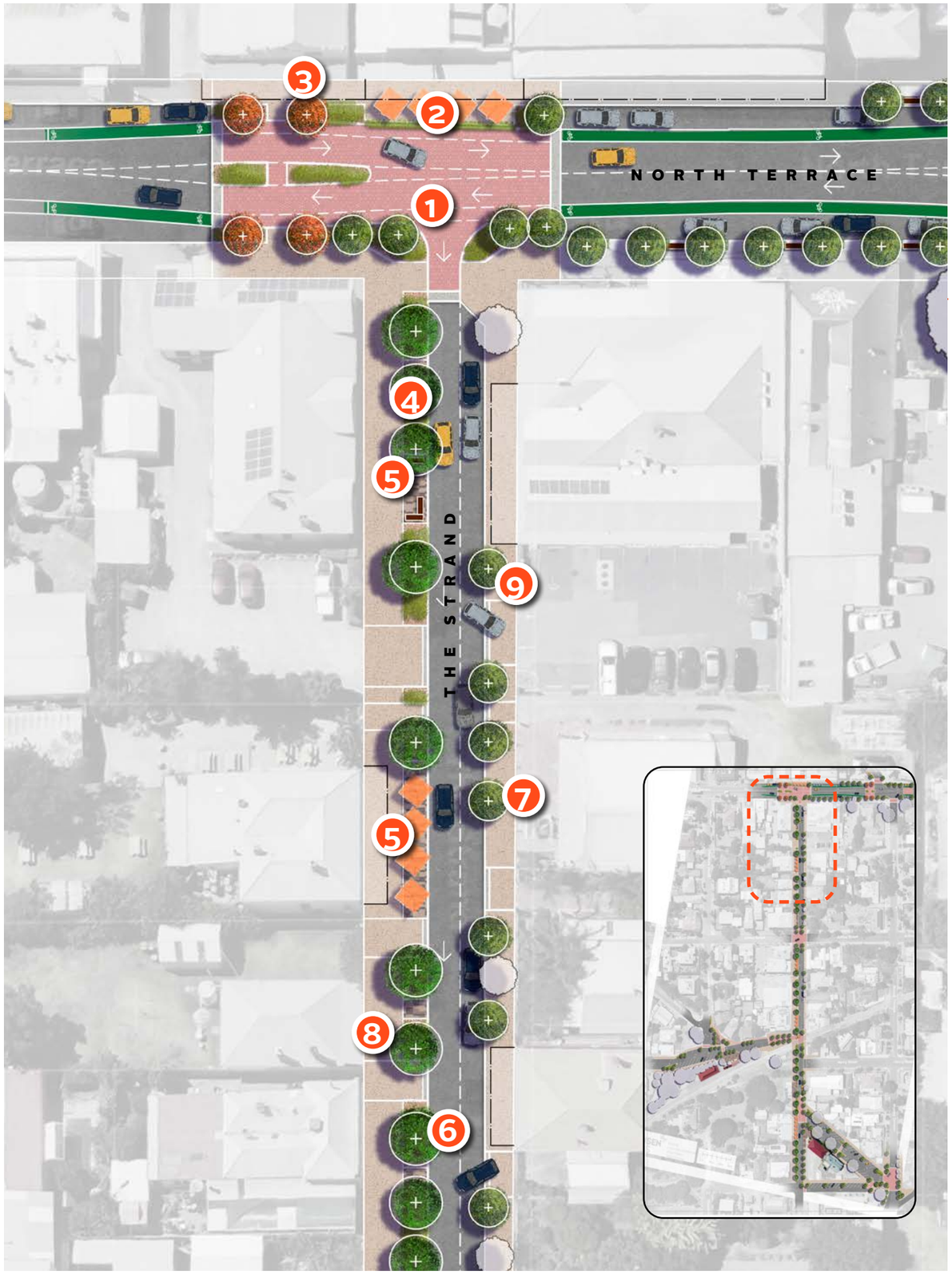
_ More opportunity for flexible use of space over time, or closing street for events.



Re-imagining The Strand (cont.)

Concept plan illustrating Pedestrian Promenade Option

1. North Terrace / The Strand raised intersection with distinctive pavement treatment. Slower traffic speeds and improved pedestrian amenity.
2. Outdoor dining space at key locations.
3. Mix of tree species creates seasonal colour.
4. New, large trees in the proposed pedestrian promenade.
5. Nodes featuring distinctive paving treatment and opportunities for outdoor dining, seating and public art reflecting both Ngarrindjeri people and Anglo settlers stories. Also opportunities for active play elements.
6. Road layout changed to one-way street to reduce congestion, improve safety and increase public space.
7. Parallel parking at one side.
8. 4m wide clear footpath as part of pedestrian promenade.
9. Additional trees in eastern footpath.



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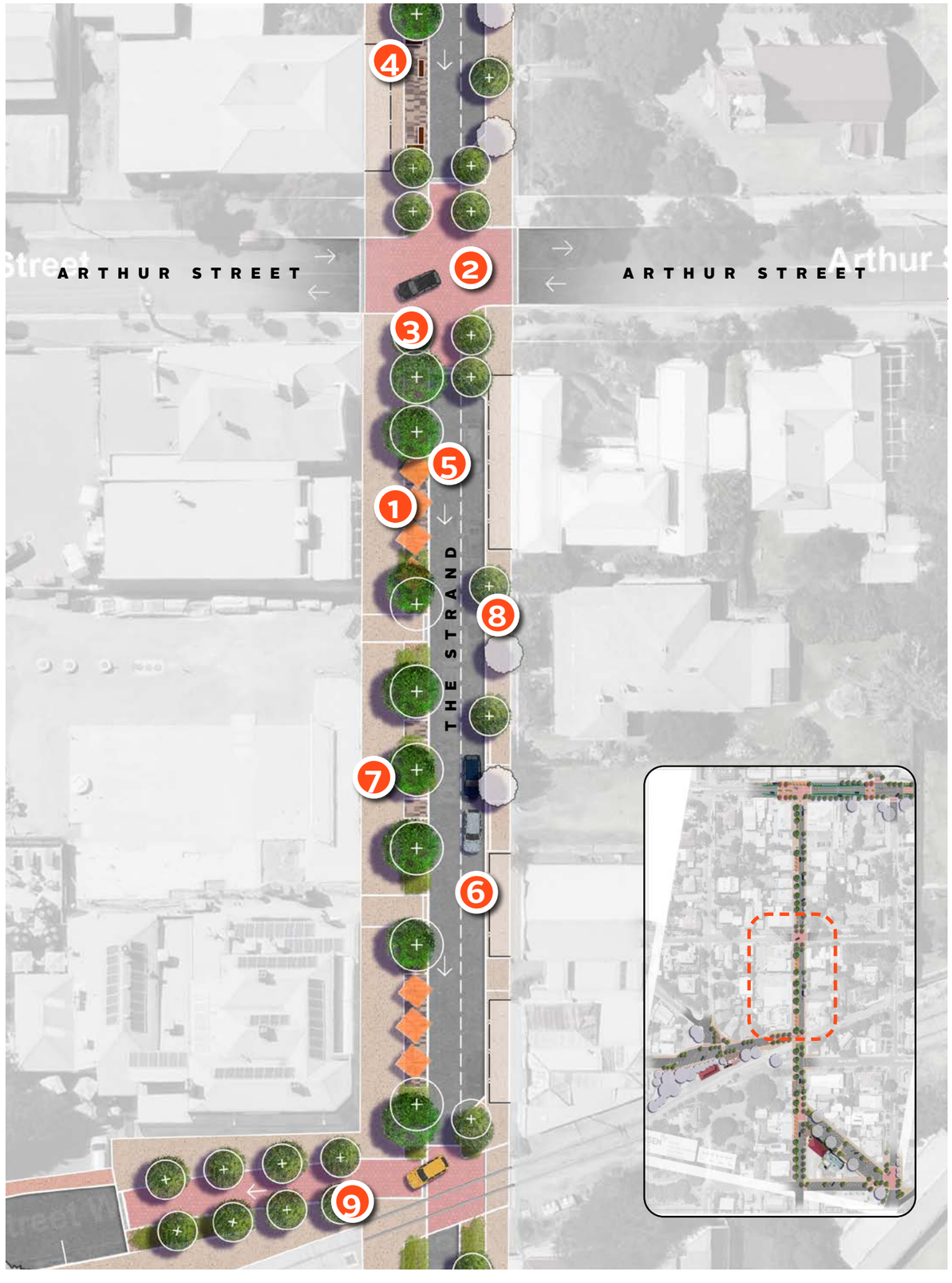




Re-imagining The Strand (cont.)

Concept plan illustrating Pedestrian Promenade Option

1. Outdoor dining space at key locations.
2. Raised pedestrian crossing with continuous paving treatments prioritising pedestrian movement.
3. New, large trees in the proposed pedestrian promenade.
4. Nodes featuring distinctive paving treatment and opportunities for outdoor dining, seating and public art reflecting both Ngarrindjeri people and Anglo settlers stories. Also opportunities for active play elements.
5. Road layout changed to one-way street to reduce congestion, improve safety and increase public space.
6. One lane of parallel parking retained.
7. 4m wide clear footpath as part of pedestrian promenade.
8. Additional trees in eastern footpath. Opportunities for a mix of tree species to create seasonal colour.
9. New section of shared street with greening and better amenity strengthens connections to Railway Station.



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Parking

Transforming The Strand into a pedestrian promenade will see a reduction in how the street accommodates vehicles, with a reduction in both a lane of traffic and parking spaces. High level estimates suggest that this concept would see about half of the existing 72 on-street car parking spaces on the Strand, be relocated to near by on-street and off-street locations (upgraded).

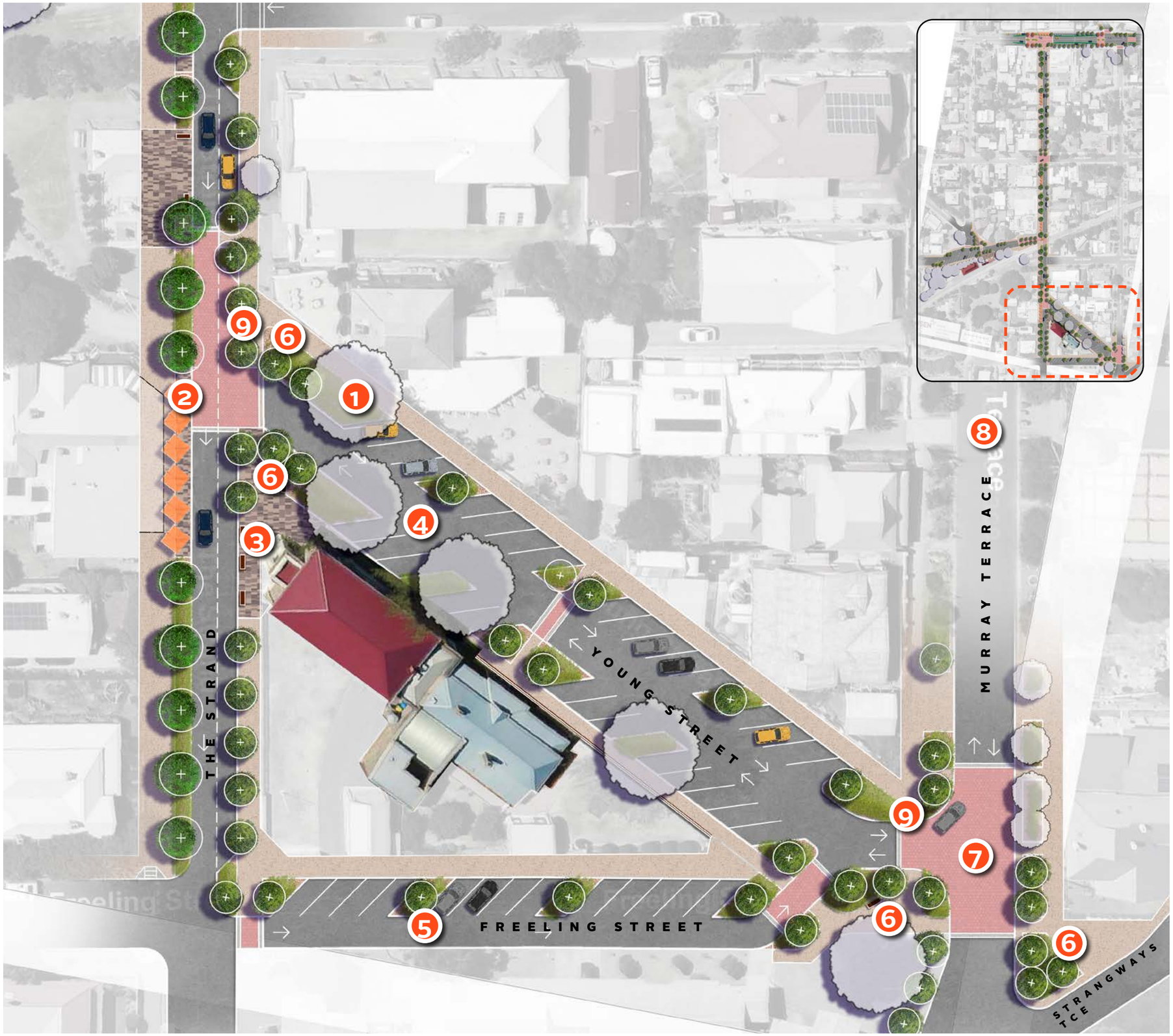
As part of a detailed design phase for this project, it is recommended that detailed parking and traffic analysis that focuses on future car parking locations quality and connectivity, be undertaken and mitigating potential effects on neighbouring streets.

Perspective of Pedestrian Promenade Option

Enhancing the public realm of the town centre

Public realm, connectivity and parking improvements on Young Street, Freeling Street, and Murray Terrace.

1. Formalised garden beds for existing prominent trees
2. Raised crossing prioritising pedestrians
3. New plaza in front of RSL building
4. Young Street upgraded with formalised 45 degree parking to increase parking supply, as well as greening opportunities and pedestrian amenity.
5. Freeling St converted to one-way with formalised 45 degree parking to increase parking supply, as well as greening opportunities and pedestrian amenity.
6. Opportunities for pockets of greening.
7. Murray Terrace / Young Street / Freeling Street / Strangways Terrace intersection reconfigured to improve greening, safety and pedestrian amenity
8. Minimal opportunities for increased parking on Murray Terrace, without making changes to kerbs and removing landscaped verges.
9. Wayfinding to improve connections to Horseshoe Bay.



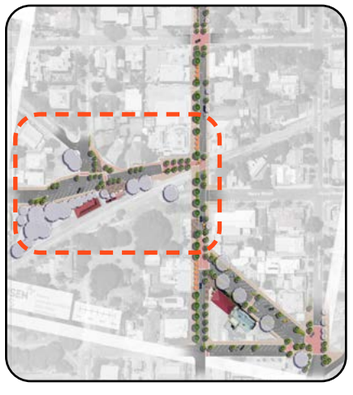
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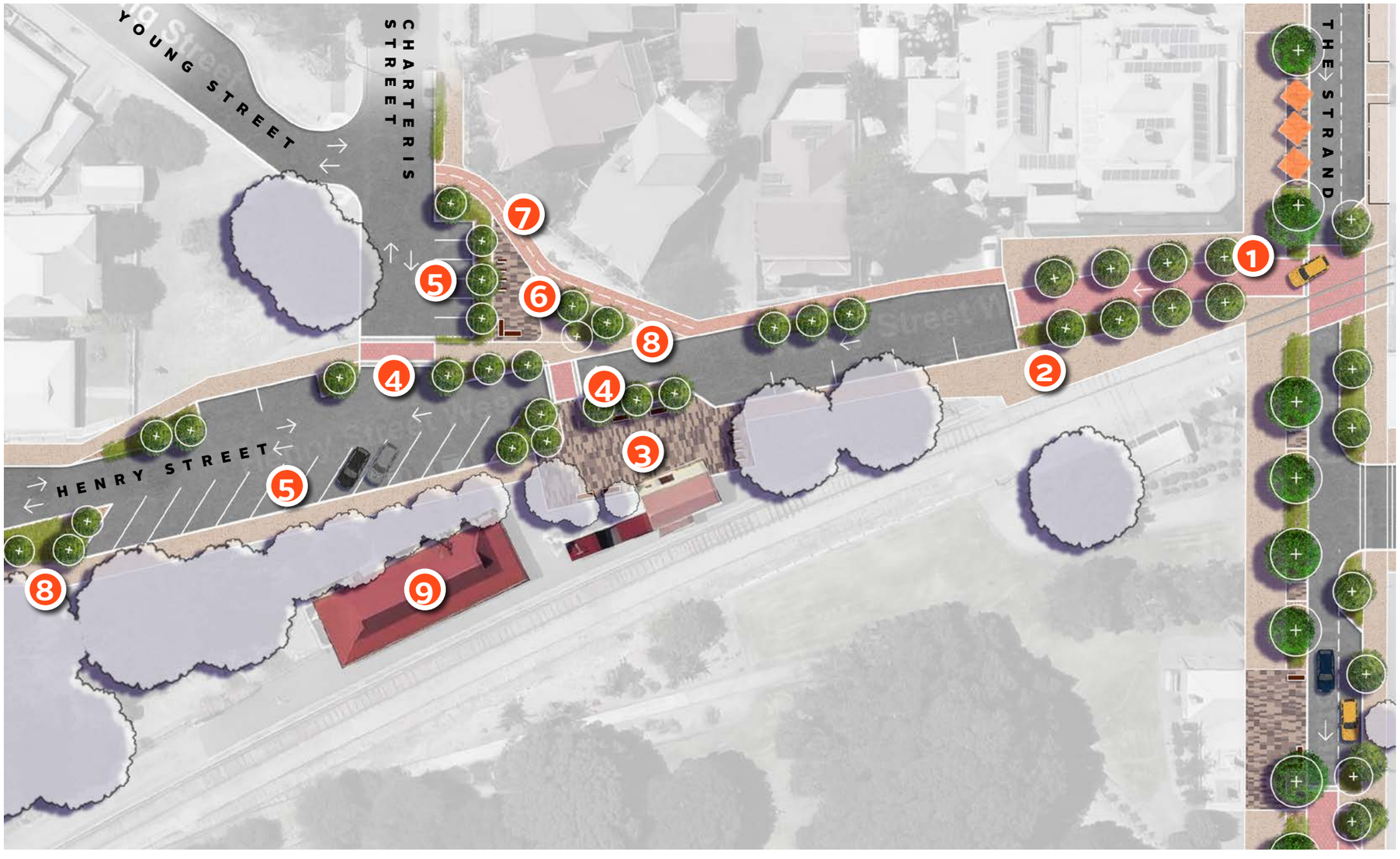
JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Enhancing the public realm of the town centre (cont.)

Enhancing the connection between The Strand and the Railway Station with public realm, connectivity and parking improvements on Henry Street

1. New shared street with greening, high quality public realm and opportunities for outdoor dining and public art reflecting both Ngarrindjeri people and Anglo settlers stories.
2. New pedestrian promenade strengthens link between Railway Station and The Strand.
3. New plaza in front train station.
4. Raised crossing prioritising pedestrians.
5. Formalised angled parking increases parking supply and improves safety.
6. Small bike plaza.
7. Shared path as part of possible Encounter Bikeway route.
8. Greening pockets.
9. Existing Railway Station.

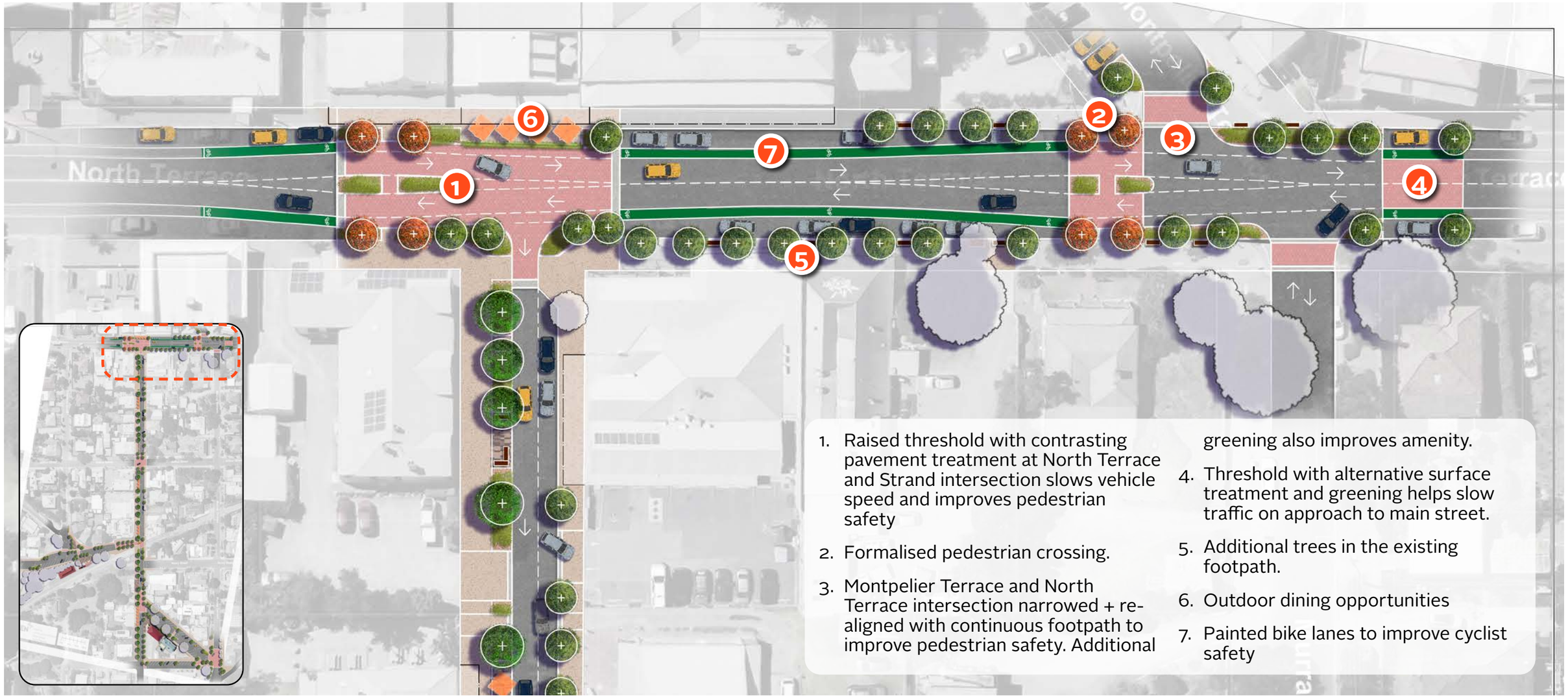




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North terrace

Placemaking improvements to improve amenity, safety and greening



1. Raised threshold with contrasting pavement treatment at North Terrace and Strand intersection slows vehicle speed and improves pedestrian safety
2. Formalised pedestrian crossing.
3. Montpelier Terrace and North Terrace intersection narrowed + re-aligned with continuous footpath to improve pedestrian safety. Additional greening also improves amenity.
4. Threshold with alternative surface treatment and greening helps slow traffic on approach to main street.
5. Additional trees in the existing footpath.
6. Outdoor dining opportunities
7. Painted bike lanes to improve cyclist safety

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7.2 Port Elliot historic area _ Strengthen Heritage and character in new development

The historic character of Port Elliot is an important part of the amenity and experience for residents and tourists. The Strand, Murray Street, parts of North Terrace and Horseshoe Bay are already provided a level of protection through both the application of the Historic Area Overlay and listing of a number of buildings as either State Heritage Places or Local Heritage Places.

Given the importance of historic character to the community and Port Elliot as a place, further improvements to protections in place, guidance on how new development should maintain character and the levels of assistance provided are suggested.

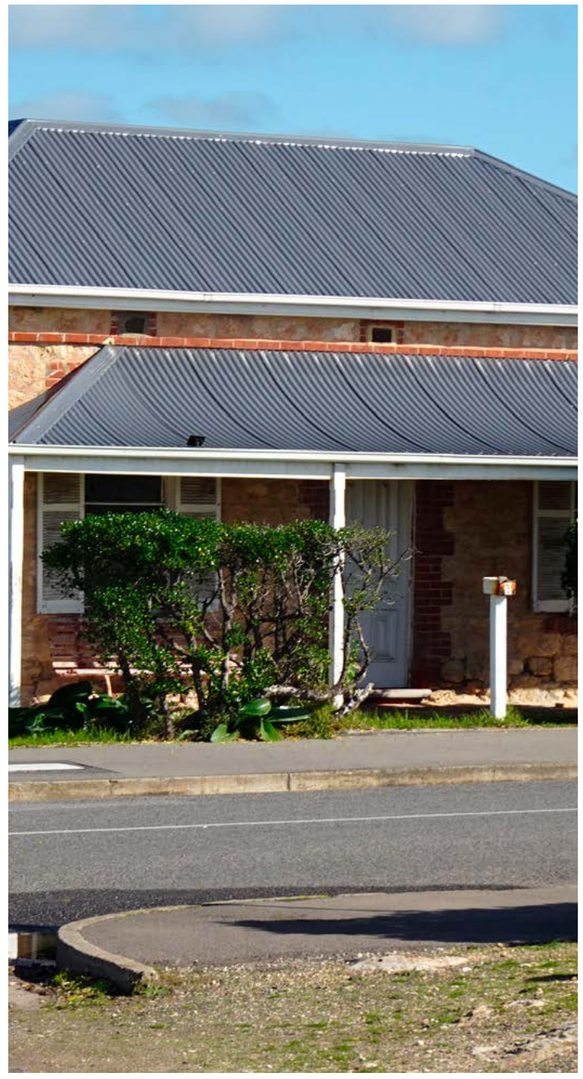
Prepare a Heritage Code Amendment

A number of properties with historic value, but without existing heritage protection were identified within the Heritage Survey of the Townships of the South Coast of South Australia, Goolwa, Middleton, Port Elliot, prepared by McDougall Vines in 2016.

Philips Pilkington Architects have reviewed the Historic Area Overlay policies in place, including the Historic Area Statement, and have prepared guidelines which seek to provide further coverage of issues and clearer guidance to the important heritage attributes for Port Elliot.

The Code Amendment should:

- seek to include the additional 34 places in Port Elliot and 19 places in Waterport (north of Port Elliot) as Local Heritage Places.
- expand the extent of the Historic Area Overlay to include these suggested properties as well as other locations determined appropriate during the review.
- review and improve coverage and clarity to the Historic Area Statement as it relates to Port Elliot (including things that are not part of the historic character or seen in Port Elliot)



Design Guidelines for new development

Philips Pilkington have prepared Design Guidelines for Port Elliot. The guidelines reference the relevant planning and Design code policy and build on the Port Elliot Historic Area Statement. The objectives of the guidelines are:

- celebrate and conserve places of historic significance within the Port Elliot Historic Area
- ensure alterations and additions to existing buildings complement the heritage significance of the Port Elliot Historic Area
- promote new developments that respond to the historic context of the Port Elliot Historic Area

The guidelines provide a significant opportunity to guide and inform Council staff, design professionals and land owners / applicants .

Section 66(5) of the Planning Development and Infrastructure Act, 2006, provides the Planning and Design Code to be accompanied by advisory material in the form of planning or design manuals or guidelines, and gives status to them in the development application assessment process.

The guidelines address the following design and development elements:

- retention of existing places of historic significance, including fencing and other wall structures including appropriate research to understand before any works are undertaken
- conservation works to existing places and elements of historic value
- alterations, additions and adaptive reuse of places, including placement relative to original building and importance of spaces around the building, scale, roof forms, facade composition, materiality, fencing and sensitive integration of contemporary services (such as aerials and PV panels)
- how new buildings should respond to their context, including positioning, form and massing, architectural detailing and materials that whilst contemporary, are complementary to those of the historic character

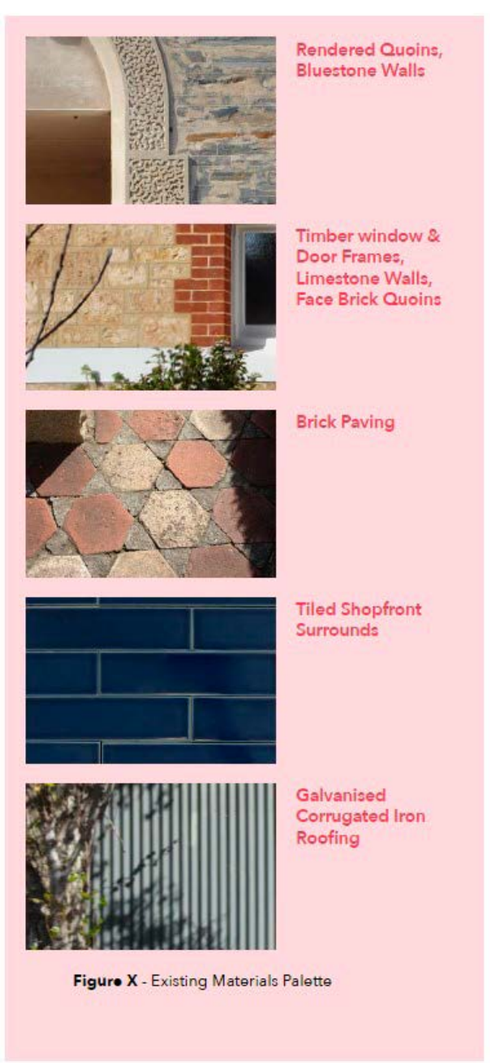


Figure X - Existing Materials Palette

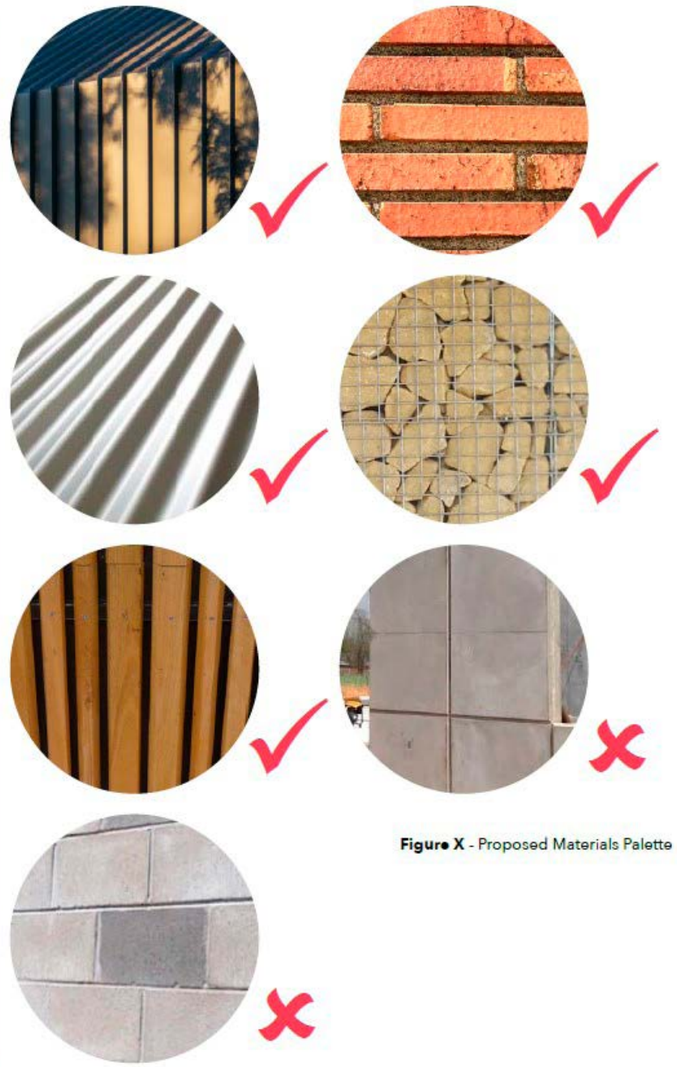
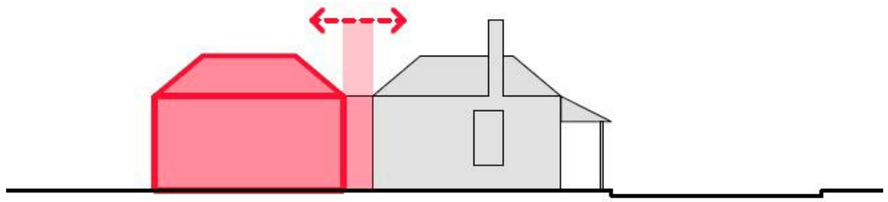


Figure X - Proposed Materials Palette

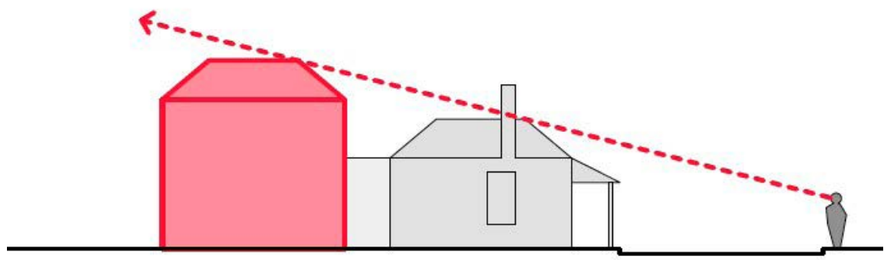
Existing materials present within Port Elliot and contemporary materials and finishes suitable and not suitable for new development.

- identification of signage elements that are consistent with the existing character and how new signage should complement this (an existing policy and guidance gap)
- landscaping and other site elements of importance and how these should be established to complement key character traits of importance (such as views and sense of open space) and avoidance of damage to places of historic significance
- identification of public realm attributes and elements of importance and their retention and (where missing), sensitive reinstatement along with consistent palette of materials and design language.

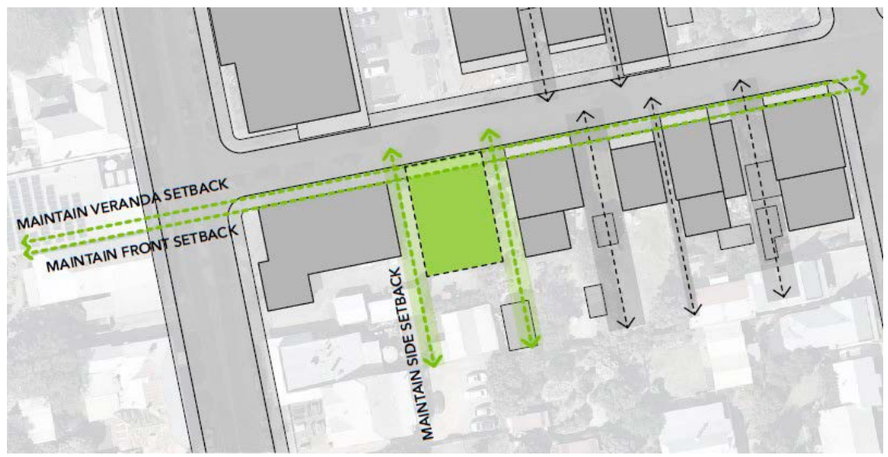
There is scope for the guidelines to be translated into themed Information sheets, which can be made available to the public online at Council's offices, which provides an additional level of detail, such as examples of gutter styles, specific materials examples and product names etc.



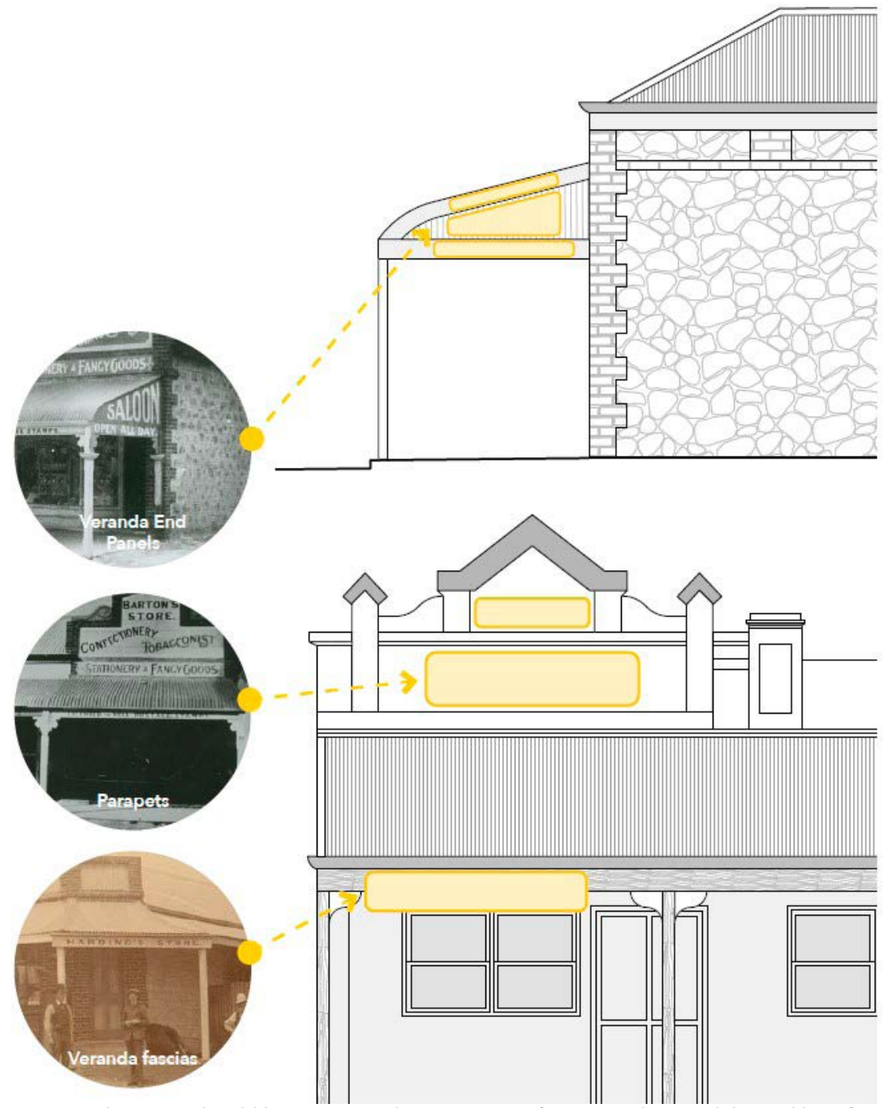
Additions should maintain volume and simple forms of original buildings



Two storey additions to the rear should not be visible from the street



Front and side setbacks should maintain street rhythms and spaces between buildings, structures and the street frontage.



Signage elements should be positioned on parapets, fascias and verandahs and be of a modest size and design.

Local heritage assistance programme

Council already provides a range of measures which support owners of heritage places across the Council area. These include:

- free heritage advisory service (using Council's heritage advisor)
- heritage awards which recognise excellence in heritage conservation, research and works
- heritage grant across five themes, including Heritage Tourism, Conservation Practice, Adaptive Reuse, Heritage Gardens and Fencing, Historic Research

A number of measures should be put in place to further promote heritage protection and maintenance and assistance available for land owners, businesses and potential investors in Port Elliot.

- **Increase the Heritage Grant maximum amount** available for Conservation Practice and Adaptive Re-use themes from $2,000 to $5,000 or maximum 50% of the cost (whichever is the least). Consequentially, the overall annual funding for the Grant should be increased from $10,000 to $50,000.
- **Make applications for the Heritage Grant open more frequently** throughout the year (currently single on-month period for the year), potentially quarterly, to provide more timely assistance and improvements to places.
- **Provide a "heritage welcome pack"** when Council is advised of new owners for heritage places and properties within the Historic Area Overlay. The Pack could document the Design Guidelines, grant opportunities, the advisory services and other information, such as a list of trades and local businesses which specialise in traditional and heritage restoration techniques, materials and design services.
- **Provide small "Heritage Incentive Scheme" signage plaques** for heritage places which have been restored or improved using a heritage grant to assist in the promotion of the scheme and demonstrate its benefit to the community.









7.3 Hill Street Placemaking for businesses



1. Gateway with landscaping and change in surface treatment at intersection with Waterport Road.
2. New shared path linking Hill Street and community garden to North Terrace and town centre.
3. Option for a footpath on eastern side of street in the future.
4. Large trees on the eastern side uninhibited by power lines.
5. New, smaller tree plantings on western side to avoid power lines
6. Improved pedestrian crossing points
7. Landscaping in verges, with opportunity to be funded by council but lead by business owners.

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Hill Street Placemaking for businesses (cont.)

Hill Street has begun to develop into a thriving business precinct, lead by developments like Factory 9. The amenity of the current street is poor, with no footpaths and a lack of greening and shade. In collaboration with business owners, Council should work to improve the amenity of the street, with a focus on footpaths, verge greening, trees and reinforcing a street that reflects Port Elliots identity.

In addition, extending the Community Wastewater Management Scheme (CWMS) to Hill Street, while also increasing stormwater and power capacity, will provide further development opportunities for small and medium sized businesses at Port Elliot. Council have already allocated a budget for CWMS and stormwater, while increasing power capacity may need to be considered in the future.



Factory 9



Hill Street existing conditions, with no trees or footpaths.



Existing verge gardens add colour in a residential street in Port Elliot.



A recent development in Castelmaine, Victoria, helps to sell its history and identity.



A shared path in the Tonsley industry precinct.



Verge landscaping with trees in an industrial area.



Gateway landscaping

7.4 Targeted Land Use Planning Changes to Support Community Needs

Code Amendment

_Rezone showgrounds to Community Facilities Zone and Open Space Zone

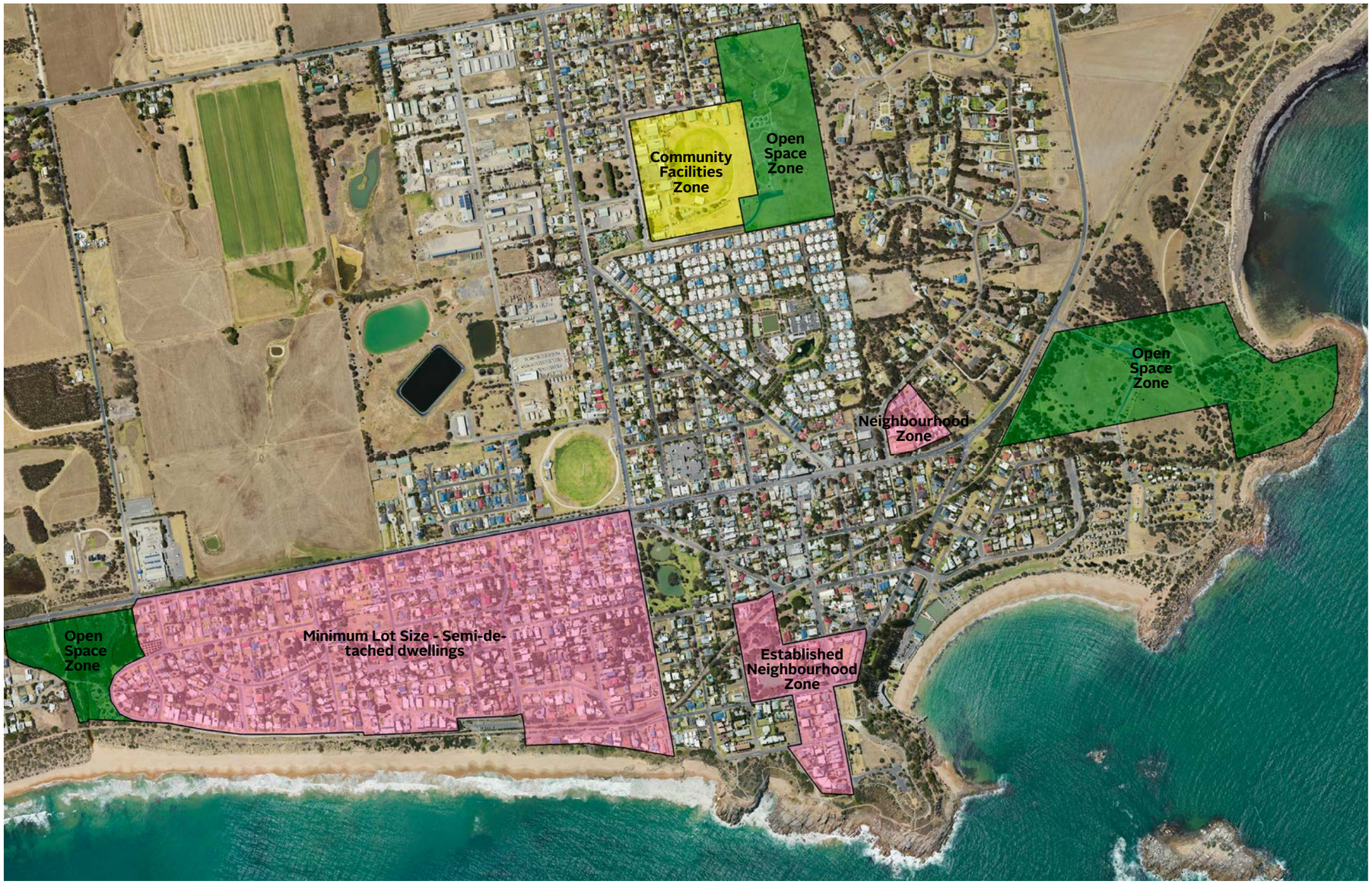
_Rezone Tourism Development Zone (Historic Area) to Established Neighbourhood Zone

_Rezone Tourism Development Zone (Bashams Beach) to Open Space Zone

_Align infill housing opportunities within the township through TNV for Semi-detached dwellings

_Rezone Tourism Development Zone (Frenchman Drive) to Neighbourhood Zone

_Strengthening the separation of townships through "splitting" of Neighbourhood Zone with Open Space Zone.



Targeted land use planning changes to support community needs (cont.)

Rezoning the Showgrounds

The showgrounds is currently zoned Deferred Urban, implying the land will be utilised into the future for urban uses (i.e. new housing). This is contrary to the desires of the Port Elliot Community, and does not reflect the existing use of this area for the Port Elliot Primary School and Kindergarten.

The eastern portion of the Deferred Urban land is also designated a State Heritage Place, being the former Port Elliot Waterworks site which includes a historic stable block and a working well.

An outcome from the 2009 Waterport Heritage Reserve Restoration and management Plan has seen the development of a dog park and walking trails on this site.

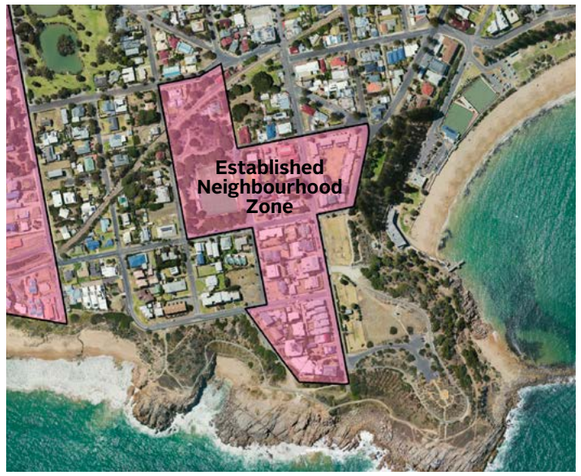
The position of the State Heritage Place, securing a suitable setting and curtilage around it, and the extent of land already taken up by the above uses implies that there would little benefit and yield from rezoning the land for a residential purpose.

It is recommended that the land be rezoned as follows.

- The school and showground sites should be rezoned to the Community Facilities Zone, which supports a range of community, educational, recreational and health care facilities. This suitably aligns to existing and potential desired land uses on the land. Local Technical and Numerical Variations for this location should include buildings up to 2 building levels / 9 metres), reflective of the heights able to be developed in the surrounding zones, and likely to be suited to the envisaged land uses.
- The eastern portion (State Heritage Place) should be rezoned to **Open Space zone**, which supports increasing landscaped open space and vegetation and development that is associated with outdoor recreation and responds to the natural setting.



Targeted land use planning changes to support community needs (cont.)



Tourism Development Zone (Historic Area)

The existing zone is mostly comprised of housing, despite the zoning. This location is better suited to the Established Neighbourhood Zone to better support contextual housing renewal, and potentially small-scale tourism development as well, given this is envisaged within the zone

This location is also subject to the Historic Area Overlay, and so the zone will support this historic policies in this location.



Tourism Development Zone (Bashams Beach)

The existing land zoned for Tourism Development at Bashams beach is currently undeveloped. A strong emphasis within the workshops was to prevent further large scale expansion of the caravan park and tourism facilities in this location. The area is also an important place for First Nations people.

Retention of this zoning could provide for inappropriately scaled development (such as a large scale hotel which is not envisaged or desired within Port Elliot, and certainly not in this location).

Rezoning this area to Open Space ensures a landscaped and open setting within this important landscape.

Noting that this area is currently leased as the "Basham's Beach Regional Park for a term of 99 years with the current expiry being 2080 and a further 99 year right of renewal available, there is no immediate rush to rezone this. However, there is still value in a rezoning process as the change in zone would signal a clear intent to protect the land and reduce the likelihood of future development.



Tourism Development Zone (Frenchmans Drive)

The existing zone is comprised of a range of housing, including medium density housing, despite the zoning. Notwithstanding the location's entrance to the adjacent Rural Living Zone, which has a strong natural and spacious setting, this location is better suited to Neighbourhood Zoning to better support provision for new housing opportunities in a location that has close proximity to the town centre.

Targeted land use planning changes to support community needs (cont.)







Splitting Neighbourhood Zone

The separation of the townships has long been a key priority of the community. There is an opportunity to strengthen this through rezoning land parcels currently providing wetland and cycling trail connections, but separate Port Elliot from neighbourhing areas. Rezoning this land to open space supports this use, and is perhaps a symbolic and powerful separation of the two "urban areas" of the townships.

Align infill housing opportunities

There already exists a policy setting within the Neighbourhood Zone for infill development to occur within Port Elliot, with all but 435 allotments able to be subdivided within the minimum site areas envisaged (most of these are smaller allotments forming part of earlier parts of the town to the west of Murray Avenue).

Only the allotments within the township's Neighbourhood Zone shown above, do not have a minimum site area Technical and Numerical Variation (TNV) for semi-detached dwellings of 350m² imposed on them.

Although this area's land division pattern characteristics, frontage widths and housing typologies are consistent or similar to those of the surrounding neighbourhoods, an issue with a significant proportion of these sites not able to connect to the CWMS, which is nearing capacity, which limits the application of the proposed TNV.

Therefore, to further support infill development opportunities, it is recommended that the TNV of 350m² minimum site area be applied for semi-detached dwellings across the above area, if the area's CWMS provisions are upgraded to service these areas and support the forecasted growth.

Upgrade CWMS, wastewater treatment plant to support growth

The township's CWMS and wastewater treatment plant are nearing capacity and wont be able to support any expected growth. Additionally, the plant's current location along Hill Street preventing new employment or residential land being constructed near existing infrastructure and the township's established areas.

Therefore, it is recommended that a feasibility study be conducted to determine the size, location and funding for new wastewater infrastructure. The study should consider centrally locating the treatment infrastructure, as neighbouring townships (Middleton) would benefit from this infrastructure.

7.5 Strategic Transport Improvements

A range of strategic transport projects are proposed, aimed at better managing traffic congestion, improving safety and amenity for pedestrians and cyclists and connections to key nodes and trails.



Waterport Road freight route

Intersection Improvements for safety + efficiency + amenity

The Strand pedestrian promenade and traffic management (in combination with streetscape upgrade)

Park and walk - on-street and off street parking opportunities in walking distance to main streets

Improved pedestrian and cycling paths and connections

Waterport Road freight route

Waterport Road forms a northern bypass around Port Elliot connecting from Adelaide Road north of Hayborough to Port Elliot Road east of the township. Traffic from Adelaide to Middleton and areas to the east would be expected to use Waterport Road in preference to Port Elliot Road.

The road also provides access to the industrial estate opposite Ocean Road and the current industrial uses on Hill Street.

The South Coast Freight Corridor, as part of the 2030 Southern and Hills Local Government Association Regional Transport Plan, identified the potential for sections of Waterport Road to be upgraded to form a more strategic east-west road connection in conjunction with new or upgraded sections of road to the north of Middleton and north-west of Goolwa.

The northern bypass route identified upgrades to Waterport Road west of Hill Street along with a new road connection from Hill Street through to Lines Road at the point where it meets Bay View Road.

This new section between Waterport Road and Lines Road was one of only two new sections of new road identified.

Such a route upgrade, with appropriate signage could be expected to attract traffic from Port Elliot Road/North Terrace to the extent that Waterport Road is designated the DIT arterial road, enabling North Terrace to become a Council Road, and reducing freight vehicle movements.





Intersection improvements for safety + efficiency + amenity

1 Revised intersection treatment - North Terrace / The Strand

This intersection is a key focal point for Port Elliot for pedestrian and vehicle movement. They function as the main streets and town centre.

The **preferred intersection treatment is a raised intersection with the roadway at the same level as adjacent footpaths with distinctive pavement treatment** providing a difference to standard bitumen. Surface could be a different colour, different material (e.g. pavers), imprinted bitumen or concrete and have a different surface texture.

- This treatment has precedent that may assist in achieving DIT approval and ensures a low speed traffic environment in the centre of the township. The design would enable parking to be retained through the intersection.
- This design may result in some noise impacts, particularly when heavy vehicles enter the raised area and may require stormwater upgrades or a sub-optimal outcome to accommodate stormwater flows.

2 Revised intersection treatment - North Terrace / Montpelier Terrace

This intersection is very close to The Strand and Murray Terrace, and being angled results in perceptions of a difficult intersection for drivers to navigate.

The intersection is very close to the Port Elliot Bakery with high volumes of pedestrian activity from the nearby parking for access to the bakery. However, the pedestrian crossing provision at the intersection is very poor and sub-standard.

Improvements to this junction include:

- Distinctive pavement treatment has been selected for this intersection to match that of North Terrace / The Strand
- Realigning the Montpellier Terrace kerbing so that it is 90 degrees to North Terrace (and further from the Murray Terrace junction)
- pedestrian crossing incorporating kerb build outs with pram ramps and a central median refuge to focus and increase ease and safety for pedestrian crossings.

Additional traffic calming and landscaping should also be considered along the extent of Montpelier Terrace.

3 Improving safety of North Terrace / Tottenham Court Road

This intersection is located towards the western end of the township and is effectively a four-way intersection with Rosetta Terrace to the south. Tottenham Court Road provide access to Hill Street, Port Elliot Showgrounds, Port Elliot Primary School and Port Elliot Dog Park. The intersection is perceived as unsafe by locals, with turning vehicles, sight distance restrictions and pedestrian activity.

In order to provide good quality bicycle access to the Hill Street and school/showgrounds precinct, this location is suggested as the crossing point for the bike route (linking to the Encounter Bikeway).

Improvements to this junction include:

- Distinctive pavement treatment has been selected for this intersection to match that of North Terrace / The Strand
- An additional pedestrian / cyclist crossing incorporating kerb build outs with pram ramps and a central median refuge to focus and increase ease and safety for pedestrian and cyclist crossings.
- There is also the opportunity to incorporate child friendly design elements that are playful and interactive

As a key connection to the school, additional traffic calming and landscaping should also be considered along the extent of Tottenham Court Road.

4 Improving safety for Murray Terrace / Murray Place and Strangways Terrace junction

The intersection is currently a five way intersection that also includes Young Street and Freeling Street and was identified as a major issue with residents.

As traffic volumes on Young Street and Freeling Street are quite low, it is proposed to close their connection to Murray Terrace and Murray Place and connect them together as a one way loop.

With the suggested closure of Young Street and Freeling Street, there is an opportunity for realignment of the Strangways Terrace approach enabling the bikeway to utilise the area around the south eastern corner. These changes would simplify the junction and avoid the need for excessive line marking and signage.

The Strand pedestrian promenade and traffic management (in combination with streetscape upgrade)

The Strand (north of Young Street) provides the main street for Port Elliot while south of Young Street is primarily residential. The Strand currently provides on-street parking on both sides without parking restrictions as well as access to various off-street private driveways and car parks.

Pedestrian volumes are generally high with movement along the street and crossing at various mid-block locations. Within the core area of The Strand (rail line to North Terrace), the footpaths would be considered narrow for the volume of pedestrian activity.

Reducing traffic to one-way operation (anticipated to be southbound, away from North Terrace) would create the following opportunities:

- reduced traffic congestion from opposing movements between parked vehicles
- increase footpath widths and/or outdoor dining locations to replace the traffic lane
- angle parking on one-side
- reduced congestion at North Terrace intersection and at intermediate intersections with fewer turning conflicts
- safer environment for pedestrians only looking for one direction of traffic

It is acknowledged that the one way direction would increase traffic volumes in adjacent streets for vehicles wanting to return to North Terrace.

It is acknowledged that the one way direction would increase traffic volumes in adjacent streets for vehicles wanting to return to North Terrace.

It is expected that this shift in traffic volumes to neighbouring streets will be equally distributed and reasonably well dispersed.





Park and walk - on-street and off street parking opportunities in walking distance to main streets

On Street Parking

There are limited opportunities to increase the on-street parking provision without impact to the operation of the street and the safety of pedestrians. However, the following locations would present some opportunities that can be explored further:

- Young Street, east of The Strand, provided with formal angle parking on the south side and investigated for the north side, converting the road to one-way operation south-east bound
- Freeling Street, east of The Strand, formal provision of angle parking on the north side and converting the road to one-way operation west bound
- Young Street/Henry Street/Charteris Street intersection in front of the station, although this needs to be done in conjunction with improved pedestrian routes, safety and amenity
- Montpelier Terrace would have some opportunity for indented angle parking in the wide verges at the southern end

Off-street Parking

The following locations have been identified for new or improved off-street parking that would increase the regular capacity of the areas

- Freeman Lookout parking areas
- Lakala Reserve, improving the gravel area along the north side of the reserve. This would also be likely to increase the parking capacity for the Port Elliot markets. If a more formal surface is not considered desirable, parking space delineation can be done within the gravel surface to improve capacity
- Strangways Terrace, north of Henry Street by formalising the layout to increase the capacity. An informal surface with parking space delineation may be a more appropriate design treatment. This location would be reasonably convenient to both The Strand (via Henry Street) and the beachfront via Basham Parade
- Port Elliot Oval where there are opportunities to create a more formal parking area without impacting on the oval. Parking at the oval could be publicly available when it is not in use and would be convenient to North Terrace and the southern end of Hill Street if that develops with similar uses to those that are located at the northern end.

The concept of **park and walk** within the township would provide car parking away from the destination, with walking routes identified between the parking area and town centre or other destination. Locations that would provide such a facility could include:

- Lakala Reserve
- Strangways Terrace
- Port Elliot Oval
- Freemans Lookout (with improved connections and signage to the beachfront car park)

The implementation of park and walk would achieve the best outcomes if the following measures are implemented:

- Clear signage to direct drivers to the identified car parks (potentially also supplemented with technology to advise on the number of spaces available)
- Improved walking routes, including v signage to ensure safe, legible and convenient routes to the destinations
- Information that advises on the most convenient car parks for key destinations and walking times to the various destinations from each of the car parks

Improved pedestrian and cycling paths and connections

Aside from crossings forming part of road intersection improvements, the following locations have been identified for further investigation:

- Improved informal crossing of The Strand between North Terrace and the rail line
- Potential for one or two formal crossings of The Strand at key locations; such as near the rail line for the suggested bike route through the town via Henry Street
- Murray Place/Strangways Terrace to improve access to the beachfront from the town centre and additional parking locations

The Encounter Bikeway runs through Port Elliot however the route provides no connectivity into the town centre.

As part of its proposed upgrade, the creation of designated bikeway route(s) along Rosetta Street, Henry Street and Young Street would be likely to increase its use and take the pressure off car parking.

Tottenham Court Road would provide connections to the school and Hill Street Precinct.

7.6 Other Strategic Planning Matters



Horseshoe Bay Coastal Adaptation Responses

Strategies and projects relating to the potential adaptation strategies and actions for Horseshoe Bay in response to the Coastal Adaptation Strategy have not been included within this study.

These are complex considerations with options suggested requiring further investigation and engagement, given implications for community assets, future investment, heritage impacts, as well as costs and risks to Council and the community.



More opportunities for youth

We note that feedback feedback from the Village Conversations and the Youth Forum showed a desire for more opportunities for play, particularly for older children.

As well as play, this could also include more youth focused artistic and cultural opportunities. Though not incorporated into this Place Plan, these are important considerations.



Other Village Conservation Suggestions

We note a number of other ideas listed within the Village Conversations which are not identified as priorities within this Place Plan.

- More artistic and cultural opportunities
- Solar Park / Farm to power the town
- Understanding Ngarrindjeri culture
- Circular Economy opportunities
- Maritime coastal and marine life environment
- Improve WSUD and sustainable practices in running the town

7.6 Other Strategic Planning Matters



Maintaining Township Separation

The maintenance of the separation of the townships along the coast has long been a key value of the community, and a strategic direction of both the state government and Council. Aside from the rezoning suggestion within this report, broader zoning and policy changes are not considered necessary.

The boundary of Port Elliot's urban boundary is currently defined by the extent of the Environment and Food Production Area, which has been established and protected through legislation. The boundary of the zone has been recently reviewed by the State Planning Commission and determined not to be changed, reflective of the strong value of retaining township separation.


(photo source communitygarden.org.au)

Community infrastructure

Significant growth within the township is not envisaged such that there is a need for additional community infrastructure, such as, halls, parks, community centres, to accommodate the additional population.

Council is already in the process of planning the upgrade to the Institute, Library and RSL buildings, and some other minor infrastructure suggestions (such as playground upgrades). These can be programmed by Council within their annual budget reviews as suits.

The Port Elliot Community Garden is in the process of being established by the Town and Foreshore Progress Association. This is an important piece of community infrastructure and the Place Plan seeks to improve pedestrian and cyclist connections to this location.

8. What comes next? Our implementation strategy, action plan and priorities

8.1 Implementation approach

8.2 Implementation projects

8.3 Implementation priorities

This section summarises the approach to guide project priorities and implementation

8.1 Implementation approach

The targeted, place-focussed improvement opportunities recommended in this master plan are mainly public realm infrastructure, transport and land use planning changes.

For this reason the implementation actions and projects will be best realised as council-led initiatives.

At the same time, the support and partnerships with local businesses, community groups, stakeholders such as DIT, residents and visitors is critical.

As well as council project leadership to guide, procure and implement individual projects, it is recommended that a strong and ongoing community and business partnership be pursued through the establishment of a steering group or similar.



8.2 Implementation projects



1.	Hill Street (stage 1 - north) gateway streetscape upgrades.	$ Med - high
2.	Waterport Road freight route.	
3.	Rezone showgrounds to Community Facilities Zone and Open Space Zone.	$ Low
4.	Rezone Tourism Development Zone (Bashams Beach) to Open Space Zone.	$ Low
5.	Rezone Tourism Development Zone (Frenchman Drive) to Neighbourhood Zone.	$ Low
6.	Park + Walk – on-street and off-street parking opportunities in walking distance to main streets	$ Med - high
7.	Young and Freeling Streets public realm + on-street parking upgrades.	$ High
8.	North Terrace Placemaking + Pedestrian crossings.	$ High
9.	Rezone Tourism Development Zone (Historic Area) to Established Neighbourhood Zone.	$ Low
10.	Heritage Code Amendment.	$ Low
11.	Re-imagining The Strand streetscape project	$ Very High
12.	Henry Street (Port Elliot Station) public realm.	$ High
13.	Local heritage assistance programme	$ Med - high
14.	Hill Street (stage 2 – south) shared path and greening.	$ High
15.	Align infill housing opportunities within the township through TNV for Semi-detached dwellings	$ Low
16.	Design Guidelines for new development.	$ Low
17.	Feasibility study for new CWMS and wastewater treatment plant	$ Low
18.	Strengthening the separation of townships through "splitting" of Neighbourhood Zone with Open Space Zone.	$ Low

$ Low	$ Med	$ High	$ Very High
Less than $500k	$500k - $1 million	$1 - 2 million	$2 million +

Note: Costs are high level estimates only

8.3 Implementation priorities

Quick Wins (0-3 years)	Strategic Projects (4 – 6 years)	Longer term (7 years +)
_ Re-imagining The Strand streetscape project (design) _ Young and Freeling Streets public realm + on-street parking upgrades _ Hill Street (stage 1 - north) gateway streetscape upgrades _ Design Guidelines for new development _ Local heritage assistance programme _ Park + Walk – on-street and off-street parking opportunities in walking distance to main streets _ CWMS and waste water treatment plant feasibility study	_ Henry Street (Port Elliot Station) public realm _ Hill Street (stage 2 – south) shared path and greening _ Heritage Code Amendment _ Targeted land use planning changes (Code Amendment) to support community needs _ Re-imagining The Strand streetscape project (construction)	_ North Terrace Placemaking + Pedestrian crossings _ Waterport Road freight route

*In addition to the above project, an ongoing community, stakeholder and business partnership through a steering group or similar is recommended to be established in the short term.

Appendix A

Historic Character Design Guidelines

Phillips Pilkington Architects

Thank You