

Middleton Master Plan

A place-based approach to enhance Middleton

Liveable.
Green.
Connected.

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.

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

- _ The Elected Members of Alexandrina Council
- _ Staff of Alexandrina Council
- _ Regional Development Australia
- _ The community of Middleton

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



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Produced by Jensen PLUS
Level 1, 21 Roper Street
Adelaide 5000 South Australia
08 8338 5511
admin1@jensenplus.com.au
www.jensenplus.com.au



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Relax
MIDDLETON

1. Master Plan at a Glance

1.1 Aim of the Plan

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1. The plan for Middleton 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 Middleton, 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, education, 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 Adaptation Plan, Economic Development Strategy etc.

1.2 Key actions

The plan recommends four place-based actions to help achieve the community vision for Middleton.

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



Middleton Main Street Project



Middleton Beach + Surfers Parade Upgrade



Modest western growth to township



Strategic transport improvements

1.3 Highlights of recommended actions for Middleton

Middleton Main Street upgrade



Middleton Beach Accessibility Improvements



Surfers Parade Boardwalk



Limited western township growth



Intersection Upgrades



Improved walking and cycling connections



Surfers Parade Upgrade



Placemaking + amenity improvements





#middleton

Welcome to Middleton; home to the Ramindjeri tribe of the Ngarrindjeri Nation and to the fishing ground created by Ngurinderi of their ancestral Dreaming. Colonised in 1849 by Thomas Walker Higgins, privately surveyed and named by him in 1856 with reference to distant family associations in Ireland's County Cork; the township spawned from a crossing midway between Goolwa and Port Elliot on Australia's first public railway. Historically home to South Australia's largest regional flour mill, a large brewery, a high-quality brick making kiln and the railway, Middleton continues its strong agricultural tradition and has become identified with the tourism, relaxation and recreation centred around its long sandy beach and waves, framed by the rolling hills and farmlands enclosing it.

Please enjoy Middleton's natural beauty, amenities, historic continuity, vibrant community and individuality.



Police 131 444 • South Coast District Hospital 8552 0500 • SES 132 500 • Council 8555 7000
Produced by Middleton Town and Foreshore Association with support from Alexandrina Council E: mtafa-5213@outlook.com

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 Middleton's location

2.5 About Middleton

2.6 Historic development patterns

2.7 Census 2021 highlights

2.8 Master Plan methodology at a glance

2.9 Benchmarking

This section summarises the study area today and its history

MIDDLE

THE BAY

THE POINT

MAUREEN

FIRST CAR

MIDDLET

1 BAYLIGHT COTTA

2 MINDAGOWIE - Gu

3 INSTITUTE - Opene

4 FORTUNA - Surgery,

5 COTTAGE NEXT DOO

6 BUTCHER SHOP - 1

7 MILLBROOK - Mill Man

8 BLACKSMITH - Railwa

9 METHODIST CHURCH

10 MILL HOUSE - Manager

11 BOWMAN'S MILL - bui

12 RAILWAY STATION COT

13 HAYNES COTTAGE - bui

14 CHIBNALL HOME

15 OLD SCHOOL - 1869

16 SCHOOL MASTERS' HOUS

17 SCHOOL - built 1880

18 BRICKYARD COTTAGE - bui

19 SHELTER SHED - built 1917

20 PLEASANT BANKS - built 18

21 SWIMMING POOL SITE - built 1

22 ABBOTT'S RESERVE | TENNIS

23 SKATE PARK

24 RATALANG BASHAM BEACH

CONSERVATION RESERVE



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 Middleton township, with clearly defined and prioritised actions to ensure the desired future character can be achieved.

Objectives from the brief

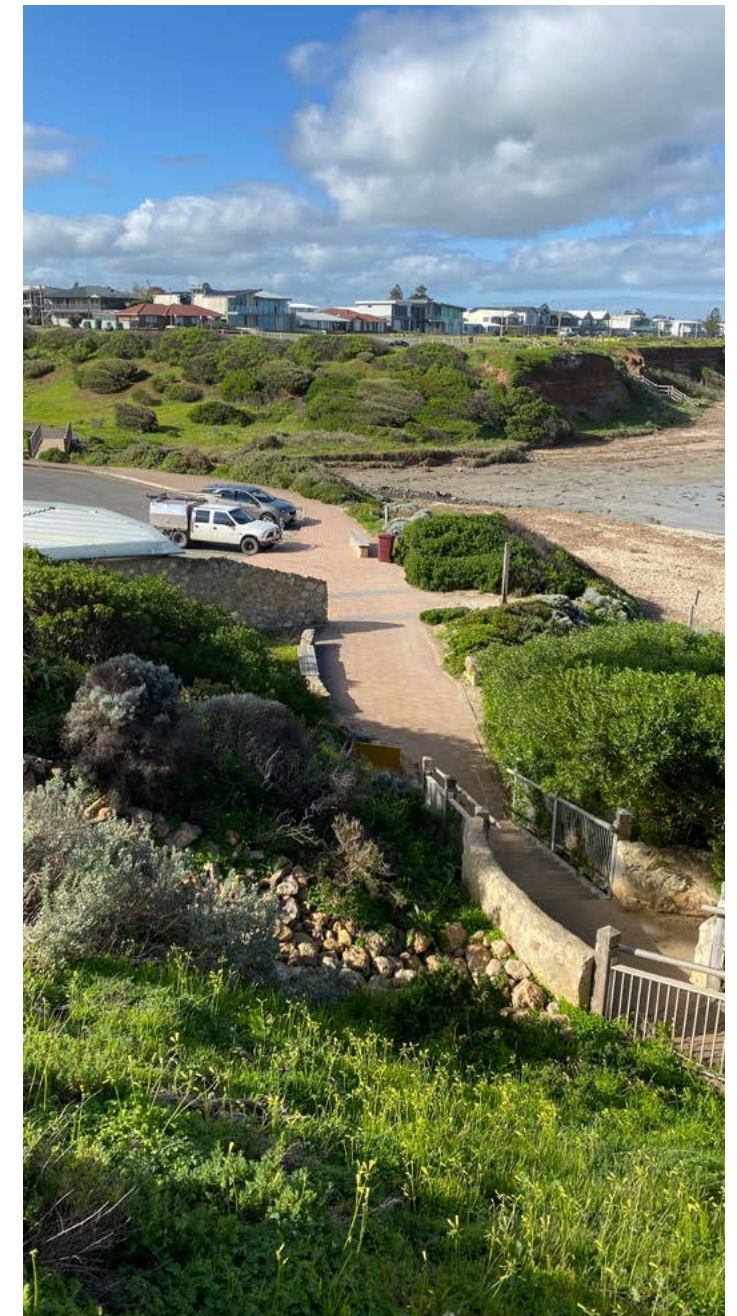
- _ **Identifying** any land needed to accommodate **future needs** of the growing population for a range of uses including residential, recreation, education, open space, commercial and industrial perspective.
- _ In identifying the above needs **explore the social needs** of a growing community and 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.





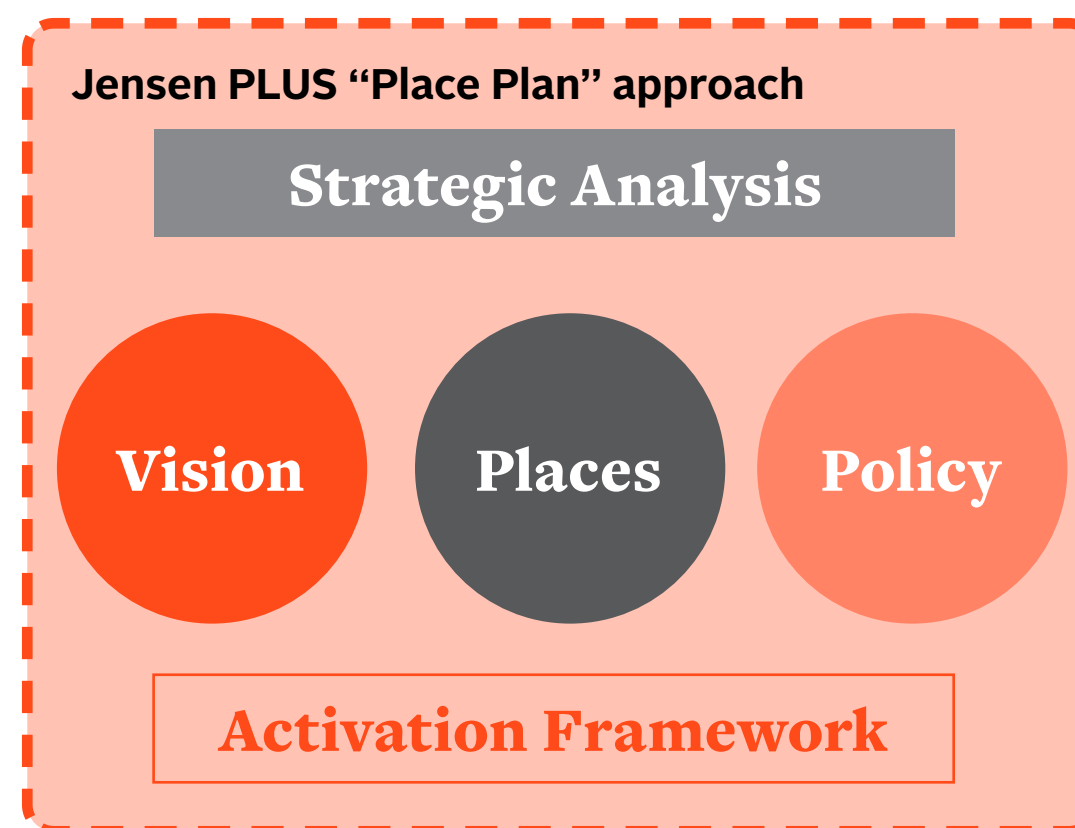
The Place Plan approach allows for strategic planning to be realised through implementable projects that are targeted, staged and achievable.

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.



Why? do we need a plan

What? Where? will change occur

How? When? How much will it cost?

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 entirety of the township of Middleton, with regard to surrounding rural and conservation lands.

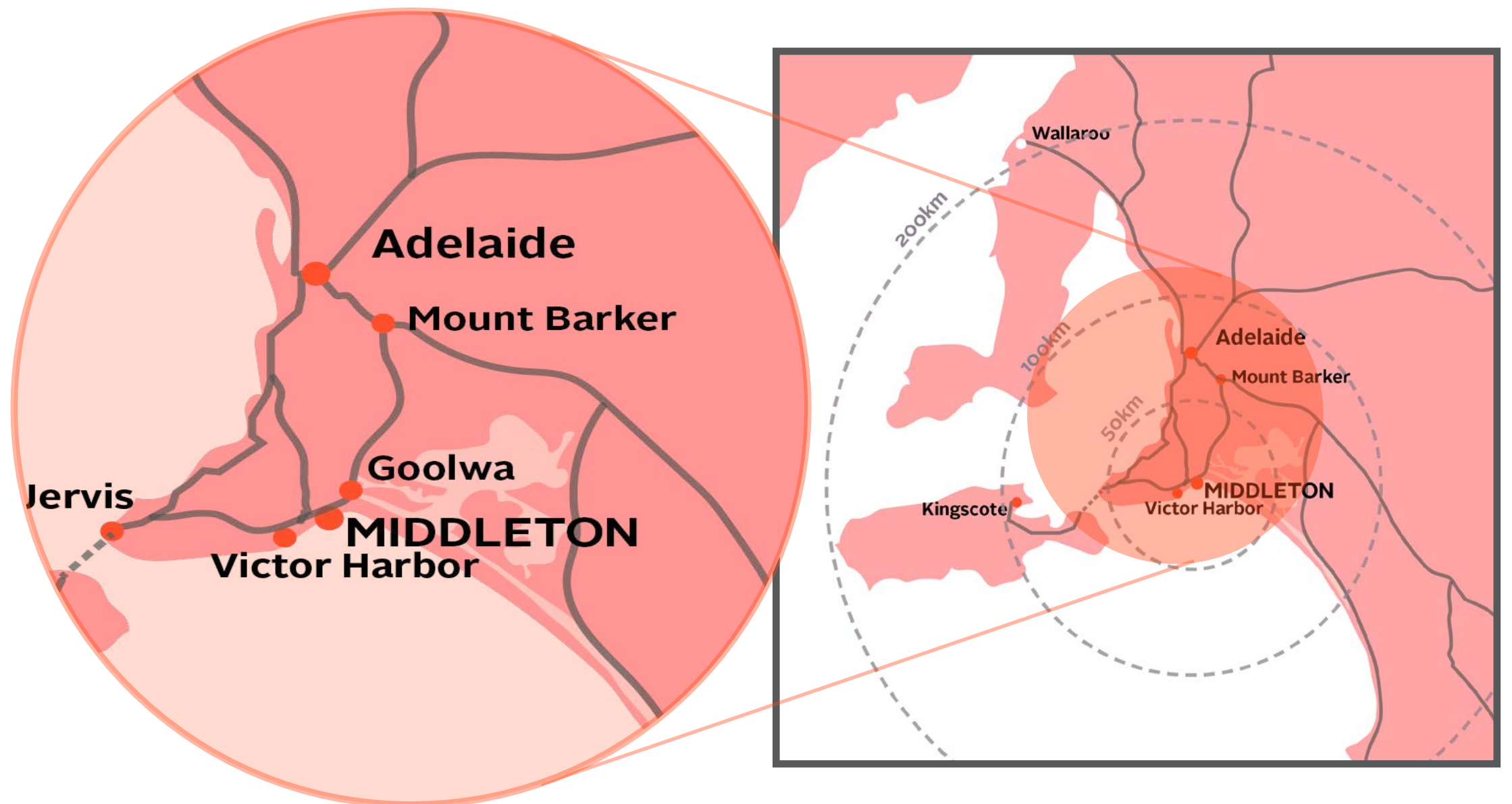


2.4 Middleton's location

Middleton is a small township located within the Fleurieu Peninsula, approximately 81 kilometres south of Adelaide.

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

Middleton is well known for its natural beauty, scenery and compassionate community. The area creates a tranquil, peaceful and picturesque setting.





2.5 About Middleton

Middleton is well known for its beaches, surf 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.

Middleton gets its name through its Irish associations (middletonsa.com.au), while also being the 'middle town' on the old railway line between Goolwa and Victor Harbor.

The township is becoming an increasingly popular tourist destination due to its surf, beaches, scenery, eateries and quaintness.

The township has a population of 1,057 and a median age of 49, with the average dwelling supporting 1.9 people (ABS Census, 2021).

The township strikes a balance between servicing the local residents and tourism, while keeping the area's historic and heritage setting.

The community is passionate about their town, environment, culture and history, while being welcoming to tourists (Village Conversations, 2021).

The township is stretched along the shoreline that allows several dwellings to front onto the water. The mainstreet is

Goolwa Road that includes a variety of businesses and retail opportunities.

Tourists are drawn to the location through its tranquility, beaches and surf. The township is also close to other tourist destinations including Victor Harbor and Goolwa.

The historic Cockle Train and the Encounter Bikeway connects the township to surrounding townships,

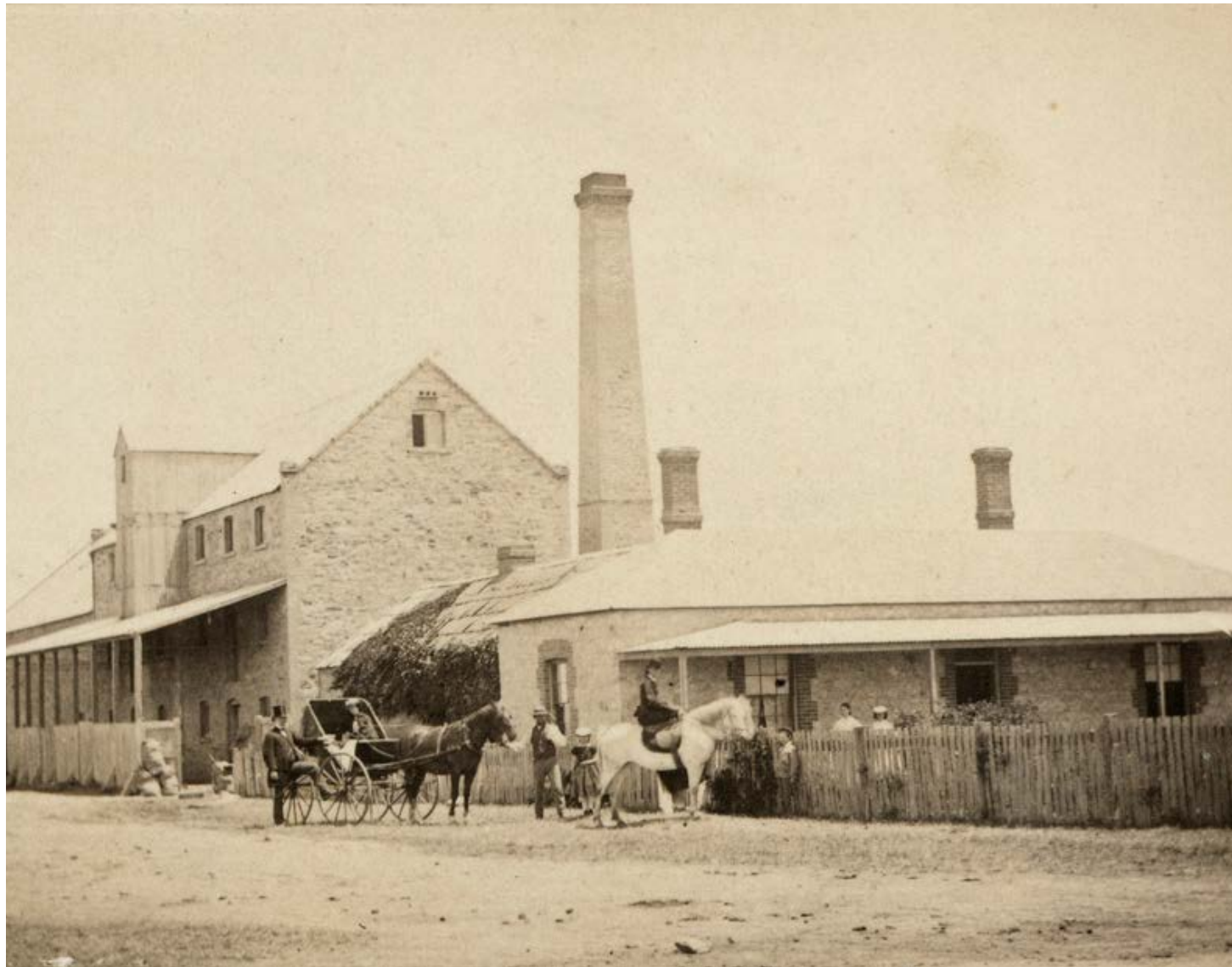
including Victor Harbor and Goolwa. With the Bikeway section between Middleton and Port Elliot being the most spectacular.

The township is divided by Mill Terrace Reserve and Abbotts Reserve and is organically separated by other townships through 'green'-belts.



Middleton Beach

2.6 Middleton's Background



This is a photo of Middleton's flour mill built in 1855 for William and Alexander Bowman and was closed in 1915. The building is located on Mill Terrace and abuts onto the railway. The Mill is currently used as a family home, with area's of the dwelling used for tourist accommodation (State Library of South Australia, B 5691)



Middleton pioneer hall (formally the Middleton Institute building) was built in 1901. The building is located on Goolwa Road and is currently used to for retail purposes.

2.7 Census 2021 highlights more residents, larger families, more wealth?

Middleton (L)

2016 Census All persons QuickStats

Geography type [Urban Centres and Localities](#)
Area code: UCL421024

	People	932
	Male	50.5%
	Female	49.5%
	Median age	48
	Families	260
	Average children per family	
	for families with children	1.7
	for all households (a)	0.5
	All private dwellings	1,132
	Average people per household	2.2
	Median weekly household income	\$1,075
	Median monthly mortgage repayments	\$1,415
	Median weekly rent	\$253
	Average 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.

Search all persons QuickStats for another area



Middleton

2021 Census All persons QuickStats

Geography type [Urban Centres and Localities](#)
Area code: UCL415028

	People	1,057
	Male	49.8%
	Female	50.2%
	Median age	49
	Families	302
	Average number of children per family	
	for families with children	1.9
	for all households (a)	0.6
	All private dwellings	1,181
	Average number of people per household	2.2
	Median weekly household income	\$1,300
	Median monthly mortgage repayments	\$1,300
	Median weekly rent (b)	\$280
	Average number of motor vehicles per dwelling	1.0

(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



1,057 people up from 932
(+242 people in the remaining Middleton area)

Median age 49 up from 48

1.9 children per family, up from 1.7

Median weekly household income \$1,300 up from \$1,075
\$1,300 median monthly mortgage repayments, down from \$1,415

62.1% unoccupied private dwellings, compared to state average of 10.8%

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

Detailed investigations

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

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

Stage 3 Consult + finalise place plans

Nov 2022 - March 2023

Place Plan_ Draft

- _ Initial concept plans
- _ Provide recommendations and uses for key sites.

Place Plan_ Final

- _ Review community feedback
- _ Finalise Master Plan

Implementation

Stage 2 Draft Place Plans

August 2022

Site visit

- _ Understanding the township and sharing of information with project team
- _ Early stakeholder engagement

August 2022

Strategic Analysis + opportunities

- _ Review Local and State strategy documents
- _ Identify opportunities

November 2022

My-say Feedback

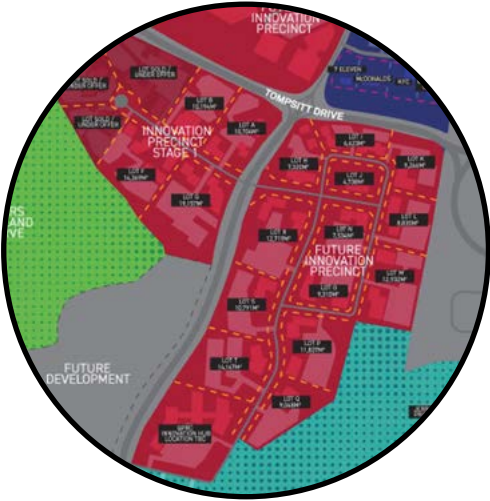
- _ Additional feedback on workshop outcomes

Consultation

- _ Consult with council and community on draft plan

We are here

_ Final Master Plan for adoption



2.9 Benchmarking

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



Gateway and improved crossings



Shared path



Big street trees



Streetscape upgrade



Greening and pavement upgrade



Residential homes



Boardwalk



Pocket park

**This section
summarises the
area's current
context and
character**

3. Understanding Middleton

3.1 Visual Summary _ Goolwa Road

3.2 Visual Summary _ Surfers Parade

3.3 Visual Summary _ Middleton

3.4 Placecheck - Middleton key streets _ opportunities



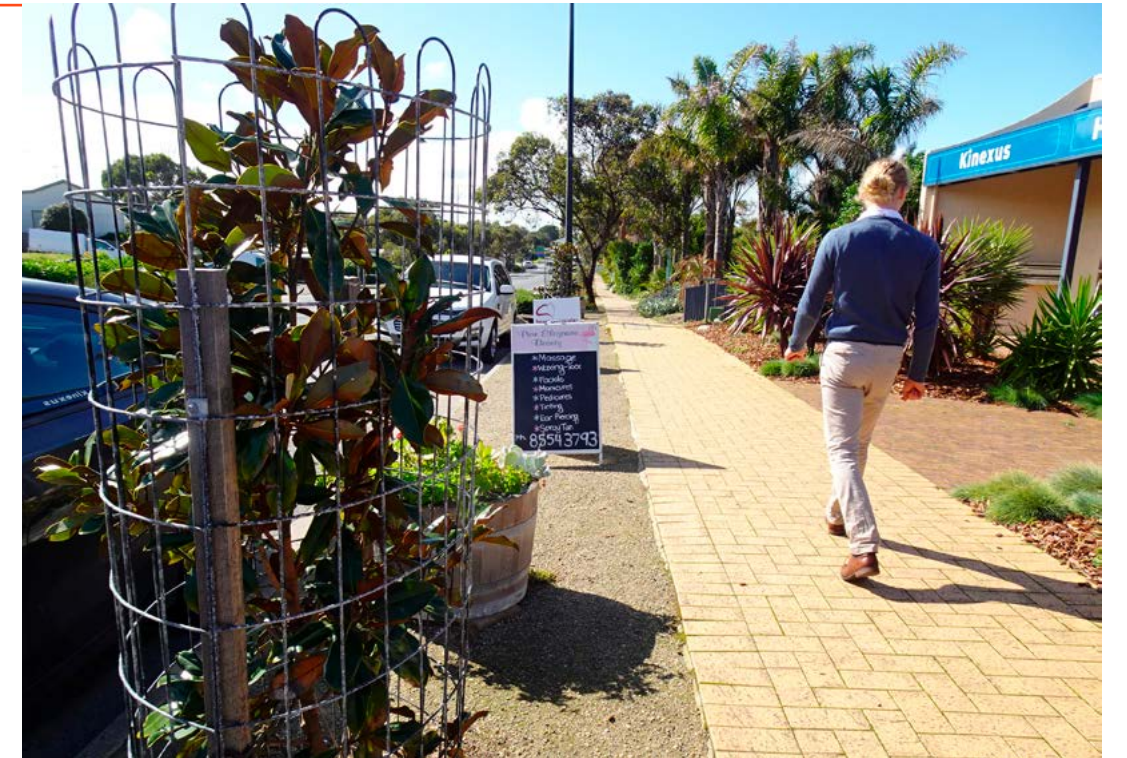
3.1 Visual Summary _ Goolwa Road



Bakery at township entrance provides a destination for tourist and outdoor dining opportunities



Landscaped verge along Goolwa Road provides universal access



New tree plantings along Goolwa Road will provide shade and help reduce urban temperatures to create a pleasant walking experience



Public bus stop connects Middleton to surrounding areas including Adelaide



Middleton Tavern currently undergoing renovations



Entrance to Middleton Station, where patronages can board and depart the Cockle Train

3.2 Visual Summary _ Surfers Parade



Dwellings facing onto Middleton Beach and overseeing Roscrow Reserve



Photo of Chapman Road and Middleton's change in elevation



Part of the Encounter Bikeway path that divides Roscrow Reserve



Surfer's Parade boarder by dwellings and a sand dune. The Parade does not include a formal footpath or bike path.



More dwellings facing onto Surfer's Parade, Middleton Beach and vegetated dune.



Dwellings with landscaped front yards

3.3 Visual Summary _ Middleton



Photo of the Dwellings along the esplanade from the Ocean Parade car park



Surfers are attracted to Middleton Beach due to the swell, although not prominent here.



Middleton Stations entrance sign and informal path, with the platform shown in the distance



View of Middleton Beach and open space along from Seaview Avenue



View of Port Elliot from Seaview Avenue

3.4 Placecheck - Middleton key streets _ opportunities

PLACE CHECK Goolwa Road (Middleton)

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

STREET: STREET SEGMENT: DATE / TIME:

Street Health - Success Factors	Indicators	Good / minor / no improvements	OK - opportunity for improvement	Poor - significant improvement opportunity	N/A - for this street segment	Top 3 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.)					
not many peds, very narrow footpaths, hard + dangerous to cross street						
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 i.e. natural landforms, heritage railway station					
some businesses don't front onto street, ok sight lines, lack of wayfinding						
1.3 Economic Vitality	Shops are open for business, no vacancies, diversity of shops / services, creating a unique, inviting and intriguing place					
patchy, doesn't feel like main street for whole way						
1.4 Doing business on the street	Outdoor dining, retail displays, interesting window displays					
some odd dining but poor quality - focus on grab + go?						
1.5 Opportunities for sitting, congregating	Convenient seating, clean, well maintained, low noise levels, climate positive (sun/shade, heat/coolness, breeze)					
some no shade (but street trees planted).						
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?					
some odd landscaping + trees, narrow footpaths, some nice buildings						
1.7 Interest	Public art, local history, people to watch, overall attractiveness, interesting buildings, sense of place					
few nice old buildings, bakery, not much else						
1.8 Opportunities for play/recreation/ events	Formal and informal play and recreation opportunities, suitable space for events including power, water, BBQ.					
nil						
1.9 Street trees + landscaping	Quantity, quality, health, species, biodiversity, WSLD					
minimal street trees - low level landscaping in parks but will be done soon						
1.10 Natural environment	Quality of natural environment, opportunities for increased preservation or enhancement, significant natural features? Topography, views and vistas? Natural vegetation?					
disconnect from ocean/foreshore						
1.11 Private properties / buildings	Quality of building stock, any heritage sites? Infill opportunities? Vacant or underutilised sites?					
some nice old buildings - interface with shops could be improved						
1.12 Land use and zoning	Interfaces? Buffers? Thresholds? Expansion opportunities?					
at residential development disconnect between township + main street						

Remark UDF, Dec 16 © Jensen Planning + Design 2016

Goolwa Road

- Dining experience mainly **grab and go, lacking in quality**
- **Does not have a mainstreet feel**
- **Lack of canopies**
- Some **good examples of landscaping** and nicely **presented buildings**
- **Improve public realm with more greening**
- **Disconnect from ocean and foreshore**
- **Few buildings** face onto and **connect with the street**, could be improved
- Required to park at destination, **hard to park and walk/** discover the area by foot
- Improve active lifestyles through providing more **bike lanes, links within township**
- Lack of **public transport, train station** tired appearance
- **Improve walkability and safety for pedestrians** - wider footpaths, create safer crossing points, DDA compliant ramps
- **Better wayfinding signage**

PLACE CHECK Surfers Parade (Middleton)

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

STREET: STREET SEGMENT: DATE / TIME:

Street Health - Success Factors	Indicators	Good / minor / no improvements	OK - opportunity for improvement	Poor - significant improvement opportunity	N/A - for this street segment	Top 3 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.)					
busy in peak times - conflicts between cars + pedestrians						
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 i.e. natural landforms, heritage railway station					
1.3 Economic Vitality	Shops are open for business, no vacancies, diversity of shops / services, creating a unique, inviting and intriguing place					
no shops - vans in summer / weekends						
1.4 Doing business on the street	Outdoor dining, retail displays, interesting window displays					
N/A						
1.5 Opportunities for sitting, congregating	Convenient seating, clean, well maintained, low noise levels, climate positive (sun/shade, heat/coolness, breeze)					
not many seats, no shade - note?						
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?					
no footpath or bike (shared path), gravel car parks (some bitumenised)						
1.7 Interest	Public art, local history, people to watch, overall attractiveness, interesting buildings, sense of place					
interest in the beach + dunes, dunes block visibility of beach?						
1.8 Opportunities for play/recreation/ events	Formal and informal play and recreation opportunities, suitable space for events including power, water, BBQ.					
nothing like this - good opportunity?						
1.9 Street trees + landscaping	Quantity, quality, health, species, biodiversity, WSLD					
stones good + amount of dunes, some coastal vegetation - pos heat trees dunes + strong point - large verges						
1.10 Natural environment	Quality of natural environment, opportunities for increased preservation or enhancement, significant natural features? Topography, views and vistas? Natural vegetation?					
1.11 Private properties / buildings	Quality of building stock, any heritage sites? Infill opportunities? Vacant or underutilised sites?					
1.12 Land use and zoning	Interfaces? Buffers? Thresholds? Expansion opportunities?					

Remark UDF, Dec 16 © Jensen Planning + Design 2016

Surfers Parade

- **Conflicts between cars and pedestrians during busy periods.** Provide ways of protecting pedestrians - dedicated footpaths
- **No shops**, food vans come in summer. Provide more connections to main street
- More opportunities for **seating and greening/ shade**
- **Lack of parking options**, some carparks bitumen.
- **Opportunity to increase amenity along shoreline** - potential to install shades, BBQ areas, playgrounds.
- **Dunes** provide character and point of difference to the area.
- **Lack of wayfinding/ signage**
- Increase **bike paths**, including dedicated Encounter Bikeway path
- **Narrow roads, one-way in sections?**

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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 Middleton on 27th 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:

- _ 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 Alexandrina Council staff undertook a full day workshop on 27th October 2022 at the Pioneer Hall building on Walker Place.

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 Middleton.

Middleton Master Plan Community Sessions

Drop-in session All Welcome

Everyone who loves Middleton is encouraged to attend the upcoming session.

When
Thursday, 27 October 2022

Where
Middleton Pioneer Hall
(1 Walker Place, Middleton)

Time
1:30pm – 4:30pm | **Community Drop-in Session**
Contribute your ideas to sketch concepts of key locations (e.g. main streets, open spaces) and chat to the project team to provide feedback on what has been heard so far.

6:30pm – 7:30pm | **Presentation of Concepts**
Attend the presentation of the co-design concepts created from what was heard during the day. There will be further

Master Plans help shape the future for a township and are crucial for long-term planning of spaces, places and infrastructure. Share your ideas on what you want to improve, maintain, or protect.

No bookings required. If you are unable to attend on the day, there will be the opportunity to contribute on Council's My Say page following the sessions and future opportunities to help shape the Master Plan post November Elections.

Register your email to stay informed
mysay.alexandrina.sa.gov.au/villageconversationsmiddleton

Poster promoting the workshop



4.2 Collaborative planning through Co-Design

"Known for beaches and surfing"

"Protective of environment and township"

"Respect the history and character"

"Welcoming community"

"Scenic and peaceful area"

"What we love about Middleton"

A snapshot of statements by workshop attendees capturing some of their favourite things about Middleton

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:

- _ Increase and upgrade active transport links
- _ Steam Ranger Station upgrade
- _ Goolwa Road upgrade - greening, pedestrian crossings, shade, DIT road
- _ Surfers Parade upgrade - boardwalk, placemaking, toilets

- _ Beach access for all
- _ Local connectivity and wayfinding
- _ Public transport opportunities
- _ Freight route - remove trucks from Goolwa Road
- _ Increase parking across township
- _ Improve pedestrian safety - separate pedestrians and cars
- _ Discuss ways to reduce coastal impacts
- _ Opportunities for the Deferred Urban Land
- _ Recreation opportunities and amenity improvements
- _ Rezoning - residential density? mainstreet?
- _ Infrastructure and CWMS - locations, needs

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.



Open discussion with a variety of stakeholders allowed opportunities to be flushed out in the morning sessions



Conversations and information sharing between stakeholders and the project team.

Land Use Opportunities

Strategic Transport Opportunities

Goolwa Road + Mill Tce Reserve Transport Opportunities





Co-Design Workshop Final Presentation Concepts (cont.)

4

Deferred Urban Land Opportunities



5

Goolwa Road Streetscape



6

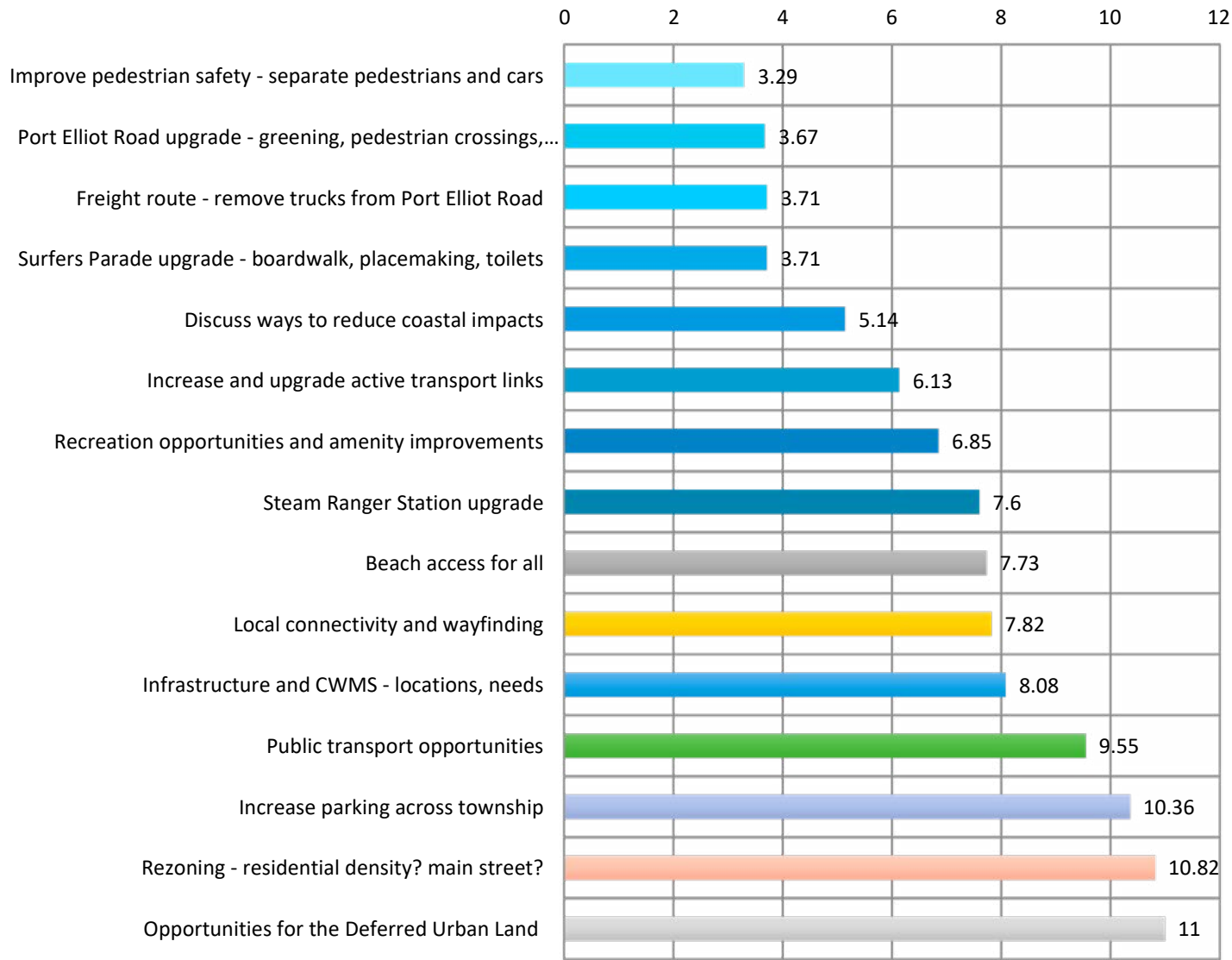
Surfers Parade Streetscape



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:

- _ Known for beaches and surfing. Happy with how streetscape elements reflect this e.g. entrance signage.
- _ Township plantings to include coastal plants of varying heights and colour. Want an increase in greening.
- _ Improve pedestrian crossings.
- _ Concerns over flooding, improve stormwater and catchments.
- _ Get trucks off Port Elliot Road.
- _ Supportive of boardwalk, however concerned with rising sea level could impact the structure’s proposed location.
- _ Footpath to Soldier’s Memorial Garden.
- _ Upgrade streetscapes including kerbs, footpaths and underground powerlines.
- _ Maintain the green belt and wildlife corridors.
- _ Incorporate amenities such as toilets, water stations and picnic areas along Encounter Bikeway and proposed boardwalk.



Some quotes from the online feedback

" Street plantings along main street are random. Should be coastal plants including large trees and shrubs of various heights with foliage and flower colour carefully considered to contribute to the coastal vibe."

" Pedestrian crossings in the main street in Middleton needs to be need to be progressed. It's currently very dangerous, especially for school kids that get off the bus and have to run across the road to dodge traffic."

" Please get trucks off port Elliot road and make safer pedestrian crossings"

" Regarding the boardwalk through the dunes from chapman through day street to Lorraine Ave- This needs to be reconsidered. Understand that this is only at a conceptual stage but looking at the Coastal Adaptation Strategy and noting the general maintenance to beach infrastructure in the area. You would be better off providing access along the road (beach side verge) and allowing for run stormwater run off etc"

" When can we plant more trees & improve our green areas"

" I like the idea of a one-way street, separate bike way and boardwalk"

" Surf Street car park must be acknowledged in any costing and planning."

" After our recent flooding in the township, i think there is a priority for improvement of water flow and cleaning up of the river area that flows out to sea."

" The necessity for improved water quality and flow to the sea, the possibility of encouraging community appreciation for such a wonderful and diverse environment in our own back yard should now be on the council agenda."

" Middleton main beach upgrade with boardwalk and amenities should be the main priority in-line with other coastal towns."

" Maintain green belt and wildlife corridors to enhance the uniqueness of Middleton."

" A one way at option is not suitable for beach goers and an option for a two way with board walk over dunes should be incorporated."

**This section
summarises
the strategies,
policies and
drivers for
change**

SteamRanger
Heritage Railway

MIDDLETON STATION

5. Strategic Analysis

5.1 Relevant State Policies

5.2 Regional Plans

5.3 Relevant Local Policies and studies

5.4 Relevant Local Concept Plan



TRAIN

STATION ENTRANCE SUPPORTED BY:
Middleton Town & District Community Centre
Middleton Steam & Railway Assoc. Club

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 **low-rise buildings**. Low to medium density supported by community uses.
- _ Development pattern is varied, however supports a **range 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

SPP 1 INTEGRATED PLANNING

Integrated planning coordinates the strategic use of land with the necessary services and infrastructure. It can influence how a city or region grows and evolves, which if done well, creates livable and sustainable places that contribute to our prosperity.

SPP 3 ADAPTIVE REUSE

Adaptive reuse of buildings, sites and places in both urban and rural settings can have cultural, social, economic and environmental benefits. It can rejuvenate neighbourhoods and strengthen a sense of place and familiarity with the surrounding environment. A strong link to the past can enhance a sense of place, history and belonging and unlock new opportunities and promote innovation in design.

SPP 5 CLIMATE CHANGE

Climate change will impact all areas of our society. Our future prosperity, the livability of our cities and towns, the health and wellbeing of our communities and the resilience of our built and natural environment all depend on how well we adapt to and mitigate the impacts of climate change.

SPP 6 HOUSING SUPPLY AND DIVERSITY

Housing is an essential part of people's health and wellbeing. Our planning system must enable the sufficient and timely supply of land and a variety of housing choices at appropriate locations. With the changing composition of our community and our desire to live more sustainably, our housing supply needs to become more diverse in both metropolitan Adelaide and regional township locations.

SPP 7 CULTURAL HERITAGE

South Australia's cultural heritage reflects the diversity, unique features and key moments in our state's history and contributes to our community's understanding of its sense of place and identity. The enduring, living, spiritual and cultural connection to the land by South Australia's First Peoples is recognised and acknowledged as an essential part of our cultural heritage.

SPP 9 EMPLOYMENT LANDS

Providing a suitable supply of land for employment uses is critical to support job growth and the economic prosperity of the communities. The planning system needs to support the diversification of our economy and remove barriers to innovation. It is critical that the right signals are sent to the market to attract interest, investment and tourism opportunities across South Australia.

SPP 13 COASTAL ENVIRONMENT

The South Australian coastal and marine environment has high intrinsic, aesthetic, social, environmental and economic values. It includes beaches, oceans, dune systems, tidal waters, wetlands and cliffs. The natural features of the coastal environment also provide vital habitat, contribute to our biodiversity and play an important role in protecting development and human occupation from flooding and erosion.

SPP 15 NATURAL HAZARDS

Natural hazards are an integral part of the South Australian landscape and have the potential to impact on people, property, infrastructure, our economy and the environment. As we continue to grow and develop we need to plan for and mitigate risks from these hazards.

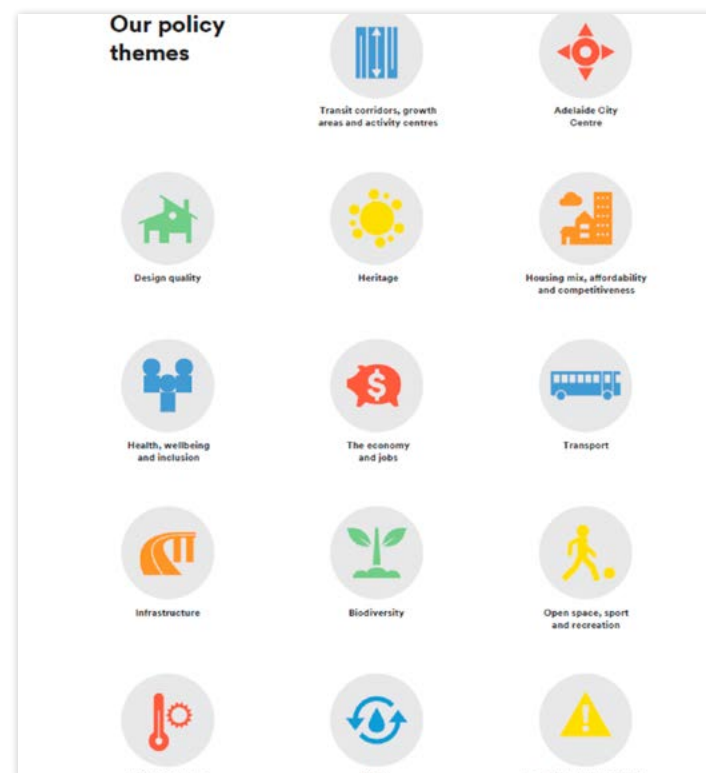
5.2 Regional Plans



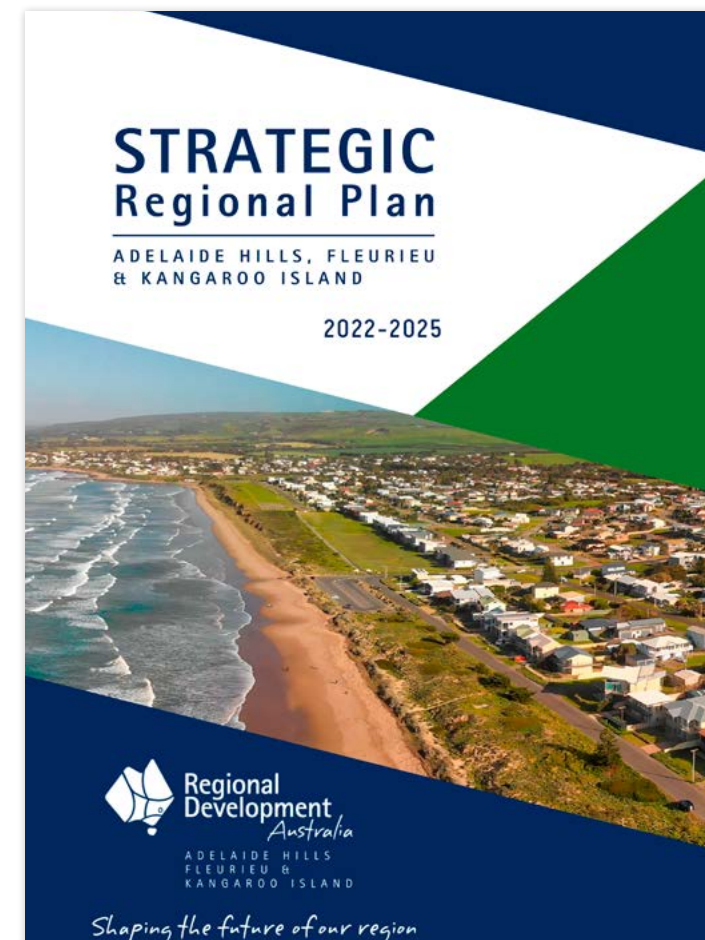
30 Year Plan for Greater Adelaide (2017)

- _ 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



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



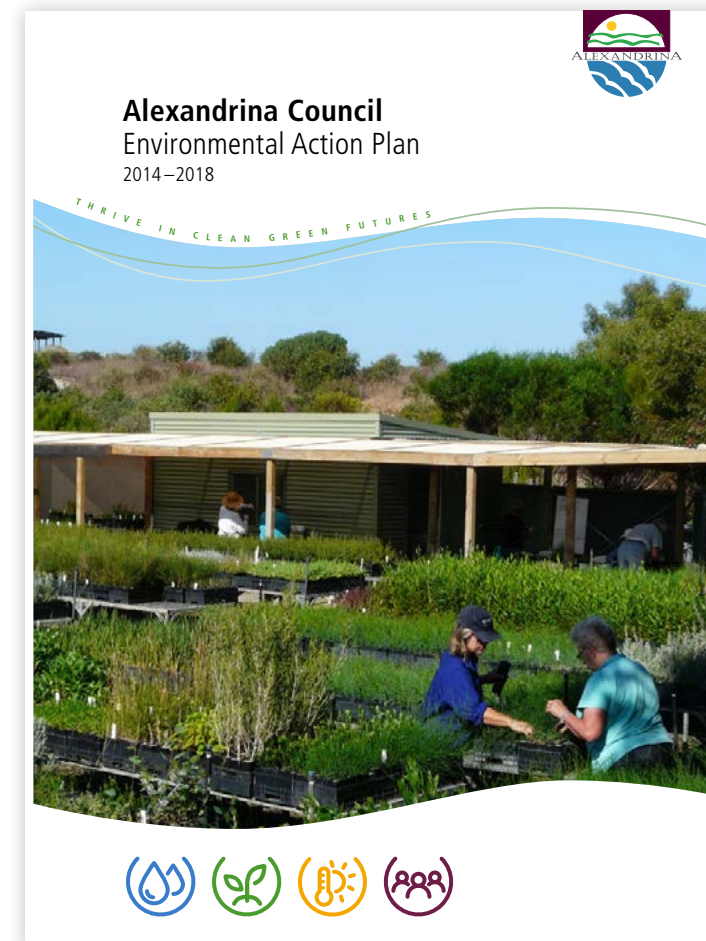
Relevant Local Policies (cont.)



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

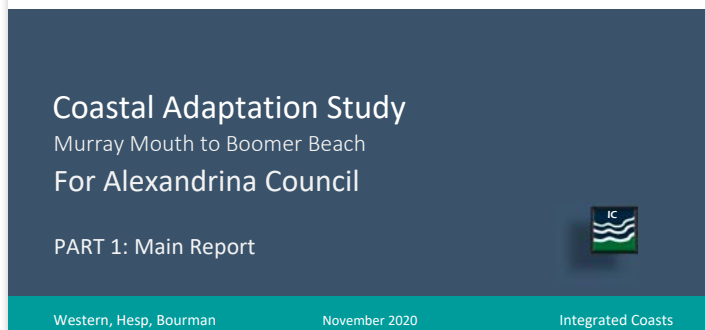


Environmental Action Plan 2014-2018

- _ 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
- _ 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 (cont.)



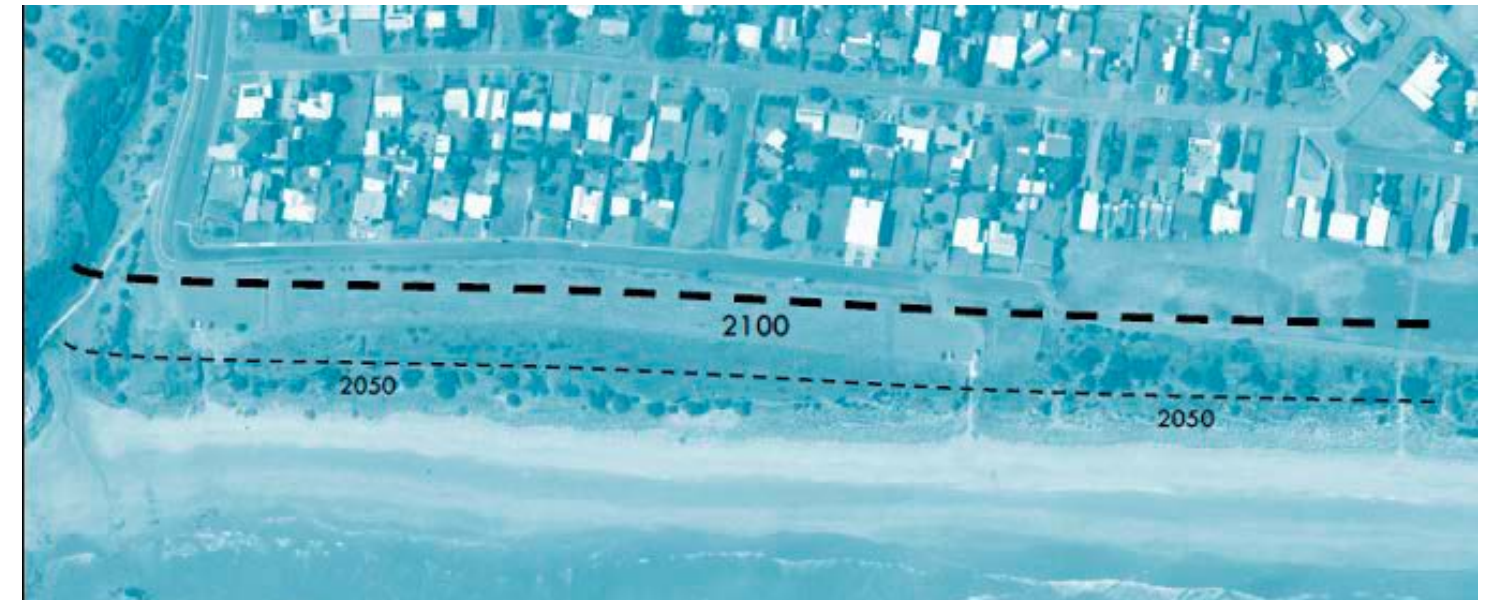
Coastal Adaptation Study Part 1 and 2 (2020)

- _ 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 2100.
- _ Adaptation measures 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.

Middleton

- _ By 2050 erosion will alter the beach form and dune system, with the shoreline expected to move inland and may recede east of Middleton Creek by 30metres.
- _ By 2100 high water and storm surge events will have a greater impact on coastal cliffs and dunes, with Middleton Beach shoreline is anticipated to recess between 60-114 metres.
- _ Impacted infrastructure include the beach's amenities and stormwater infrastructure, with a possibility for esplanade roads and abutting residential properties to come under attack by the sea.



Middleton estimated shoreline recession 2050 + 2100



Potential 2100 erosion at Tahiti and Tongan. Middleton



Relevant Local Policies (cont.)



Village Conversations Snapshot Report _ Middleton

- _ 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 Middleton:

- _ During the Conversations groups were asked to create their **vision statement** for the **Townships**. Fourteen vision statements were published in the report, with the Common / recurring themes / statements including:
 - _ Tranquil, peaceful and picturesque.
 - _ Known for its beaches and surf.
 - _ Happy, welcoming/ inclusive and compassionate community.
 - _ Excited and passionate about their town
 - _ Safe and caring
 - _ Protective of coastal environment, open spaces, green belt, culture and community.

- _ Want develop to respect the village feel and heritage.
- _ Continue to be known as a tourism destination.
- _ Celebrate diversity and culture
- _ A connected community
- _ Envious lifestyle
- _ Respect and willingness to learn about the Indigenous culture.

Opportunities to build on

- _ Address safety of pedestrians, especially during holiday seasons.
- _ Enhance natural environment through greening and a community garden.
- _ Create a greater sense of connection through building on its successes, including pop-ups, events, markets and events.
- _ More recreational opportunities
- _ Improve the foreshore
- _ Improve the understanding and awareness of the Ngarrindjeri cultural.
- _ Improve traffic management and safety.
- _ Improve amenities/ facilities along the beach.
- _ Increase multi-generational opportunities

Areas to focus on

- _ Limit growth boundary and maintain the green buffer. Potentially through zoning.
- _ Protect township's heritage.
- _ Maintain existing reserves and trails.
- _ Renovate the railway station.
- _ Improve pedestrian safety along Surfers Parade and the Esplanade.
- _ Sustainability - EV charging stations, housing design, eco-tourism

What is already planned

- _ Upgrade tennis courts
- _ Stormwater expansion
- _ Review Encounter Bikeway
- _ Tree plantings

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).

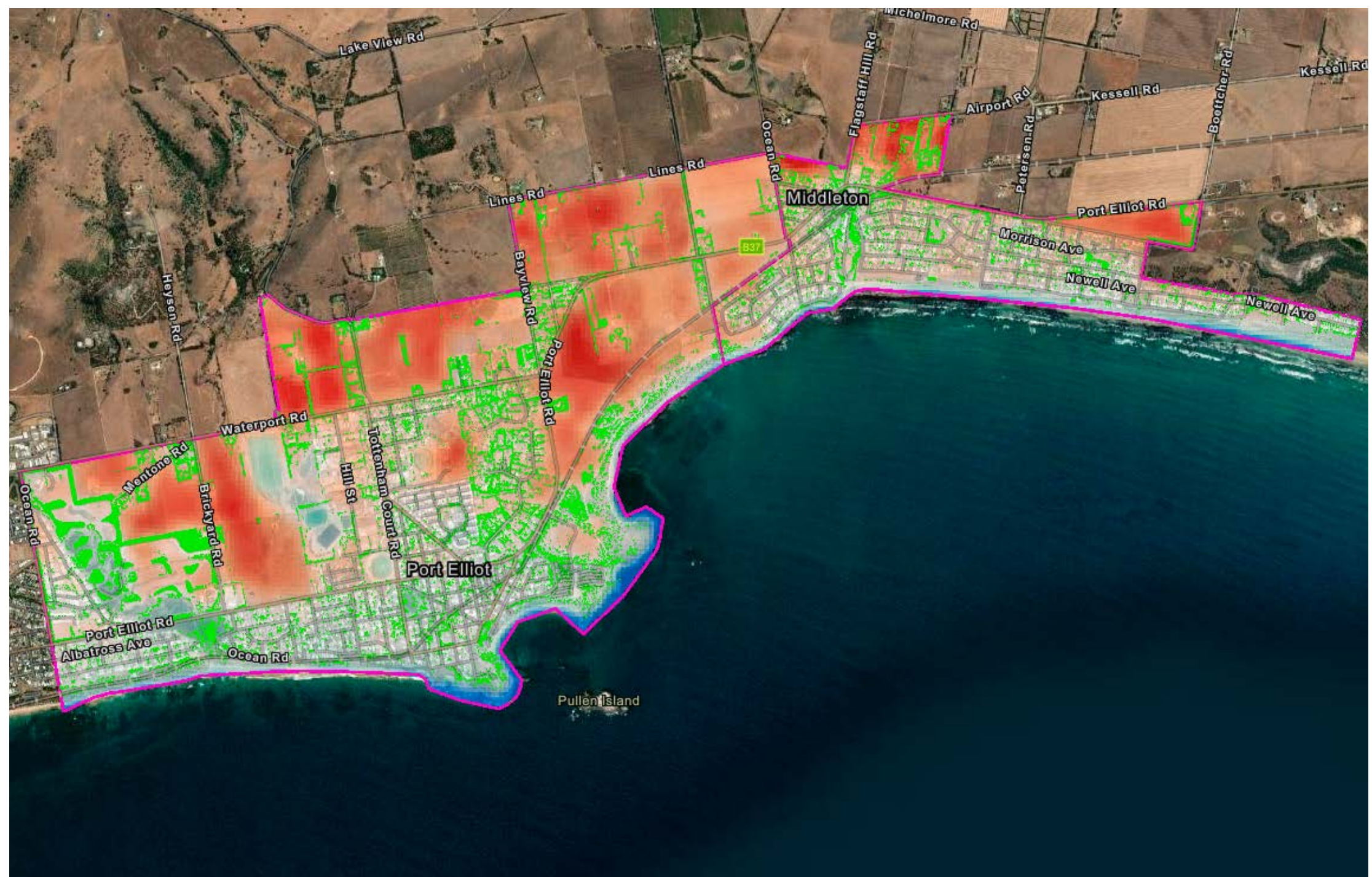
Relevant Local Policies and studies (cont.)

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 in 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 Middleton is within the Neighbourhood Zone, including the north side of Goolwa Road which contains several retail and tourism land uses. Other zones include the Tourism Development, Township Activity Centre, and Caravan and Tourist Park zones.

The land surrounding the township consists of conservation (on the coast) and rural zones inland.



Access + Transport _ Key Locations



Relevant Local Policies (cont.)



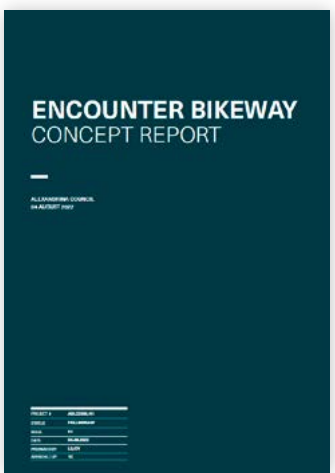
SteamRanger Heritage Railway Strategic Plan 2020-2029 (2020)

- 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



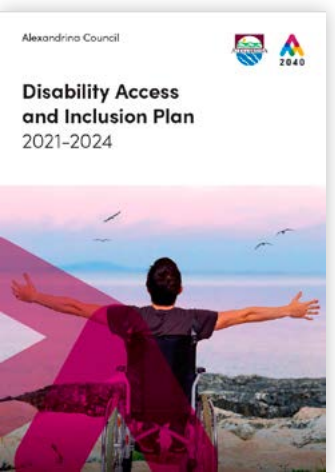
South Coast Freight Corridor (HDS Australia)

- 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



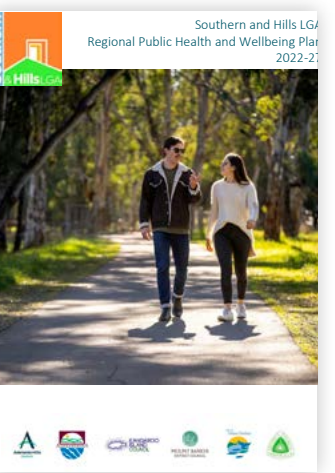
Disability Access and Inclusion Plan 2021-2024

- 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



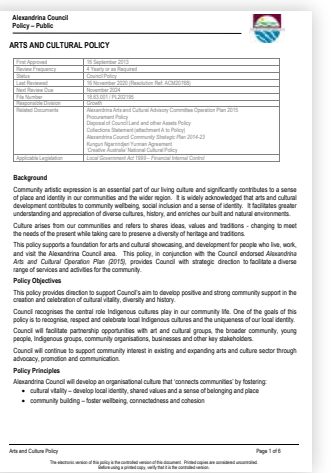
Community Wellbeing Action Plan 2022-26

- 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
- Council Strengths include:
 - Natural assets
 - Location to Adelaide
 - Well presented townships.
 - Arts, culture and heritage



6. Making Middleton more liveable, green and connected _ Our vision for the future

6.1 Vision for the future

**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 Middleton in 2040 where Middleton 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, and cultural heritage nurtured**
- **Have thriving mainstreet, that is walkable and pleasant**
- **Have a distinct identity, separated from its neighbours by extensive, open green spaces**
- **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 local traffic. Through traffic makes use of a bypass**
- **Be characterised by sustainable living and sufficient infrastructure.**



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

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

7.1 Key actions for achieving the vision

7.2 Middleton Main Street Project

7.3 Middleton Beach + Surfers Parade Upgrade

7.4 Modest western growth to township

7.5 Strategic Transport Improvements

7.6 Other strategic planning matters



7.1 Key actions for achieving the vision

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





**Modest Growth to
Western Township**

**Middleton Main
Street Project**

**Middleton
Beach + Surfers
Parade Upgrade**

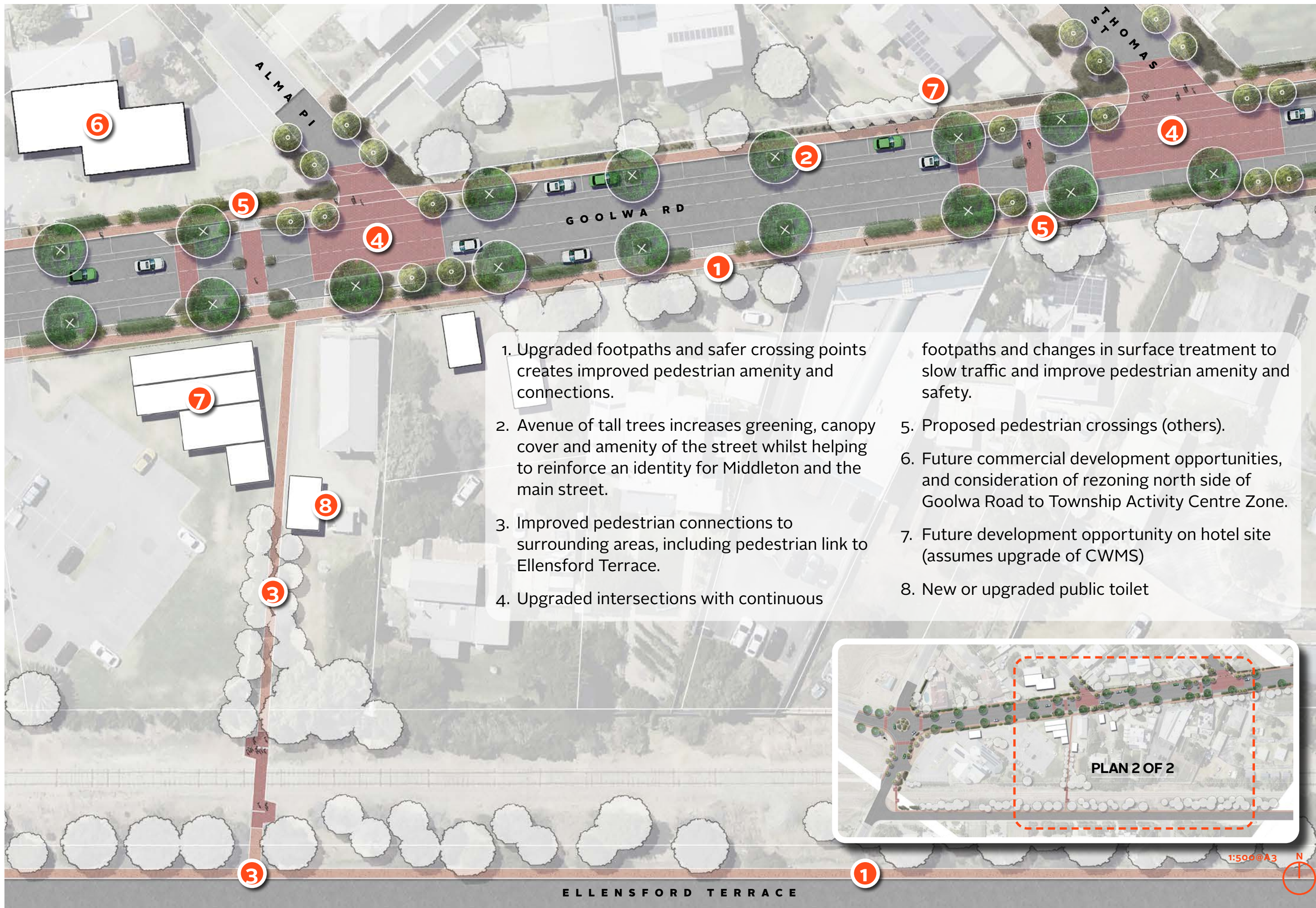


7.2 Middleton Main Street Project

Goolwa Road is Middleton's main street, with both shopping and dining options. It is also the main route to Goolwa and takes a lot of vehicle traffic, affecting its amenity. The main street placemaking project looks at improving the street by improving pedestrian connections and safety, slowing traffic, and increasing greening to create a sense of identity.

1. Upgraded footpaths and safer crossing points create improved pedestrian amenity and connections.
2. Avenue of tall trees increases greening, canopy cover and amenity of the street whilst helping to reinforce an identity for Middleton and the main street.
3. Roundabout and pedestrian crossings helps to reinforce the entry and create a safer, slower, arrival for vehicles. (Viability may depend on construction of heavy vehicle bypass route).
4. Improved pedestrian connections to surrounding areas, including the future growth area to the west.
5. Future commercial development opportunities, and consideration of rezoning north side of Goolwa Road to Township Activity Centre Zone.
6. Recently constructed bottle shop.





1. Upgraded footpaths and safer crossing points creates improved pedestrian amenity and connections.
2. Avenue of tall trees increases greening, canopy cover and amenity of the street whilst helping to reinforce an identity for Middleton and the main street.
3. Improved pedestrian connections to surrounding areas, including pedestrian link to Ellensford Terrace.
4. Upgraded intersections with continuous

- footpaths and changes in surface treatment to slow traffic and improve pedestrian amenity and safety.
5. Proposed pedestrian crossings (others).
6. Future commercial development opportunities, and consideration of rezoning north side of Goolwa Road to Township Activity Centre Zone.
7. Future development opportunity on hotel site (assumes upgrade of CWMS)
8. New or upgraded public toilet





Middleton Main Street Project (cont.)



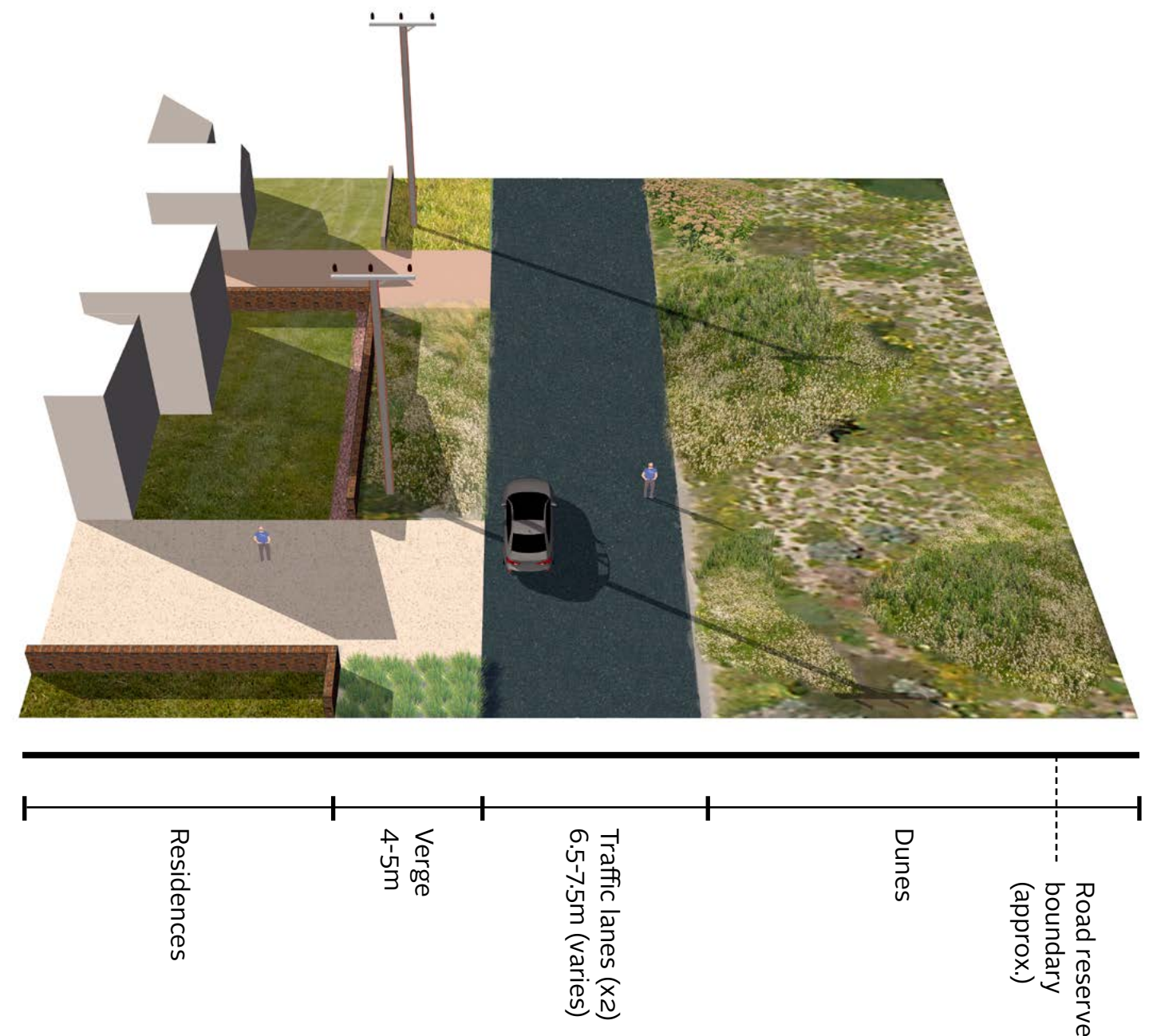


7.3 Middleton Beach + Surfers Parade Upgrade

Surfers Parade provides access to Middleton's main beach, and can become extremely popular in the summer. The proposed upgrade seeks to improve the amenity and safety of the roadway, while improving access to the beach for all users.

Existing Conditions

- Existing street has no footpaths, or delineated space for pedestrians and cyclists, leading to safety issues and potential conflicts between vehicles, pedestrians (often holding surfboards) and cyclists using the Encounter Bikeway.
- The road space is reasonable narrow, and the dunes and verge spaces have become overgrown and slowly eaten into the carriageway
- The extensive dune system is an asset to the area, however it is overrun with invasive weeds.
- There is one toilet block along surfers parade which is in OK condition, however there are limited places to get changed.
- There is no DDA toilets or DDA access to the beach. Currently access is mostly provided by informal walking tracks
- There is little to no shade in both the public and private realm.





Surfers Parade

Possible Design Options

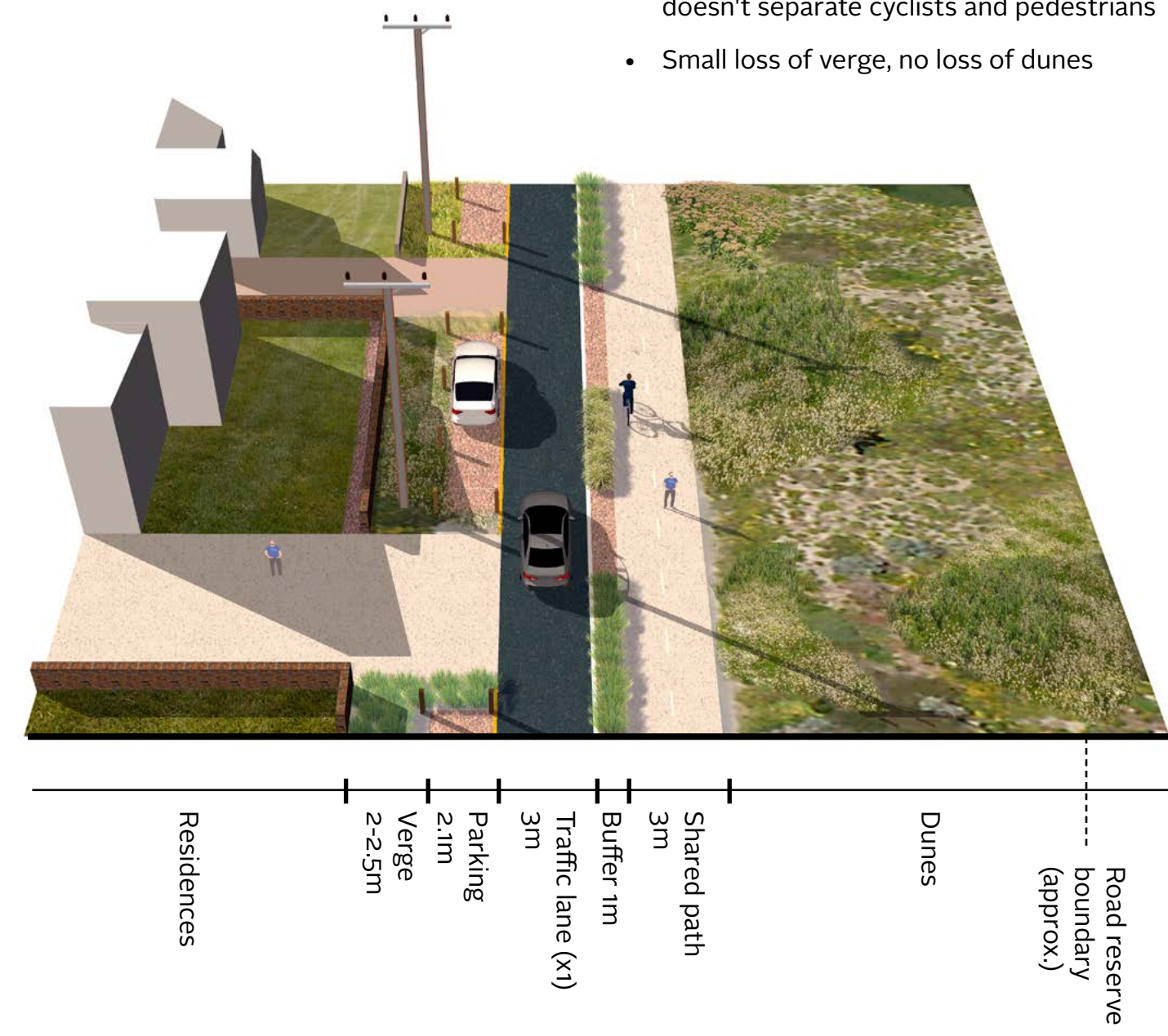
Option 1A - Shared Path + one-way street

- Existing road space split between 3m shared path, 1m buffer and 3m vehicle lane (one-way)
- Maintains existing dunes and verge widths
- Separate vehicles from other uses but doesn't separate cyclists and pedestrians
- Lower cost option - reallocates existing road space



Option 1B - Shared Path, one-way street + parking

- Existing road space split between 3m shared path, 1m buffer and 3m vehicle lane (one-way)
- Indented gravel parking bays in verge
- Separate vehicles from other uses but doesn't separate cyclists and pedestrians
- Small loss of verge, no loss of dunes



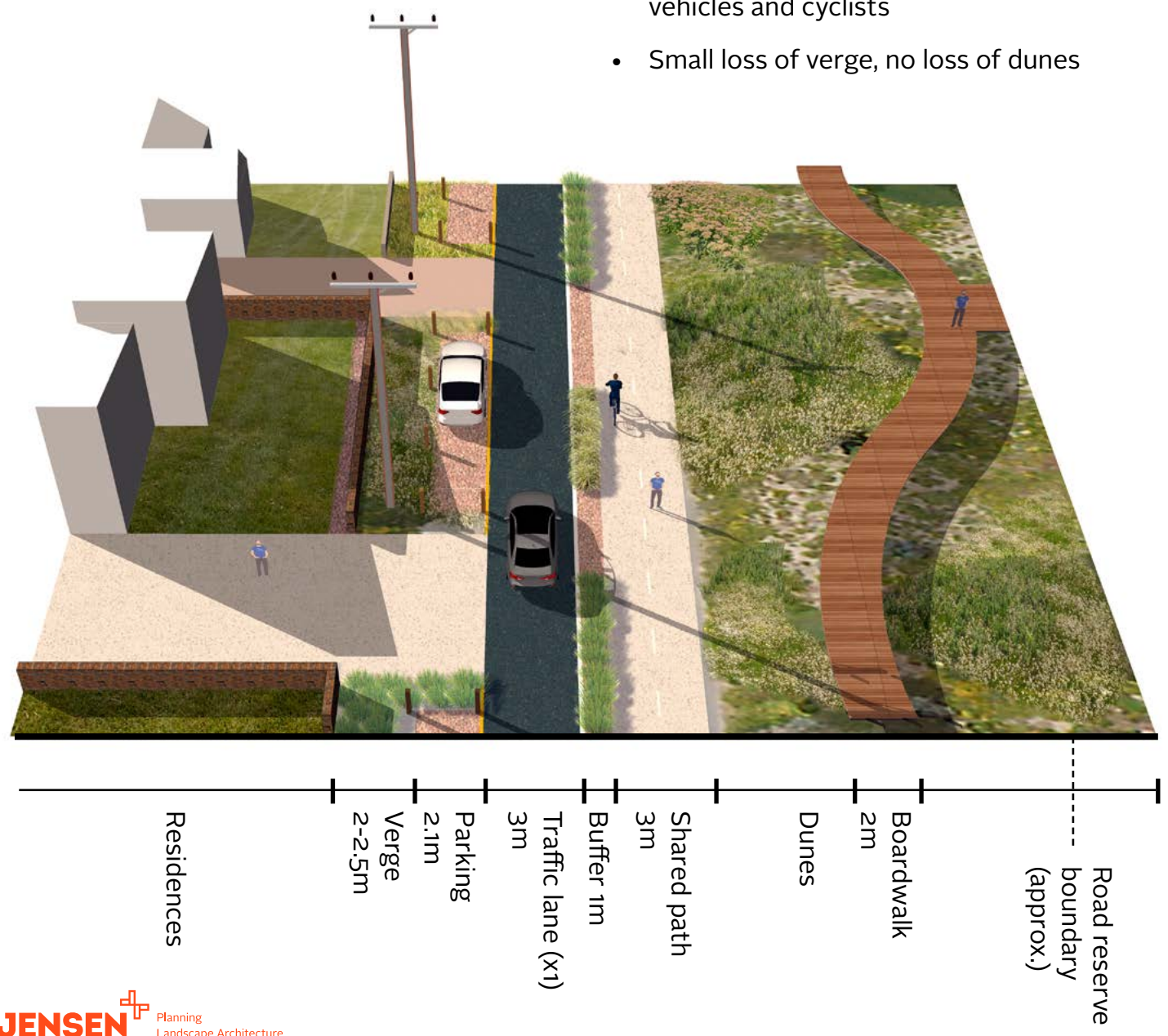


Surfers Parade

Possible Design Options

Option 1C - Shared Path, one-way street, parking + boardwalk

- Existing road space split between 3m shared path, 1m buffer and 3m vehicle lane (one-way)
- Indented gravel parking bays in verge
- Boardwalk separates pedestrians from vehicles and cyclists
- Small loss of verge, no loss of dunes



Option 2A - Shared path + two-way road

- Two lanes of traffic
- 3m shared path with 1m buffer
- Small loss of verge and dunes
- Separates vehicles, but not pedestrians and cyclists





Surfers Parade

Possible Design Options continued.

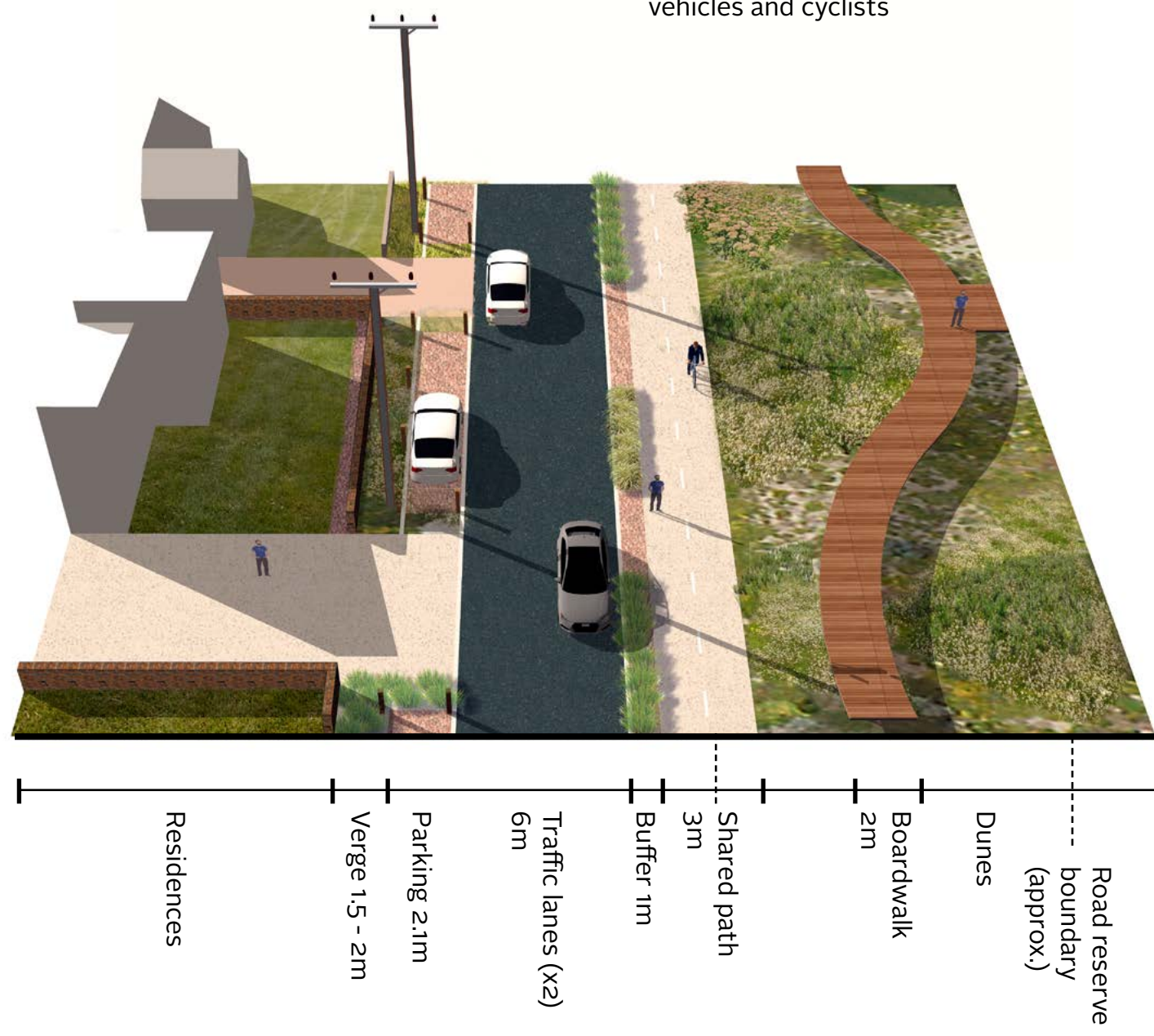
Option 2B - Shared path, two-way road + parking

- Two lanes of traffic
- 3m shared path with 1m buffer
- Significant loss of verge, small loss of dunes
- Separates vehicles, but not pedestrians and cyclists



Option 2C - Shared path, two-way road, parking + boardwalk

- Two lanes of traffic
- 3m shared path with 1m buffer
- Significant loss of verge, small loss of dunes
- Boardwalk separates pedestrians from vehicles and cyclists





Middleton Beach + Surfers Parade upgrade (cont.)



1. Upgraded Surfers Parade with new shared path, verge parking, and one-way street.
2. Board walk allowing for pedestrians to experience the dunes and coast while being completely separated from vehicles and cyclists.
3. Lookout with shade and seating incorporated into board walk.
4. New accessible toilet facility.
5. New DDA access ramp to beach, with associated accessible parking spots and toilet.
6. Improved intersection with different surface treatment to slow traffic, and safer pedestrian crossing.
7. Restoration to existing dunes.
8. Existing Encounter Bikeway



Middleton Beach + Surfers Parade Upgrade (cont.)



1. Upgraded Surfers Parade with new shared path, verge parking, and one-way street.
2. Board walk allowing for pedestrians to experience the dunes and coast while being completely separated from vehicles and cyclists.
3. Lookout with shade and seating incorporated into board walk.
4. Shared path designed to reduce conflict around car park access.
5. Surfers Parade reverts to two-way street at Lorraine Avenue
6. Parking formalised to allow continuation of shared path and reduce conflicts between vehicles, cyclists and pedestrians.
7. Restoration to existing dunes.
8. Existing toilet block



7.4 Modest Western Growth to Township

When approaching Middleton from the west, motorists will dissect large broad hectare farming areas that hug either side of Port Elliot Road. This picturesque area abuts the township and leads motorists into the mainstreet. The areas are mostly undeveloped, with the area north of Port Elliot Road containing two large residential properties and an abandoned sandstone dwelling.

These areas are zoned as **Deferred Urban**, which safeguards land for future urban growth and allows the township to expand.

The Deferred Urban Area north of Port Elliot Road comprises of four land parcels with a total area of 11.15ha.

The Deferred Urban Area between the railway line and Port Elliot Road comprises of two land parcels with a total area of approximately 8.8ha. This area is currently undergoing a Code Amendment initiated by the landowner.

The Amendment is seeking to rezone the area to the *Master Planned Township Zone*, that will allow for the development of low density residential development. Public consultation for the Code Amendment ended in March 2023.

A significant design constraint for the entire Deferred Urban Area is that the area is not currently serviced by the **Community Wastewater Management System** (CWMS), with expansion of this service into the area constrained by sea level rise, agencies not supporting holding tanks and existing CWMS limitations, such as capacity.

It is recommended that a feasibility study be conducted on upgrading the existing CWMS and the potential of a centrally placed wastewater treatment plant that is shared with Port Elliot. If found to be feasible, the CWMS upgrade should be done prior to developing the Deferred Urban land to prevent upgrade costs being absorbed by the community later on.



Western Growth Area, north of railway line



Deferred Urban Areas either side of Port Elliot Road



7.4 Modest Western Growth to Township

During the community workshop we engaged with the local community to investigate ways on how to best develop the entire Deferred Urban Area (both sides of Port Elliot Road) that would provide additional housing to Middleton, as well as provide other services to support the townships forecasted growth and best utilise this land and the intent of the Deferred Urban Zone. This area has been called the **Modest Western Growth** area.

Two options for the **Modest Western Growth** were created that reflect the desires of the community, responds to local constraints and reflects the townships characteristics.

Option 1

Reflects the community's desires that future residential development within the Western Growth Area is developed sensitively to the character of Middleton, with an emphasis on sustainable coastal housing designs within spacious settings.

Future rezoning of the land (whether

by Council or developer) should reflect this in the choice of zone and Technical Numerical variations.

The proposed residential area (land south of Port Elliot Road) is proposed to be low density and have land parcels no smaller than 1200m², which allows for on site wastewater treatment e.g. septic tanks.

The proposed layout prevents allotments from turning their backs onto Port Elliot Road and within the development's proposed road network. This is intended to reflect the surrounding setting and create a welcome and open setting, which is important for people entering the township from the west.

The proposal will increase connectivity to the township, railway line and within the residential area to promote active lives and create a sense of community. This concept is emphasised through the inclusion of a western park that links the established area with the proposed development.

The north side of Port Elliot Road will

include a school that will support the area's forecasted growth, be able to service the wider south coast area, and provide additional services to the region.

The western portion of the northern area intends to create a natural extension to the existing mainstreet and provide additional retail and commercial areas to service the new and growing community.

Vegetation and landscaping will provide visual amenity to the area, reduce urban temperatures and provide a buffer to

the railway line

Option 2

Were this option differs from Option 1, is with the inclusion of land parcel sizes that reflect both the existing township and rural settings, which will create a low-medium residential mix. However, the smaller land parcels are reliant upon the CWMS being upgraded service this area and the forecasted growth.

All other features of Option 1 are incorporated into this option.



Western Growth Area, north of railway line

Option 1: Possible Concept



Option 1 (assumes no CWMS)

1. Residential subdivision. Lots designed to be over 1200 m².
2. New park with open space and playspaces
3. Pocket parks.
4. New school.
5. New supermarket.
6. New market facility.

7. Plaza around existing heritage building.
8. Car parking
9. Existing property.
10. Pedestrian connections to main street.
11. Train station
12. Landsaped buffer.
13. Shared path.
14. Bike lanes continue on Port Elliot Road.



Option 2: Possible Concept



Option 2 (assumes connection to CWMS)

- | | |
|---|---|
| 1. Residential subdivision with a variation of smaller and larger lots. | 7. Plaza around existing heritage building. |
| 2. New park with open space and playspaces | 8. Car parking |
| 3. Pocket parks. | 9. Existing property. |
| 4. New school. | 10. Pedestrian connections to main street. |
| 5. New supermarket. | 11. Train station |
| 6. New market facility. | 12. Landscaped buffer. |
| | 13. Shared path. |
| | 14. Bike lanes continue on Port Elliot |





7.5 Strategic Transport Improvements

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



-  Bypass road for freight and through traffic
-  Encounter bikeway improvements
-  Accessible car parking with wayfinding signage
-  Intersection improvements
-  Walking and cycling network around township



Bypass road for freight and through traffic

Provision of a northern bypass road is identified in the South Coast Freight Corridor as part of the 2030 Southern and Hills Local Government Association Regional Transport Plan.

The northern bypass route identified potential upgrades to a series of local roads to the north of Victor Harbor, Port Elliot (Waterport Road) and Middleton. Only two new sections of road were identified, one of which would be to the north of Middleton connecting between Lines Road and Airport Road.

Longer term, if the proposed northern bypass road is implemented to accommodate most of the freight and through traffic, and may necessitate changing ownership between State Government and Council for Goolwa Road, opening up greater opportunities for improvements to public realm, pedestrian and cyclist upgrades for Goolwa Road and the Middleton town centre.

Encounter bikeway improvements

The Encounter Bikeway runs through Middleton, generally along Surfers Parade, Esplanade, Higgins Terrace, Dover Road and Ocean Parade. The route generally provides good access and amenity to the coast and beachfront, and does come close to the main street where it crosses the creek between Padman Crescent and Mill Terrace.

Improved connections to the town centre and rail station would be feasible:

- _ along Mill Terrace and the south side of Goolwa Road
- _ via Ellensford Terrace and the suggested pedestrian connection near the hotel, (requiring an additional pedestrian and bicycle crossing of the rail line)
- _ continuing along Ellensford Terrace to connect to the railway station and Mindacowie Terrace.

Initially much of the routes could be created with wayfinding signage and sharrow road markings, with further upgrades as use increases and funding permits.

Easy to access car parking with wayfinding signage

On-street parking

There are limited opportunities to increase the on-street parking provision and in general there were few locations identified with parking issues beyond the beachfront roads in peak season.

Possible locations in or close to the main street areas that could accommodate some additional parking or improved parking that can be explored further are:

- _ Mill Terrace to support the eastern end of the main street are, with improved delineation of angle and parallel parking
- _ Ellensford Terrace adjacent to Abbots Reserve to improve reserve parking provision and with an improved signage and connection through to the main street

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

- _ Esplanade. The car parks on this road would appear capable of modest expansion without significant impact on trees or areas of high natural amenity.
- _ Surfers Parade, improving the delineation of the gravel car parks could improve capacity. Modest extensions to the car parks may be feasible but would impact on the dunes.
- _ Possible extension of Middleton Tavern car park.



Walking and cycling network around township

Three pedestrian refuge crossings are proposed along Goolwa Road between Mindacowie Terrace and Flagstaff Hill Road. These are expected to support the current locations where there is a focus on pedestrian activity.

The provision of a pedestrian route between Goolwa Road and Ellensford Terrace to the east of the hotel has been suggested and would warrant further investigation. This would improve access to and from Abbots Reserve and the town centre and also improve bicycle access to the main street.

Towards the beachfront, improved or more formalized facilities for pedestrians to cross to access the beach on Esplanade and Surfers Parade would benefit from further investigation. This would primarily accommodate people walking to the beach from properties on the nearby roads or from parking on the nearby streets, so would be best accommodated adjacent to the side road intersections.

Intersection Improvements

Goolwa Road / Mindacowie Terrace / Ocean Road

This intersection is currently located at the western entrance to the township and is a slightly staggered four way intersection. Issues with traffic exiting from the side roads has been reported while vehicle speeds for eastbound traffic are also on concern, with the change to 50 km/h a relatively short distance to the west of the intersection.

The introduction of a roundabout at this location was suggested and this would provide similar benefits to the suggested roundabout at Flagstaff Hill Road; reducing vehicle speeds, assisting side road exit and providing a gateway entrance to the township and main street. The roundabout would also be the most appropriate intersection format to accommodate the existing stagger of the side roads and could largely use the extended verge area to the west of Mindacowie Terrace. Although some limited land take beyond the roadway would be required, it would not affect any properties.

Should the proposed deferred urban

land on the west side of the township come forward for development in the short to medium term (2-5 years), the nature of this intersection would be expected to change as it would no longer be the immediate gateway and may have more pedestrian activity. Similarly, if the northern bypass road were to occur, then the reduced traffic volumes through the intersection may indicate a roundabout is no longer required or the most appropriate intersection format.

Goolwa Road / Flagstaff Road

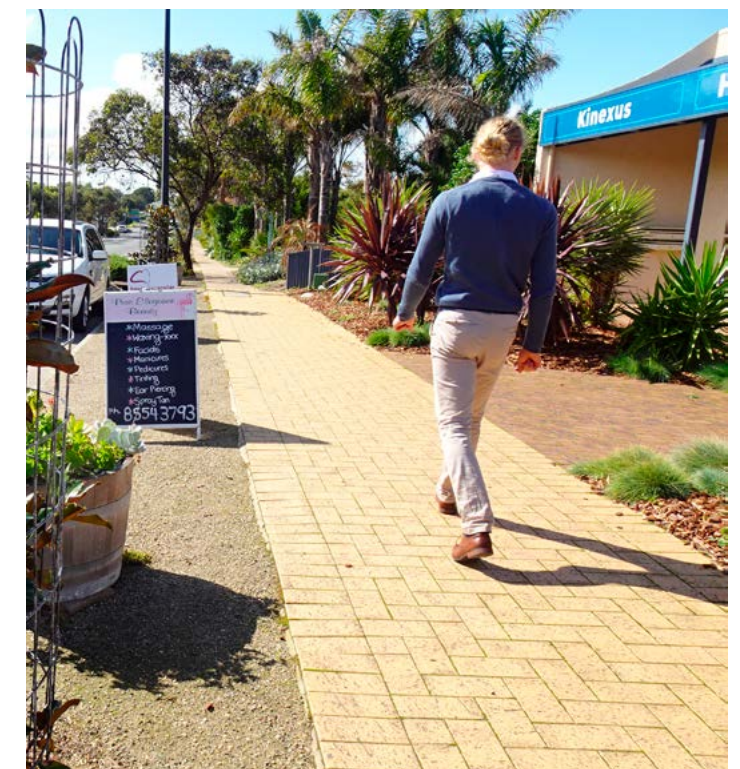
This intersection provides a major focus for traffic movements within Middleton with delays regularly reported on Flagstaff Hill Road due to the volume and speed of traffic on Goolwa Road.

The installation of a roundabout has been suggested as the preferred intersection improvement and this would be expected to achieve the following benefits:

- _ It would provide more opportunities for traffic on Flagstaff Hill Road to enter Goolwa Road

- _ Vehicle speeds would be reduced for westbound traffic entering the main street section of Middleton Road
- _ Vehicle speeds would also be reduced for eastbound traffic as it approached the intersection

Although concept sketches have not been prepared it is likely that a suitable roundabout could be accommodated within the existing roadway and verge area.





7.6 Other planning matters



Wayfinding strategy – for both parking and pedestrians

There are additional wayfinding opportunities that can be incorporated throughout the township to increase amenity for tourist and visitors.

Wayfinding/ signage should be located to encourage people to walk around and discover the township rather than drive from place to place.

Designs could be based on a local context to create a consistent streetscape feel and could include historical contemporary information to create a walking trail along the coast or throughout the township.



Car parking improvements

To support the townships tourism population and encourage more visitors to the area. The township should look to increase car parking quantities at existing areas and construct new car parks.

One example could be increasing car parking for tourists at (the bottom of) Bashams Beach for whale watching.



Open space, greening and stormwater upgrades across township

Existing open spaces could be upgraded to increase amenity and provide additional recreational opportunities to locals and visitors.

Council should look into ways to increase tree cover canopy to provide shade and help reduce temperatures, which will increase due to climate change.

The coastal adaptation strategy has highlighted potential flooding impacts, including risk to existing infrastructure. Addressing flooding through stormwater management should be assessed. Adopting WSUD into planning can help reduce flooding and temperatures.



Steam ranger station improvements

The Cockle Train provides a unique and quaint tourism experience to South Australia. The Steam Ranger organisation can pursue these improvements in accordance with their Master Plan.

There is an opportunity for Council to work collaboratively with Steam Ranger to improve the amenity of the current station.



**This section
summarises the
approach to
guide project
priorities and
implementation**

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

8.1 Implementation approach.

8.2 Implementation projects

8.3 Implementation priorities

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. Bypass road for freight and through traffic*
2. Accessible car parking with wayfinding signage.
3. Surfers Parade upgrade + shared path + verge parking + streetscape
4. Surfers Parade Boardwalk + lookout + dune restoration
5. Walking and cycling network around township
6. Accessible toilet / change facility and improved DDA access at Middleton beach.
7. Encounter bikeway improvements.
8. Zoning for western Growth Area.
9. Development of Western Growth Area*
10. Middleton main street project, including pedestrian and traffic safety improvements, consideration of rezoning north side of Goolwa Road to Township Activity Centre Zone, and placemaking and amenity improvements.
11. Feasibility study for new CWMS and wastewater treatment plant.

\$ Low - Med

\$ Very High

\$ High

\$ Low - Med

\$ Med

\$ Low - Med

\$ Low

\$ Very High

\$ Low

\$ Low

\$ Med

\$ High

\$ Very High

Less than \$500k

\$500k - \$1 million

\$1 - 2 million

\$2 million +

Note: Costs are high level estimates only

*Non council project

8.3 Implementation priorities

Quick Wins (0-3 years)	Strategic Projects (4 – 6 years)	Longer term (7 years +)
– Accessible car parking with wayfinding signage. – Surfers Parade upgrade + shared path + verge parking + streetscape – Accessible toilet / change facility (changing places) + improved DDA access at Middleton beach. – Zoning for western Growth Area. – Feasibility study for new CWMS and wastewater treatment plant. – Middleton main street project (design)	– Surfers Parade Boardwalk + lookout + dune restoration – Walking and cycling network around township – Encounter bikeway improvements. – Development of Western Growth Area – Middleton main street project (construction)	– Bypass road for freight and through traffic

*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.



Thank You