



Structure Plan

Township of Penneshaw

April 2019

Final adopted



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The contributions of the staff of the Kangaroo Island Council, Elected Members, the community and stakeholders are acknowledged and appreciated.

Enquiries

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While every reasonable effort has been made to ensure that this document is correct at the time of publication, it has relied on the accuracy of data provided - the Council and its contractors disclaim any and all liability to any person in respect to anything or the consequence of anything done or omitted to be done in reliance upon the whole or any part of this document.



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Preface

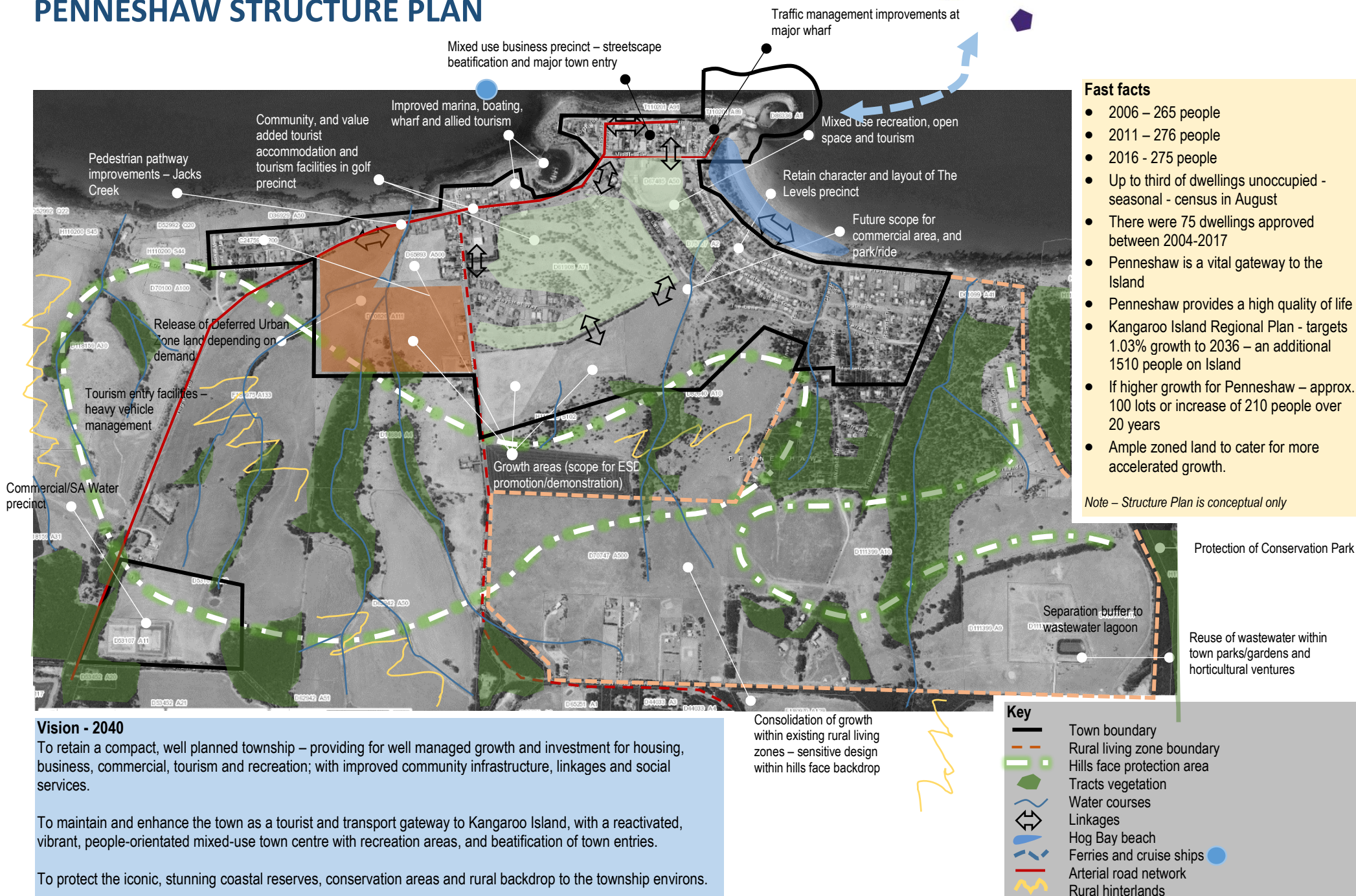
The Council has appreciated and valued the initial inputs from the Community and other stakeholders.

The Structure Plan will assist with informing future Council Strategic Plan and Business Plan outcomes, works programs, grant submissions and the like. Other aspects of the Structure Plan will guide future decision making relating to the State and Regional Planning Strategy, zoning, town planning, infrastructure planning and traffic management. It will also inform the government and private sectors with regard to business opportunities and gaps in community business and service delivery.

Michael Pengilly, Mayor

Greg Georgopoulos, Acting Chief Executive Officer

PENNESHAW STRUCTURE PLAN





1. Introduction - Penneshaw

With the assistance of the Department for Planning, Transport and Infrastructure, the Kangaroo Island Council has prepared a draft Structure Plan for the township of Penneshaw.

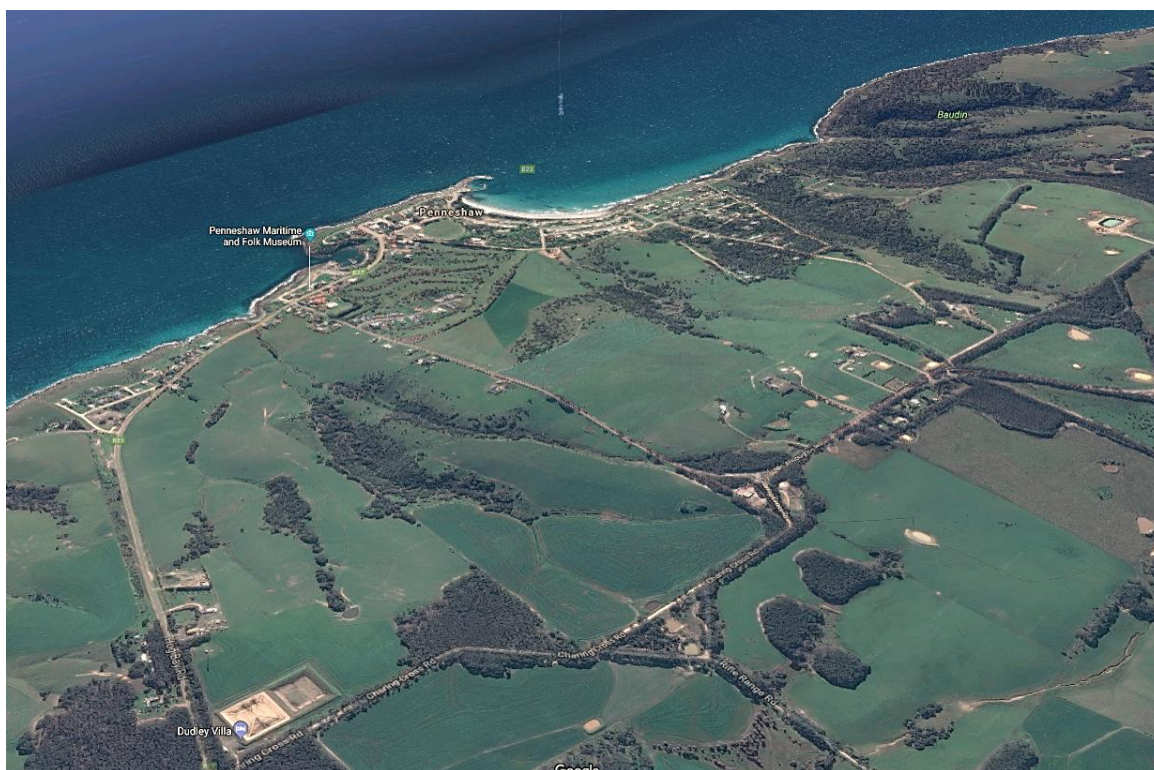
Penneshaw has a population of 275 people (ABS 2016). It is located on the north coast of the Dudley Peninsula and is the Island's ferry port with regular services from Cape Jervis. South Australia's first modern seawater desalination plant was established at Penneshaw in the 1990s, to supplement the town's limited water supply. In 2012 the Penneshaw jetty was extended to provide a cruise ship tender vessel landing facility to accommodate growing numbers of short-term visitors arriving by cruise ship.

Penneshaw is serviced by a community wastewater management scheme.

The town's population swells in holiday season, noting that the Census data is taken in August when many households are vacant.

It is Council's aim to see planning for vibrant, inviting, investment ready and up to date town centre as a key element to the overall future of Kangaroo Island and for the services it delivers.

The timing for the Structure Plan is important in light of current, proposed and emerging community and economic development impacting on community services and infrastructure, for example (but not limited to) the Kangaroo Island Airport upgrade, the American River resort, the Pelican Lagoon golf resort and new sewage infrastructure at Penneshaw that will lead to future growth and development.



Penneshaw



2. Kangaroo Island

The Kangaroo Island Council covers an area of 4,400 square kilometres and has a population of 4702 (ABS 2016) and 213,933 visitors each year.

Kangaroo Island is located 110 kilometres south-west of Adelaide, accessible by ferry or plane.

The Island has a number of settlements including American River, Baudin Beach, Brownlow, Emu Bay, Island Beach, Kingscote, Nepean Bay, Parndana, Penneshaw, Stokes Bay and Vivonne Bay.

It was Captain Matthew Flinders who is credited as being the first European to officially sight the Island in 1802. Flinders landed on the North Coast of the Island, giving it the name 'Kanguroo Island'. Shortly after, Nicolas Thomas Baudin who captained the Corvette 'Le Géographe' and Jacques Félix Emmanuel Hamelin who captained the Storeship 'Le Naturaliste' mapped most of the southern and western coastline of the Island.

The first European settlers of the Island were deserters from English and American whaling ships and sealers who arrived on the Island in the early 1800's. It was not until July 1836 that the first official settlers arrived aboard the Duke of York. As the first free settlement in Australia, the new settlement of Kingscote was dogged by the lack of water and suitable building timber. After four years, it was abandoned in favour of Adelaide. The early settlers built a pastoral industry mainly focused on wool, however barley and other grains were also grown. Whilst in the process of establishing this industry, the farmers derived the majority of their income from the felling of trees, animal skins and distilling eucalyptus oil.

The Island continued to develop slowly, with an estimated population of 1,113 in 1947 however, after the end of World War II, the Government established a War Service Land Settlement Scheme where ex-soldiers would be settled and encouraged to farm the undeveloped land on the Island's central plateau. 174 soldier settlers and their families came to the Island, and by 1954 the population had increased to 2,167.

The agriculture sector, consisting mostly of sheep, wool, grains, fishing and forestry, continues to be a significant contributor the Island's economy, providing the major source of employment for around 20% of the resident population. A substantial income is also derived from the tourism sector as Kangaroo Island has become a popular tourism destination with 21 national and conservation parks covering more than 30% of the Island.

Kangaroo Island has retained many plants and animals no longer found elsewhere. There are over 850 native plants registered on Kangaroo Island with over 400 different species found within the Flinders Chase National Park. Free from mainland rabbits and foxes, the Island is a natural habitat for platypus, goanna, glossy black cockatoo, albatross, seals, penguins and the Island's own species of kangaroo. Its shores are also home to the elusive leafy-sea dragon.

The people of Kangaroo Island are proud of their unique history and the natural beauty of the Island.

They enjoy a high quality of life and are well placed to capitalise on their position in the world to secure a prosperous and vibrant future.





3. Structure Plan

The purpose of a Structure Plan is to provide an overarching planning framework for the management and coordination of future growth opportunities, changes within the spatial contexts and infrastructure requirements.

Most importantly, a Structure Plan enables Council and the community to set a vision that it desires to achieve, not one that will simply happen by natural means.

Based on consultation and analysis, the Structure Plan highlights the likely demand for development with regard to trends and population scenarios - and establishes a conceptual blueprint based on principles of good town planning.

The Structure Plan also provides for promoting the revitalisation and improvement of the town centre, delivering an improved place at a key gateway to Kangaroo Island and mixed use type development scenarios.

The Structure Plan will guide Council, agencies and the community with future planning in relation to:

- Informing its Strategic Management Plan and budget priorities
- Assisting with infrastructure planning
- Assisting with community planning
- Assisting with marketing and investment attraction
- Helping to underpin grant submissions
- Subsequent Development Plan or State Planning and Design Code amendments.



Penneshaw wharf – SeaLink ferry



4. Vision - Community engagement

An important phase for the project was the engagement of the community in order to better understand their concerns, opportunities and desired future.

A 20 year vision for Penneshaw emanated from the community engagement.

Vision

To retain a compact, well planned township – providing for well managed growth and investment for housing, business, commercial, tourism and recreation; with improved community infrastructure, linkages and social services.

To maintain and enhance the town as a tourist and transport gateway to Kangaroo Island, with a reactivated, vibrant, people-orientated mixed-use town centre with recreation areas, and beatification of town entries.

To protect the iconic, stunning coastal reserves, conservation areas and rural backdrop to the township environs.

Community engagement

The engagement stage included the following:

Elected members and SMT scene setting and brainstorming

An informal gathering was held on 26 April 2018 for a brainstorming session with regard to high level visioning and scene setting for the Structure Plan.

Key thoughts included:

- Retain a compact well planned township
- Provide for range of allotment sizes consistent with that expected in a country town, not metropolitan Adelaide
- Provide for well managed growth and improved community facilities, shops, a petrol station, and an ATM
- Need for more land set-aside for business and industry
- Enhance as tourist and transport gateway to Kangaroo Island
- Reactivated, vibrant and people-orientated mixed-use town centre and recreation areas

- Scope to consider some densification of select rural living areas
- Establish better tourist facilities, for example RV parking
- Need for better management of freight movements through town and on-off SeaLink – should there be a separate freight port?
- Beatification of town entries
- Beautification of wharf precinct and environs
- Need for residential land to be large enough for onsite storage of boats and the like
- Need for future Master Planning of recreational areas (oval, golf course areas) to relate to longer term needs and layout of facilities
- Maintain pathway linkages and provide additional linkages – refer Penneshaw Trail Concept Plan 2010
- Protect iconic stunning conservation and rural backdrop to the township environs
- Potential need for future abattoir as it relates to value adding product and managing freight
- Need for longer jetty to cater for larger vessels
- Scope for reuse of wastewater from WWTP for horticultural ventures and greening of towns, parks and gardens
- Potential for Southern Ocean Lodge type opportunity on Dudley Peninsula

Public notices

- Islander newspaper
- Website – link to feedback form

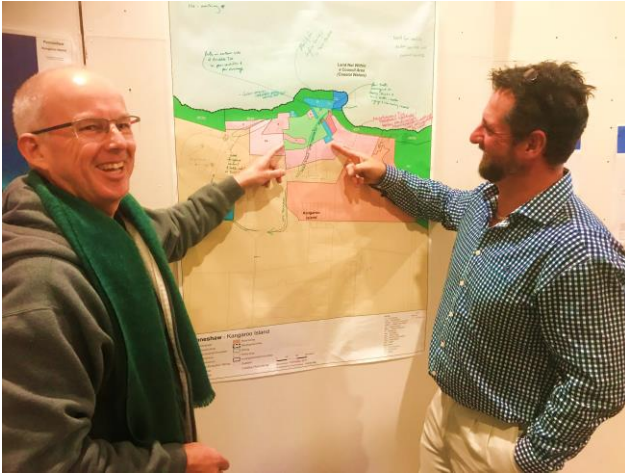
Community groups/agencies/stakeholders

- By mail, option for one on ones

Drop-in sessions

Written invitation to all property owners in Penneshaw to attend drop-in sessions on 30 and 31 May at the Penneshaw Town Hall.

Approximately 30 people attended the drop-in sessions.



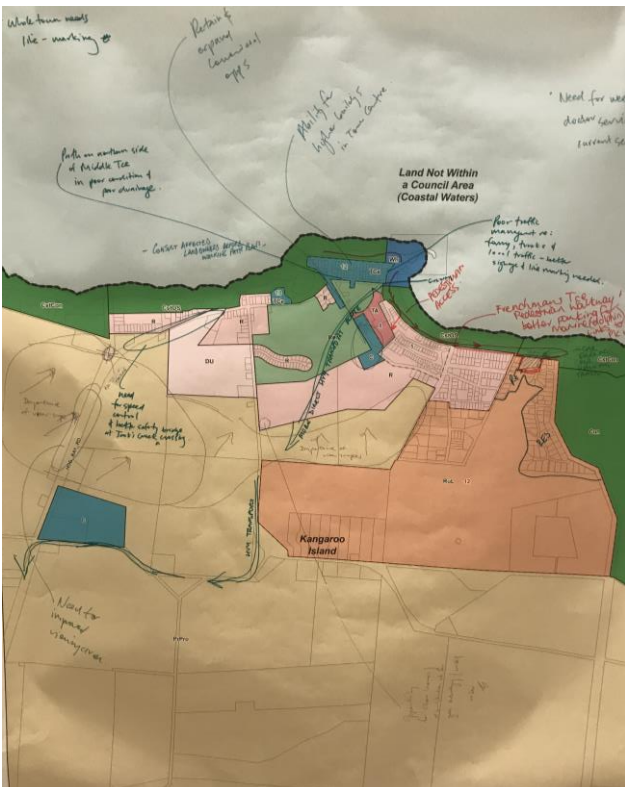
Key feedback generally related to desire for:

- Improved community infrastructure, such as footpaths, car parking, line marking, linkages, boardwalks and road safety



Frenchmans Terrace

- Improved freight and heavy vehicle traffic management in town and wharf precinct – do not let wharf/port area dominate the town
- Improved Christmas Cove Marina facility
- Improved tourism infrastructure for whale and marine life watching
- Improved pedestrian safety at Jacks Creek crossing, Hog Bay Road



Jacks Creek bridge, Hog Bay Road



Drop-in sessions

- Future of Nat Thomas Street
- Improved power and water supply services
- Focusing on the importance of key recreational and open space areas (although varying opinions on the central recreational lands)
- Improved facilities for Cruise Ship visitors
- Opportunity for future tourism and mixed use business in central part of town



- Maintaining character areas, such as The Levels – maintain whole of town ambiance



The Levels

- Improved community and social services such as a doctor, aged care, hairdresser and butcher
- Long term protection of iconic hills face backdrop to town



View from Hog Bay Road tourist bay lay-off area

- Additional ferry car parking – and better pricing options for locals.

There was also focus on:

- Importance of Hog Bay Beach and environs, Sculpture Trail and open space networks
- Importance of the Farmers Market
- Importance of holiday accommodation housing options.

People also felt the town has sufficient land capacity for growth although there were varying views on need for future commercial/industrial development.

A more detailed summary of feedback is contained in **Appendix A.**

Consultation feedback on the Plan is contained in **Appendix B.**



5. Recent Strategic Planning

Council in association with the Department for Planning and Infrastructure, the Kangaroo Island Futures Authority (KIFA) and the KI Commissioner has driven a number of high profile strategic planning initiatives relating to the Development Plan during 2012-2018.

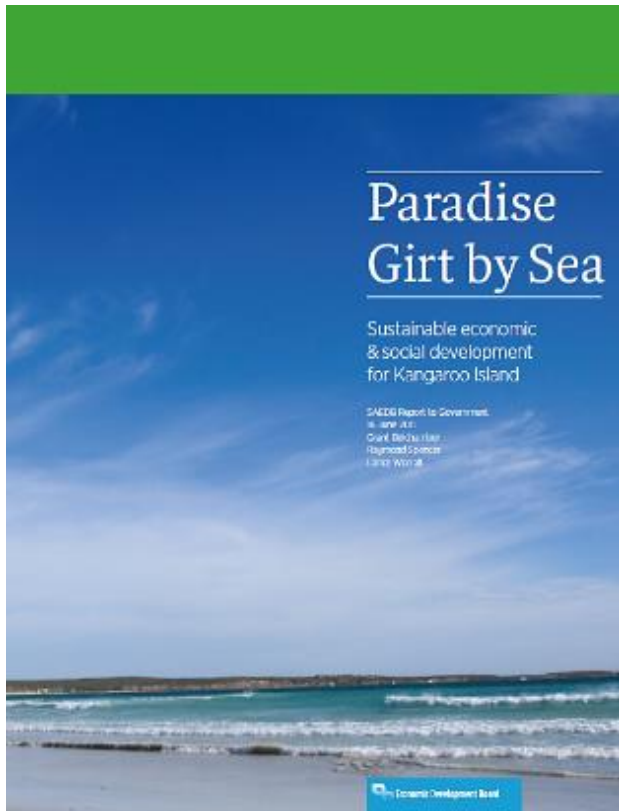
Many of these initiatives were enacted as a result of Paradise Girt by Sea, 2011 – a report by the SA Economic Development Board to Government that recommended a range of sustainable economic and social development initiatives.

Various key references are outlined below.

Paradise Girt by Sea, 2011

Paradise Girt by Sea provides a Plan with clear central targets – with a clear line of sight to the Island's future, targeting:

- A doubling in the tourist expenditure on KI within a decade
- A doubling in KI farm-gate incomes within a decade.



These targets build on today's economic strengths. Their achievement is constrained by today's infrastructure bottlenecks, tomorrow's global economic realities, and the essential need to preserve the Island's unique defining character.

The ultimate goal of the Plan is to raise sustainably the quality of life for Kangaroo Island residents and their children.

Kangaroo Island Region Plan

The Department for Planning, Transport and Infrastructure has recently reviewed the Kangaroo Island Region Plan – a volume of the Planning Strategy.

The review was primarily initiated to ensure that the economic development objectives of KIFA are better encapsulated into the Planning Strategy.

The amendments were informed by extensive consultation and significant research undertaken during 2012 and 2013.

Kangaroo Island Structure Plan, 2013

The Kangaroo Island Structure Plan guides future development opportunities on Kangaroo Island.

The Structure Plan provides the framework for a sustainable economic future based on tourism and agricultural growth, balanced with protection of the Island's natural resources - the Structure Plan focuses on the three key outcomes outlined in the Kangaroo Island Region Plan relating to Economic Development, People and Access/Infrastructure.

A Structure Plan was also prepared for Emu Bay.

The Kangaroo Island Sustainable Futures Development Plan Amendment, 2013

The Kangaroo Island Sustainable Futures DPA amended the Kangaroo Island Council Development Plan to implement a range of land use priorities and the land use findings of the Kangaroo Island Structure Plan.

The DPA assisted in achieving key directions for the Island as set out in the Structure Plan and proposed to provide additional opportunities for development linked to tourism, rural industries (including value adding) and

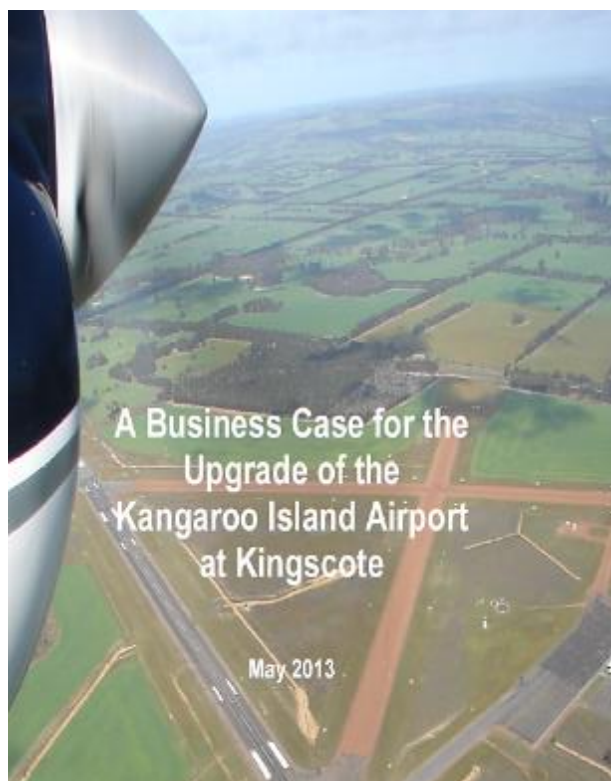


the main access 'gateways' (wharfs and airport) to the Island.

The Sustainable Futures Development Plan Amendment was authorised by the Minister in early 2014.

Business Case for the Upgrade of the Kangaroo Island Airport, 2013

In 2013 Kangaroo Island Council, in collaboration with KIFA prepared an airport upgrade business case which considered various options for the upgrade of the Kangaroo Island Airport.



The airport, owned and operated by the Kangaroo Island Council, is functional, but had operational limitations due to its size and inability to service a range of aircraft currently unable to access the airstrip due to capacity and weight restrictions.

An upgraded airport would provide access to potential new routes that would connect the Island to international gateways in Melbourne and Sydney. It would allow the time-sensitive traveller easier access to

the Island's natural wonders, increase the potential to extend the stay of tourists and allow larger groups of travelling tourists (including Chinese and Indian markets).

An upgrade to the airport was seen as necessary to accommodate fleet replacement of the carrier (Saab 340 aircraft) currently supplying regular passenger transport (RPT) air services to the Island.

Upgrading the current facilities would future-proof services to allow the Island and State to secure increased economic returns and benefits from that tourism potential.

Airport upgrade option 3 (the desired option) would to allow regional interstate jet services to operate (code 3C type e.g. Fokker F100 – approx. 100-110 seats).

The project commenced in 2017 and was completed in mid 2018.



New terminal, 2018 – and opening by Prime Minister





6. The Planning Strategy

The Planning Strategy presents current State Government planning policy for development in South Australia.

In particular, it seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

The KI Region Plan

The KI Region Plan (the Plan) is a Volume of the State Planning Strategy and guides future land use and development on Kangaroo Island.

It was prepared by the SA Government, through the Department of Planning, Transport and Infrastructure, in collaboration with the stakeholders.

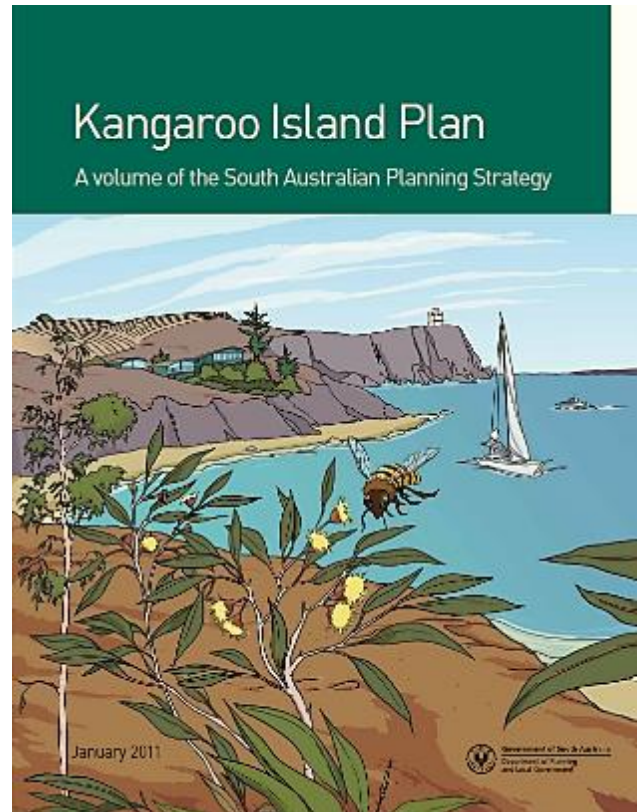
Through the KI Region Plan the government gives direction on land use and development. The Plan sets how the government proposes to balance population and economic growth with the need to preserve the environment and protect the heritage, history and character of regional communities.

The Plan also outlines where people are likely to live and the projected make-up of the population so that state and local government agencies can plan for the provision of services and infrastructure, such as transport, health, schools, and aged care and community facilities – and provides guidance relating to Development Plan Amendments being consistent with the land-use policies and directions of the KI Region Plan.

Vision for Kangaroo Island region

Further to the above, the Department for Planning, Transport and Infrastructure, has recently reviewed the Kangaroo Island Region Plan.

The review was primarily initiated to ensure that the economic development objectives of KIFA are better encapsulated into the Planning Strategy. As detailed earlier the Department for Planning, Transport and Infrastructure, Council and KIFA have thoroughly engaged and consulted the community on the Region Plan review and related strategic planning.



KI Region Plan, as revised

The amendments were informed by extensive consultation and significant research undertaken during 2012-2014 - the amendments expand upon key themes under the headings of the Economy, People and Access and Infrastructure.

The amendments also place a strong focus on balancing the growth, competitiveness and productivity of the Island with protection of its natural resources; achieving a sustainable economy through the expansion of tourism and farm-gate opportunities, diverse agricultural land uses, value adding opportunities and linked tourism experiences, and encouraging agricultural land uses with high capacity to deliver this aim; restricting the further expansion of forestry to encourage a greater diversity of primary production activities that have high capacities to provide value adding opportunities and linked tourism experiences; and ensuring development is of high quality design to protect coastal landscapes.

The Plan reinforces the desired roles of various towns, including Penneshaw as the main visitor gateway to the Island and a key service centre - as a focus for local services and infrastructure, and accommodating population growth.



7. Interrelationship with Strategic Management Plan 2014/18

The Kangaroo Island Strategic Management Plan 2014-2018 outlines Council's vision and objectives over a four year period:

- Establishes a clear vision and objectives for Kangaroo Island
- Builds a framework on how Council will meet its vision and objectives
- Addresses issues of importance for Kangaroo Island
- Seeks to manage resources, people and assets in a sustainable way
- Aligns its efforts with the vision of state and federal governments.

The Plan includes the legislated requirements of the Council, the core functions of the Council and those additional priority areas that contribute to ensuring the Island's future.

Kangaroo Island Council recognises that there are many challenges ahead and the most critical issue is the long term financial sustainability of this Council in order to provide the Community and Visitors with roads that are safe and services that are much needed and relevant.

Vision

A confident, growing and cohesive Community:

- Benefiting from thriving economy based on strong tourism and primary production
- Preserving our unique heritage
- Sustainably managing our natural environment.

Mission

To provide leadership, direction and responsible stewardship of resources and delivery of efficient cost effective key services to our Community.

Values and Behaviours

- Creativity and innovation
- Equality
- Accountability and transparency
- Sustainability

- Service orientated
- Participatory.

Strategic outcomes

Strategic outcomes and related actions are identified in seven areas of work – key strategic outcomes directly relevant to the Structure Plan relate to:-

Infrastructure – with a long term infrastructure Asset Management Plan and a process of continuous improvement

Planning our Island's future - with increased resident population of Kangaroo Island to drive economic growth

Community and Island Culture – with Stronger (empowered) and active Community and organisations; and Sustainable Housing for KI residents in need of assistance

Collaboration - Integrated and improved delivery of Government Services

Our Island – with environmentally sustainable best practice in Council decision making

Supporting Our Economy – with a supportive environment for business and economic development; optimising KI land use to grow the Island economy; continuing to monitor; refine KI Development Plan to provide appropriate development opportunities underpinned by sound considerations; continue to develop more structural plans for the four major towns and coastal settlements.

Our Organisation – Use Asset to best advantage; effective communication.

A series of actions are also identified in relation to these strategic priorities.

The Strategic Management Plan has had full regard to the Planning Strategy and the SA Government's objectives through the State Strategic Plan.



8. The Development Plan

The Development Plan guides and manages development within the Council area, via Council and the State Government assessing development applications against the provisions of the Development Plan - the process is administered under the Development Act.

As shown in the graphic below, the township of Penneshaw has a number of traditional zones providing for a range of urban and community type development/facilities:

- Town Centre Zone
- Tourist Accommodation Zone
- Commercial Zone
- Residential Zone
- Rural Living Zone
- Recreation Zone
- Deferred Urban Zone
- Coastal Open Space Zone.

As a result of the new Community Wastewater Management Scheme (CWMS), 2016, there is much greater opportunity for a range of housing types, densities and tourism development, where the minimum site areas are as follows:-

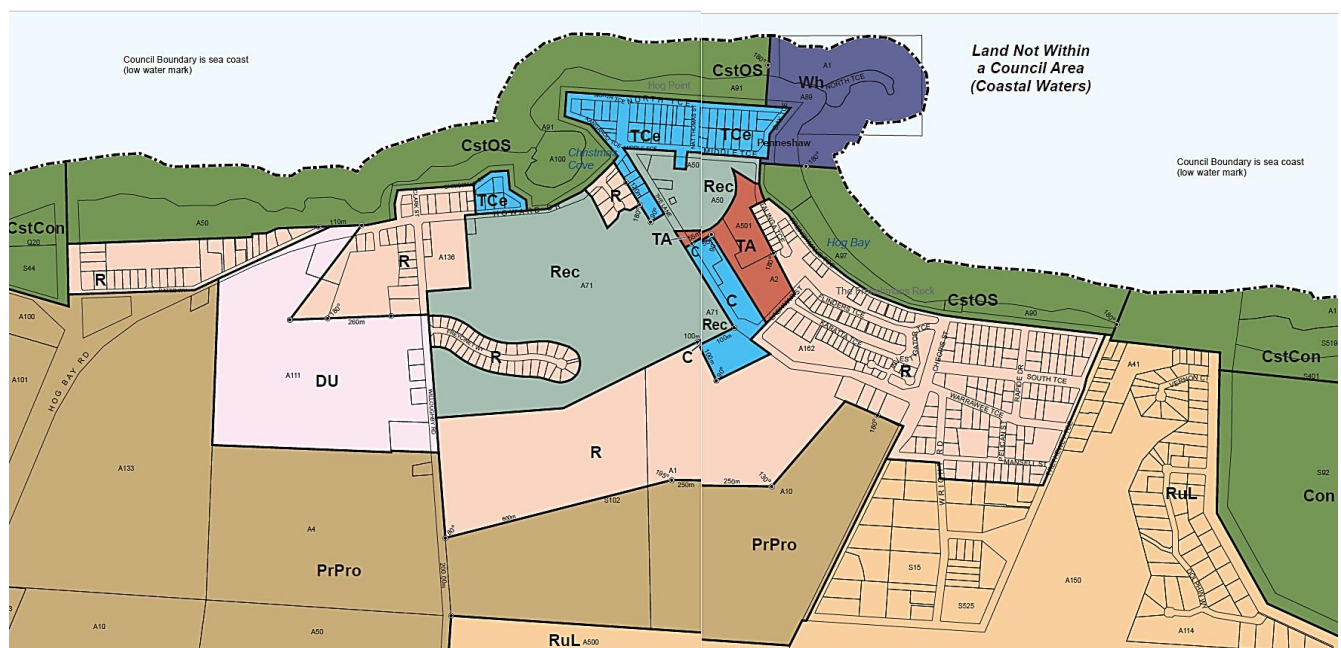
Dwelling Type	Site Area (m ²)
Detached	450
Semi-detached	250
Group dwelling	350
Residential flat building	250
Row dwelling	250

Prior to the installation of the CWMS urban development required a minimum lot size of 1,200 square metres.

As outlined in more detail in Section 9, the Residential, Rural Living and Deferred Urban Zone provides significant scope for growth in the medium/long term.

Emanating from the research, community engagement and vision, Development Plan matters for future consideration (inclusive of those detailed in the Council Strategic Directions report 2015) included:

- Staged release of Deferred Urban land
- Need to promote mixed use development in Town Centre Zone, inclusive of integrated residential
- Review the 6.5 metre height limit in lieu of appropriate urban design parameters
- Consider opportunities for larger commercial/industrial development area
- Local Heritage protection
- Need for flood mapping
- Provision for allied tourist accommodation and residential development in Recreation Zone
- Scope for precinct or policy that recognises the wastewater treatment facility and its water reuse opportunities within the Rural Living Zone, adjoining Primary Production Zone and township areas.



Development Plan zones



9. Other key findings

Land supply, trends and demand

As shown on the graphics in this section, there are large tracts of undeveloped residential, deferred urban and rural living land at Penneshaw. Based on growth scenarios, Penneshaw is likely to have over 100 years of available land for urban and rural living purposes, even when applying a higher growth scenario than current Census data.

In terms of land supply at Penneshaw, **Figure 1** on Page 19 highlights the potential urban growth areas – these have a total approximate area of 56 hectares. When applying an average allotment yield of 10 lots per hectare (approx. ratio inclusive of open space/roads etc. and will vary depending on final design, density, site constraints etc.) the 56 hectares equates to an overall allotment supply of 560 lots.

As shown in **Figure 2** on Page 20, there are also approximately 128 vacant/undeveloped allotments in the township (many of these are in the rural living area). This increases the overall supply to 688 lots.

In addition, there is approximately a further 110 hectares of undeveloped land (excluding gullies, watercourses and developed areas) within the Rural Living Zone at Penneshaw. Assuming a conservative average yield of one lot per hectare (half of the allowable 0.5 hectare land division policy, allowing for roads, site constraints and variety of lot sizes/market demand), these areas would yield a further 110 allotments.

Therefore, overall, the residential and rural living allotment supply is in the order of 798 lots, exclusive of potential for infill development, such as medium density housing options.

The estimation of land supply will be subject to a range of changing variables over time, including but not limited to the state of the economy, provision of and cost of services, market demand, statutory planning and regional wide growth stimulants and/or inhibitors across Kangaroo Island.



Zoned urban land - view from Cape Willoughby Road



Based on demand scenarios (inclusive of Census data, dwelling approval statistics and Planning Strategy targets) a low and high growth scenario was considered:

- Australian Bureau of Statistics Census (Penneshaw)
 - 2006 – 265 people
 - 2011 – 276 people - growth of 0.79% pa over the prior 5 years
 - 2016 - 275 people – static growth over the prior 5 years
 - Up to third of dwellings unoccupied - seasonal as Census count in August
- The Kangaroo Island Regional Plan
 - Targeting 1.03% growth to 2036 – an additional 1510 people on KI
- Paradise Girt by Sea (SA Economic Development Board)
 - Promotes Penneshaw as a tourism gateway, and related tourism and infrastructure requirements
- Dwelling approvals
 - Total 75 dwellings 2004-2017, ave of 5 dwellings pa
- Current capital growth at around 1% - Island wide.

Census/population data was considered to be less reliable than the dwelling approval statistics, as it does not account for seasonal variations.

By adopting the higher growth scenario established by the Planning Strategy (1.03%) and by also applying it to the higher growth scenario indicated by dwelling approvals (as compared to Census data), it provided a high growth scenario for Penneshaw in the order of 100 lots over 20 years. This equates to a population increase of some 210 people (almost doubling the 2016 Census population), where if all the predicted dwellings (under the high growth scenario) were to be built and occupied, a growth rate over 20 years would be in the order of 3% (avg). Although this high growth scenario may not occur, based on current trends, it highlights that the land supply scenario is of a conservative nature.

In terms of the distribution (by location) of future allotments (and take up of existing vacant lots) it is considered that the demand for land will be influenced by:

- Provision, cost and access to services
 - more efficient use of services and infrastructure in existing urban areas
 - cost of provision of new services to 'greenfield' areas
- Views, amenity and outlook
- Allotment size and design
- Proximity and views to coast.

Infrastructure

Community Wastewater Management Scheme

In 2016 the Council installed a Community Wastewater Management Scheme (CWMS) and associated wastewater treatment facility (on land off of Binneys Track), to service the township.



Wastewater treatment facility

As a result of the new effluent management infrastructure, it will assist with the delivery of:

- Opportunities for subdivision of land – infill and greenfield
- Opportunities for higher density residential, retail, commercial and tourism developments
- Future release of Deferred Urban land that has been set-aside for future expansion of the town
- Potential major projects (which would have previously needed a private effluent disposal system) such as the Wharf Precinct, Christmas Cove, or within the Town Centre
- Averting or delaying approved or envisaged economic development projects that have not yet commenced.

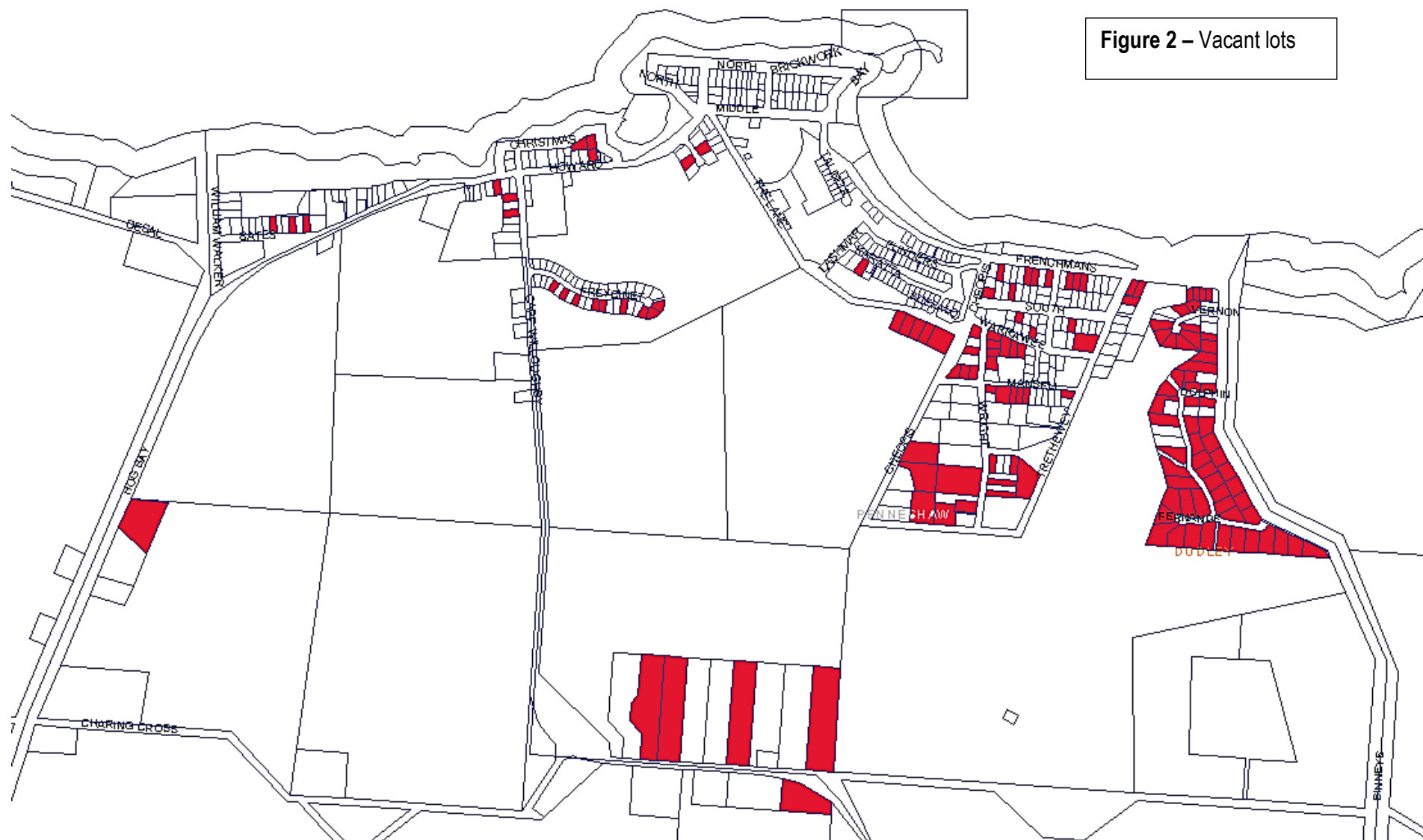
Associated benefits would include:

- Employment generation
- Value added expenditure and business opportunities
- Marketing and investment attraction
- Environmental and public health and safety improvements.





Figure 2 – Vacant lots





Roads

Penneshaw is the main gateway to Kangaroo Island, via the Sealink ferry – connecting the arterial road network through Penneshaw (Hog Bay Road, North Terrace and Middle Terrace) to the mainland.

The SeaLink ferry service now has the benefit of a new modern ferry terminal for departures and arrivals.

A second ferry has recently established a passenger only service from Penneshaw.

Increased freight and passenger movements have brought more car and freight traffic to and through the town, along its foreshore access route to the terminal. It has been identified that additional improvements relating to freight management through the town and at the wharf are required into the future.

The town is also serviced by a local road network, managed and maintained by the Council – providing for interconnectivity to existing urban areas and future growth areas.

Water supply

Water supply at Penneshaw is provided by SA Water via a reticulated water supply system.

In 2009, SA Water commissioned a report titled, *SA Water's Long Term Plan for Kangaroo Island, 2009* – the report is currently under review.

The plan included an assessment of projected supply and demand over a 25 year period for both residential and commercial purposes. The plan stated that at the end of the study period the average demand from the Penneshaw system was projected to be approximately 95 ML/a - the existing capacity of the Penneshaw desalination plant together with the balancing storage had sufficient capacity to meet the projected demand.

The report stated that the Penneshaw system does not show a shortfall in the timeframe for the plan, however it is likely that augmentation of the system will be required in 25 years time. When the plant was constructed allowance was made for a future doubling in capacity of the plant and balancing storage.



Freight and vehicle traffic in wharf precinct





SA Water is in the process of reviewing the above Plan.

Considerable scope also exists for onsite capture and reuse of water via rainwater tanks and the like.

Power supply

Kangaroo Island is connected to the national electricity grid through a 10MW submarine cable from Cape Jervis to Penneshaw.

Given the present cable is old and nearing the end of its functional life, SAPN is currently replacing the cable with a new 20MW cable.

The Island grid network has more than 1100 circuit kilometres of distribution and four substations, located at Penneshaw, American River, Macgillivray and Kingscote.

SAPN maintains generators near Kingscote to back up the grid supply for the Kingscote area. Remote control switching equipment is installed at the American River substation to reduce the number and length of power outages – further system upgrades across the Island are required to take advantage of the increased capacity of the new submarine cable.

Significant scope also exists for private onsite and common green energy generation via solar harvesting.

Open space

As shown on **Figure 3** on Page 23, Penneshaw has an excellent supply of open space, open space networks and trails.

These areas comprise of a mix of public reserves, recreational areas, golf course, coastal areas, green belts and conservation areas.

Scope exists for better linkages of these areas, provision of improved pedestrian and bicycle infrastructure, boardwalks and the like.

In terms of future planning and growth, it will be important for Council/developers to ensure that the principles of good town planning and urban design are applied for the provision of open space, the location and design of open space areas, the usability of open space, its interconnectivity with the township and for preservation of natural features, vegetated areas, watercourses and the like.

Place creation

Future projects and development should have a focus on 'place creation', such as:

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

Urban design/built form guidelines (conscious of the built and cultural heritage) could be embedded into the Development Plan.

Environmental

- Opportunity for water sustainable urban design initiatives via reuse of stormwater and wastewater
- Innovation in building and open space design for new development and buildings e.g. solar, water reuse
- Urban design guidelines for built development to focus on renewable energy and site design options
- Consider design and layout of public spaces and streets. Promote water harvesting and use of shade.

Economic

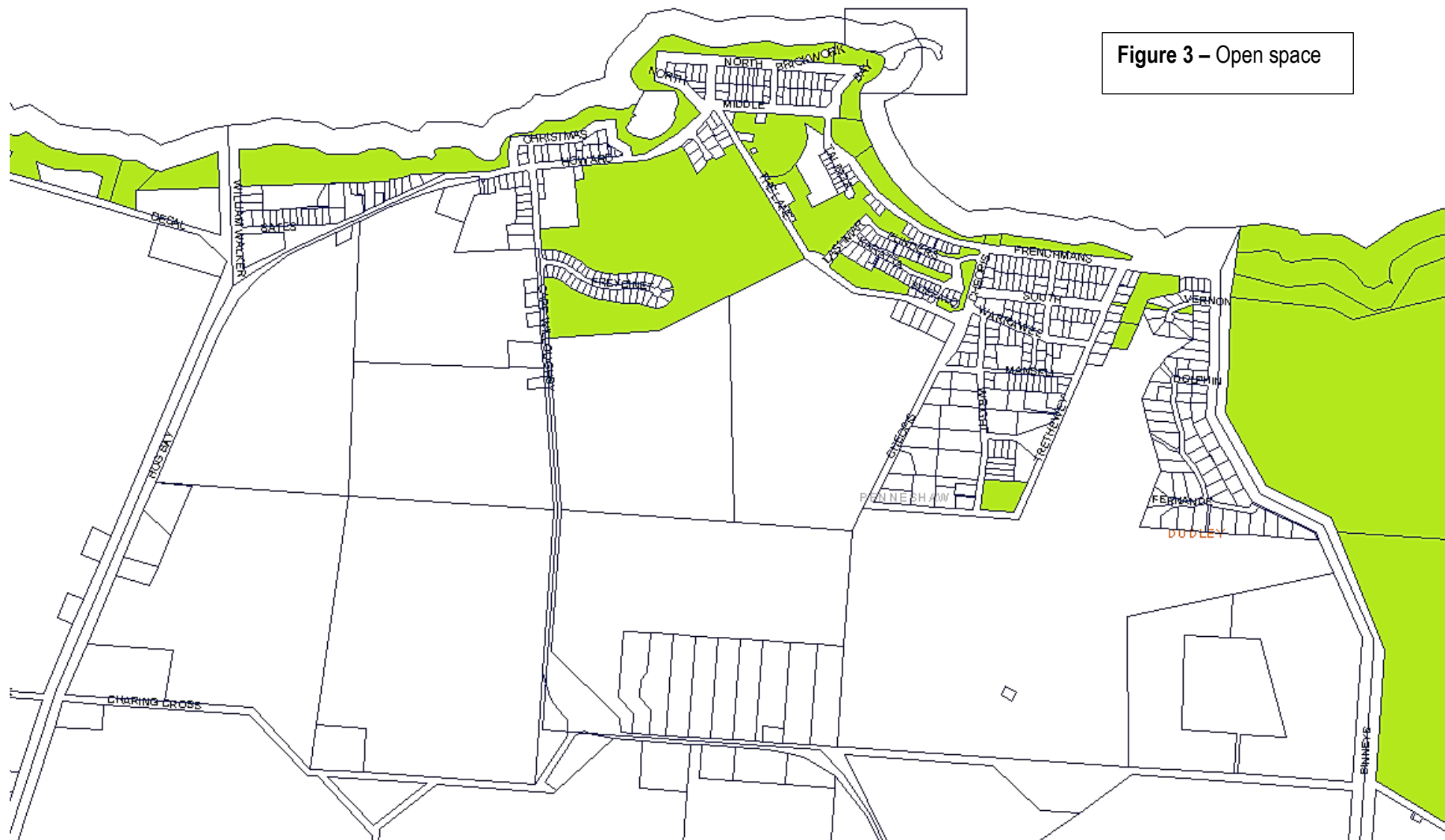
- Investment attraction, economic development and entrepreneurial projects – inclusive of third party investment
- Marketing and investment attraction strategy
- Provision of infrastructure
- Integration of wharf precinct with town centre
- Economic spin-offs benefits and jobs creation
- Tourism
 - Cater for existing and visitor growth
 - Support for existing businesses and promotion of new and emerging businesses.

Strategic initiatives

- An investment attraction strategy
- Reuse of wastewater to green town and for business opportunity
- Heavy vehicle management.



Figure 3 – Open space





10. Next Steps

Council formally adopted the Penneshaw Structure Plan at its 9 April 2019 Council meeting, following a community engagement and consultation process.

The Plan will now be tabled with the State Government for their information.

As it thinks fit, Council can then proceed to commence the process of updating its Development Plan in accordance with the requirements of the Development Act and implement other facets of the Structure Plan through its annual business planning priority processes.

There would also be opportunity to consider inputs towards, and amendments to, the State Planning and Design Code (being implemented from 1 July 2020) under the new Planning, Development and Infrastructure Act.



APPENDICES



Appendix A - Community feedback

-
- Shade over the children's playground near the tennis/netball courts and also at the skate park at the Hog Bay end of Middle Terrace.
 - Speed restrictions and speed humps on Frenchman's Terrace to slow vehicle traffic in the interest of public safety. Several pedestrian zebra crossings in this area would also assist in the safer passage of the public from one side of Frenchman's Terrace to the other.
 - In the interest of the visual outlooks of home/house owners that private and/or holiday let housing be restricted to single story dwellings. Also the restricting of multi storied commercial premises to 2 or 3 stories only. This would also in the interest of everyone's view.
 - A return to weekly rubbish & alternate weekly recycling and green waste removal. The current system is very confusing and during holiday times the amount of rubbish leads to overflowing bins. Not only is this unsightly but also a health and safety risk.
 - A return of the Penneshaw hard waste dump for maybe two days in a month. A two hour return trip to the waste facility in Kingscote is an imposition for those who live in the Penneshaw area.
 - Enlarging & dredging of the magnificent Christmas Cove Marina facility to accept up to 20 metre boats for casual & permanent mooring. Also the provision of a minimum of six casual, buoy- type moorings for larger boats [say up to 30 + metres] outside of Christmas Cove.
 - Sealing of more of the streets within the town boundaries.
 - The continuation of supply of sewage connections to residences within the town boundaries.
 - Like to congratulate the Council in their efforts to beautify the area along Middle Terrace opposite the tennis/netball courts.
-
- Decide whether or not to close Nat Thomas Tce to traffic. Current street furniture is not being used, probably because the street is always busy and its therefore an unpleased place to sit and relax.
 - Find a solution to the melee at the ferry terminal - perhaps consider the unthinkable and relocate the terminal - get the sheep and cattle trucks out of town, tourists find them distressing.
 - Also consider relocating the TKI. It's on the way out of town rather than at the entrance, so by the time people have been to collect information they've already bypassed Penneshaw
 - Upgrade the town hall. It's dreary.
 - Consider making Penneshaw independent of the power grid with wind/solar farms.
 - At the same time, relocate the museum to be next to the TKI or even part of it so they can present a more complete picture of Penneshaw and environs, past and present and be able to share resources.
 - Make more of whale migration through Backstairs Passage e.g. a Whale Centre, alongside TKI and museum.
 - Support people trying to beautify the town with flowers etc.
-
- Supports concept of a Structure Plan – and appreciates the early engagement
 - **Vehicle speed/obstructions - Clark Terrace to Frenchman's Rock** -The heavy freight trucks accessing the ferry terminal, particularly transporting livestock, are frequently parked blocking access for other vehicles and are unsightly. Pedestrians crossing between the supermarket and post office or the hotel and restaurant/service station are at risk from drivers travelling at speed and unfamiliar with the street lay-out. Speed restrictions/Stop/Give way signs/parking restrictions where relevant are essential to ensure access and visibility.
 - **Corner Lane and Middle Terrace** -There is a lack of visibility for traffic using Hog Bay Road, stop sign required.
 - **Corner Bay Terrace and Frenchman's Terrace** - Frequent danger spot and failure to give way, give way sign required.
 - **Middle Terrace** - Parking both sides obscures visibility and narrows road width, line marking absent.
 - **Middle Terrace (IGA and Post Office)** - Frequent accidents through vehicles backing into opposite side of road. Angle parking essential. This is also a problem between the hotel and the restaurant at the corner of North Terrace.
 - **Middle Terrace adjacent Netball court** - There is no safe pedestrian access from the netball courts/parking area to the post office. Pushers/pram access is non-existent, and pedestrians must walk around parked vehicles into path of oncoming traffic.
 - **Kerbing with no provision for pusher/wheelchair access** - Bay Terrace at exit ramp from Lloyd Collins Reserve amongst others.



- **Jacks Creek** - This is the highway used by all traffic leaving Penneshaw. The bridge is showing signs of deterioration and requires upgrading to withstand the heavy vehicle loads. This has been raised with DPTI previously. The consequences of bridge failure would require all traffic to be detoured causing confusion and inconvenience.
- **Wild life interaction** - Vehicles frequently stop on Frenchman's Terrace between Cheopis Drive and Trethewey Terrace to observe the resident dolphin pod. This is extremely dangerous as the slope restricts visibility to oncoming traffic. The same situation occurs along Pelican Lagoon where kangaroos are observed from vehicles and travellers stop without regard to safety. Observation points for interaction with wildlife should be identified and dangerous road areas marked.
- **Nat Thomas Street** - On an earlier Town Plan, Nat Thomas Street was identified as an area for community space such as exhibitions or markets. This has never been pursued and there are obvious draw-backs such as lack of vehicle access, provision of electricity, road surface and slope and lack of shelter from adverse weather conditions. In the meantime, Penneshaw Market Day has developed into a regular social and economic event and Cruise Ship Markets provide a platform for souvenir/arts and crafts. The use of Penneshaw Oval for the peak season by arrangement with Dudley United Football Club and Lloyd Collins Reserve for off-peak provides potential for market growth and a venue for community events. The markets require vehicle access and have outgrown the area available in Nat Thomas Street. The seating placed in Nat Thomas Street is inappropriate and not used. There are more suitable locations such as overlooking Christmas Cove and where visitors frequently enjoy the view.

-
- Future lots need to be large enough for homes, shedding, boats etc.
 - Need for future expansion of Desal plant
 - Need for vehicles to turn left off of ferry
 - Wharf area should be relocated near Xmas Cove
 - Need a footpath along Frenchman's Tce for locals, visitors and cruise ship people
 - Maintain character or Levels and views of Bay
 - Boardwalk needed to keep people off road reserve along Frenchman's Tce
 - Need off road parking area for dolphin viewing along Frenchman's Tce
 - Recreation land and commercial zone in central part of town should be made available for commercial development – commercial development should not be on iconic town approaches
 - Require better traffic flow plan, inclusive of heavy vehicles, parking
 - Consider speed limit changes to town centre and cruise ship days and market days
 - Heavy vehicle parking should be out of town – recognise town as a transport centre
 - Passing lanes needed on Hog Bay Road
 - Scope for rural living

-
- Need speed bump in front of KICE on Cape Willoughby Road
 - Need footpaths between Middle Tce and Frenchman's Rock
 - Modify at least one netball court for indoor cricket
 - Don't modify a netball court for indoor cricket
 - Need public toilet signage at oval gates
 - Need footpath link from post office to playing courts
 - Needs staging for large trucks/trailers/stock crates that need to split – suggest below The Lane
 - Improve traffic flow at Ferry

-
- What is being done to better cater for visitor's i.e. Sea Link, cruise ships, markets, parking and some semi-permanent stall sites
 - Commercial development is needed plus encouraging residential/multi-storey development
 - In many existing residential areas the roads in poor condition, including following digging up for effluent system
 - Town does not have good community services

-
- Whole town needs line marking
 - Path on northern side of Middle Tce in poor condition and poor drainage
 - Retain and expand commercial opportunities in commercial zone, not on outskirts of town
 - Consult with land owners before working out any future path plans
 - Need for higher buildings in town centre zone
 - Need for weekly doctor service m- no current service
 - Poor traffic management at ferry with trucks and local traffic – better signage and better line marking needed
 - Suggested option for a heavy by pass route
 - Need for speed control along Hog Bay Road within 80kmh and 50kmh areas



- Need for better safety at and near Jack's Creek bridge crossing – unsafe
- There should be no future truck parking area along main town approach along Hog Bay Road – charter is too iconic to introduce truck parking
- Need improved viewing area along Hog Bay Road for views of bay/mainland
- Protect viewscape and restrict development on open and in general vicinity of Hog Bay Road, Charing Cross Road and township – iconic Penneshaw character town is famous for
- Potential to rezone developed rural living area to east to residential
- Need for pedestrian walkway, better parking and safer street verges for pedestrians along full section of Frenchman's Tce, including steeper sections - parking needed for marine/whale watching and links from town centre, Sculpture Trail environmental walkway, right through to Conservation Park to east
- Opportunity for show homes/demonstration site for green energy and environmental sustainable developments on vacant residential zoned land on Cape Willoughby Road

-
- Relocate bin storage area on North Terrace, as it visually prominent in front of café/restaurant
 - Provide better facility in lawn reserve area along North Tce, i.e. picnic tables and the like
 - Promote that Sea Link park in other areas along North Tce from time to time, so as to encourage visitors to shop at other shops along North Tce.

-
- Need better signage throughout town for clear direction to KI for arrivals
 - Parking along Middle Tce should be 45 degrees not 90 degrees to provide for safer movements
 - Traffic movements to Ferry along North Tce should be with circular one way route/loop either side of public reserve
 - Need to improve visual presentation and quality of Sea Link car parking area as main first impression on KI for visitors
 - Potential for extra commercial and/or Sea Link commuter parking within an expanded Commercial Zone in centre of town on The Lane
 - Need for additional Sea Link client commuter car parking
 - Retain main Recreation Zone/golf course precinct – sacred ground
 - Protect Baudin Conservation Park to east of town, noting its already Conservation Park and Conservation Zone status
 - Recognise and promote KI Sculpture Trail environmental walkway
 - Long term options for rural living on periphery of town
 - Need for additional services such as laundrette, hairdresser, bakery, butcher – and an Irish bar
 - Keep Binneys Track as a single lane track, not as a future major thoroughfare – retain as peaceful, environmental/conservation park type walkway with linkages

-
- Generally it is accepted within the Community of Penneshaw that the township will always be:-
 - A sea connect point for the Island
 - A recreation, holiday visitor centre
 - A place of refuge for retirees seeking a shared community with security and freedom in a pristine environment.
 - With Penneshaw having a significant area developed on a rising terrain with a Northern facing outlook and magnificent scenic views, so much is offered with a residential development. Unfortunately these attributes are being compromised with the abundance of high level tree growth. Within residential Penneshaw there is an acreage of uncontrolled, high density Olive trees that as well as being a major fire hazard they are restricting the viewing platform for residents. It would be a recommendation that limits be placed on the height of trees and a process of conciliation for the removal of offending trees be formulated.
 - The size of the subdivided land be sufficient to prevent car parking on streets and verges, the size of the block must allow for storage of a boat/trailer or a caravan, with off street parking for 2 vehicles. As of now, with a high proportion of holiday rental accommodation street congestion is a problem.
 - In the planning process, a significant portion of the Penneshaw hills face zone be reserved as a green belt.
 - The present wharf area is sited at the wrong location, and with today's traffic flow problems and congestion at the wharf, future growth will compound the traffic management issues. Provisions must be made in any future planning for the relocation of the new wharf precinct, perhaps a new facility off Christmas Cove?
 - One of Penneshaw's great features is our Beach at Hog Bay. Over the years the shoreline has changed significantly with the build-up of sand. Many consider this build-up of sand is due to the wharf breakwater preventing the natural flow of the sand. The community wishes our Beach to be preserved from further build-up of sand, and the relocation of the wharf and the breaching of the breakwater would be a positive move.
 - There needs to be more land designated for commercial activities, perhaps extending the area along The Lane and the adjoining eastern portion of the golf course. Commercial zoning could also be considered along Buick Rd at the Charing Cross intersection. There also needs to be provisions in the plan for an area to be set aside for a Motel/refuel service station, and a trailer parking facility, perhaps these features could be located along The Lane.



- It is considered that the present town centre can accommodate the community needs well into the future. Any new commercial/ retail developments can occur on vacant and present residential land. The present sport complex of the football Oval and netball/ tennis courts can easily coexist within the present town centre, indeed the open green spaces can enhance the overall town centre environment as well as an attractive venue for markets and other outdoor entertainments.
- Medium to long term Car parking at Penneshaw is a concern to many Islanders, they have not been exposed to parking fees and are reluctant to make the financial commitment to the present parking/valet facility. Provisions for car parking in a commercial designated area must be made.
- With the predicted growth in population, it appears as if sufficient land will be available under our current plan. I would consider a prime site for future residential sub division is the land at the top of the Penneshaw hill now occupied by Willson and Johnson, certainly a prestige location.

-
- I was unable to attend the Penneshaw Structure meeting but would like to provide my thoughts on improving the township.

It is regarding the beach. Since the break water was erected for the ferry terminal the beach has significantly changed, since the mid-seventies and eighties onwards.

Back then the beach came up to the Lloyd Collins reserve but now large trees and shrubs are there and are now growing further along the beach. Tourist & cruise ships passengers also come to see the beach which is one of the safest for swimming on the island, not trees, that can be seen anywhere. Also snake are starting to inhabit this area which is a potential danger especially to children. I have enclosed a picture of a tiger snake basking near the area where the creek enters the beach which was taken in February.

I would like to see monies allocated to remove these trees and the larger shrubs before they take over the beach.

-
- More paths for locals and tourists required – especially along the foreshore – and with more thought to elderly, wheel chair and walking impaired dependant, children, prams, bikes and gophers - the path travelling south from the Ferry Terminal has high kerbing to Middle Tce with no gentle slope to cross the road.
 - Road markings and signage are desperately needed around the town – there is much confusion about whom has right of way at the intersection of Middle Tce and Bay Tce, with many near misses.

Introduction

Penneshaw is a small town with a population from the 2016 census of 275. The annual population growth prediction is of the order of .6% to .63% or about 1 to 2 people annually; virtually static. During holiday periods the population growth is significant and based on the number of unoccupied holiday dwellings at 88, the population may at least double given the holiday homes would be fully occupied. On occasions cruise ships anchor near the town and discharge the passengers who undertake tours and the like for a 12 hour period. Some of these ships carry over 2,000 passengers some of whom remain in Penneshaw during that period. This influx presents commercial opportunity for some tourism operators and the Penneshaw market but otherwise passes unremarkably. A small number of visitors also arrive in their own boats, mooring in Christmas Cove. However, these numbers are small and do not impact on services but does contribute by the payment of mooring fees.

There is no doubt that it is in the interests of the community to have a plan which takes into account the predicted changes to towns and cities as the impacts resulting from growth or shrinkage will impact on infrastructure and daily life.

Aim

The aim of this paper is to highlight those issues which may impact on town planning for Penneshaw.

General

The town is the centre of a district which is largely based on agricultural pursuits. It has a small business centre/post office, fuel outlet, hotel and supermarket. The major commercial activity is based on the Sealink ferry terminal which is the major port for the island. The boats carry an average of about 50 passengers and up to 50 cars each trip and complete an average of 9 return trips per day. Some trips are devoted to the carriage of trucks, trailers and buses. The town does not have a hospital, doctor's surgery or pharmacy. Volunteers cover ambulance transport and fire services. The profile of the population is of interest with the median age being 50 with one third of the population being over 65.

Zoning

It is important to segregate those services or activities which are mutually incompatible and would be more acceptable if separation was possible. For example, in the case of Penneshaw because the ferry terminal is on the eastern side of the town, all

traffic must pass through some part of the town on route to the terminal. This journey offers advantages in terms of passing trade for some businesses but heavy vehicles which are carried on the ferries at certain times pass through Middle Terrace. They do not add to the ambience of a quiet rural town although most of the noise pollution is caused by the use of exhaust brakes when descending the Cape Willoughby Rd and Hog Bay Rd about a km away. A number of hire vehicles are also held in areas close to the ferry terminal. They do not add to the natural beauty of the area.

A number of businesses are based in and around the town but these are small and do not present any conflict in terms of usage or sharing. And because of the small population growth predictions together with the availability of vacant land close to the town, setting aside or purchasing an area for a commercial sub-division does not appear warranted at this time. In addition, the council already owns property on the Cape Willoughby Road and because there is little value in acquiring additional real estate equity at this time, it is suggested that a watching brief will accommodate future planning for the next decade or two. Other utilities also have local interests and ownership as well as a site run by Duffy and marked Industrial on The Lane.

Layout

The town is centred on the western edge Hog Bay and surrounded by hills which rise up in a surrounding amphitheatre. Development to date has generally been in two categories:

- Commercial, around the town centre based on the post office/business centre,
- Domestic
 1. along three levels at Hog Bay in the east,
 2. Other areas within 1.5 km of the PO taking advantage of elevated positions to the south and west.

Sub divisions and property developments have been attempted on the high ground above Mansell St and along the Cape Willoughby Road. These have seen little take up and appear to have stalled. Some housing has also been completed as part of larger land holdings along the ridge between the Cape Willoughby Road and Binney's Track overlooking the bay.

Penneshaw is blessed with sporting facilities near the town centre which provide open space and green fields. A football club and oval, netball rooms and courts and an 18 hole golf course enhance the views from elevated positions as well as providing community space for dog walking, ball activities and relaxation. These facilities are maintained by the respective clubs at minimal cost to the council. Their retention as green space should be a high priority.

The photograph below shows the division of activity close to the town centre.



Observations



As indicated earlier, the traffic volume and vehicle size does impact to a small degree on the town centre because Middle Terrace is the heavy vehicle route to the ferry waiting area. Trucks carrying everything from live-stock to general freight use this route to and from the terminal.

However the practice does not seem to be an issue for the town which consider these vehicle movements to be part of the fabric of ferry operations. Suggestions to relocate the ferry terminal further along the north coast to the west have been aired but there appears to be little public support nor would the cost of about \$4M to \$5M warrant the relocation.

The island's commercial hub is at Kingscote which is 65 km further west. It is not anticipated that any of the industries or services currently based at Kingscote will relocate to Penneshaw. Therefore it is unlikely that any significant change to the profile of the town either by population or existing industry mix will occur.

Aged care and independent living requirements are continually growing and in demand on the island with three independent living units located at Penneshaw. Other units and higher care units are located in Kingscote. There may be an opportunity to establish more independent living units to be built at Penneshaw. Certainly with 30% of the population being over 65 a demand may be anticipated. Currently the Kingscote centre is close to capacity and a number of Penneshaw residents have moved to Victor Harbor to avail themselves of facilities there.

Summary

There are a number of suggestions which have been made prompted by the council request regarding future structure of Penneshaw. All of these will no doubt be considered in due course, however the following points are key to planning considerations:

- The population of Penneshaw was 275 in 2016
- The predicted growth is of the order of 0.6%, virtually static
- The median age is 50
- 33% of the population are over 65 years of age
- The main activities are:
 1. tourism & recreation
 2. ferry terminal operations
 3. retirement living
 4. agricultural activities
- No major changes are predicted for the town in the medium term
- There is an abundance of residential and other property for sale
- Land sales are static
- There are few complaints about traffic in the town
- The open space provided by the golf course, oval and sporting areas should be retained
- There appears to no requirement to:
 1. designate or purchase light industrial areas
 2. relocate the current ferry terminal now only two years old
- Parking for hire vehicles and ferry users needs to be designated out of town
- Independent retirement living may offer potential benefits for the town

Conclusion

There are any number of projects which could occupy the time and effort of council when considering future trends. However, it is hard to ignore the predictions of almost nil growth in the foreseeable future. The upside of having no pressing needs is that effort can be directed to any number of existing needy infrastructure projects which can be addressed without penalty or distraction for the benefit of the community.

-
- Do not let the wharf (working) area overtake the stunning views we enjoy when arriving at Penneshaw – we do not want it to become an ugly port.
 - With this in mind if a boat/s is cancelled could life stock be taken care of away from the port area temporarily until the next available boat? I thought they could be held in transit up near the council depot on Cape Willoughby road until the next available boat.
 - I hope the council stays committed to their building height restrictions along the coast – I would hate to see high rise buildings taking up all the views. As it is now there are three levels of houses and all land owners think they have the best views in Penneshaw (!!) – let's keep it this way
 - It's probably too late now but I often think the KI Tourism office could be located closer to the town. Maybe use the old building that Sealink used prior to moving to the wharf area. It would be nice to have people walking around town rather than getting in their car and driving out of town. This might be a way to get people to stay longer and maybe have a coffee and enjoy some of Penneshaw's delights before they head out.

- I dislike all the no parking signs or limited time parking signs that have popped up everywhere around Penneshaw – so ugly and I believe unnecessary and unwelcoming. There has never been an issue with parking spaces that I know of – apart from maybe football or netball home games.
 - I also hate the timed parking at the end of North Terrace under the Norfolk pines – we used to leave our KI car here and it was so convenient to come and go when we wanted. Paying for a car to go on the boat is very expensive (\$400 each trip). Having a car at Penneshaw close to the wharf is a high priority for us and this area was perfect. I have kept count of the number of cars who are parking in this space since parking time was restricted and the most I have counted is 8 cars parked here and no they didn't all have parking tickets. I would not expect to get this parking for free and would be happy to pay an annual permit fee to use this park. I do notice that cars parked along the front of the wharf area have permits so assume this is not restrictive.
- The visiting ships are fun but what if we got the whole Fleurieu Peninsular involved with markets and activities. Cheaper fares on the boat might encourage them over during this busy time. It would also take the pressure of a small number of locals involved.
- Let's keep the small town ambience – we do not want big, commercial or industrial in Penneshaw.

As landowners at Penneshaw we offer the following suggestions for consideration as part of the Structure Plan:

- Consideration of a pontoon to be moored in Hog Bay to act as a novel tourist and visitor attractor to the area. (see location map and example image attached)
- That seaside car parks be spray sealed.
- That beach accessways be upgraded in the form of a boardwalk leading from the carparks into the sand to improve accessibility.
- That coin operated lights be installed on 2 of the tennis basketball netball Courts for community use.
- We are supportive of any infrastructure as required to support the ongoing success of the farmers markets.
- The retention of the numerous pedestrian thoroughfares between the houses to the beach – these provide an important accessway for community members and visitors to take advantage of the beach
- While not public infrastructure, steps to support the holiday tourist industry should be considered. The emergence of “air bnb” and other forms of holiday accommodation are not currently well serviced in regards to domestic services (cleaners, laundry and linen services), this constrains the ability for the Island to capitalise on potential tourist markets and ensure ongoing activity in its townships.
- We support the retention of the current provisions in the development plan that ensure (particularly in The Levels surrounding Hog Bay) that development remains appropriate to the historic beach shack context.
- We do not support the installation of kerb and gutter as we feel this would create an increasingly ‘suburban’ feel to the area.
- The installation of free WiFi at identified Nodes in the township and along the coast.

We recognise that a structure plan such as the one outlined may take a number of years to implement and as such our suggestions have been mindful of the resource limitations of the Council and so have proposed things that, provide for some ‘quick wins’, that reflect value for money and that enhance or create a value add to the progress of Penneshaw.





Appendix B – Consultation submissions

PA

From: kicouncil@kicouncil.sa.gov.au
Sent: Tuesday, 19 February 2019 2:36 PM
To: Kangaroo Island Council
Subject: E2019/1202 - 3.3.2 - Website Form Submission: Community Consultation - Feedback

Automatic email sent by the Kangaroo Island Council website
Time sent: 01:35:39 2019-02-19

Reference Number (token): UF49318

Data:

Q1. Surname
A1. Trethewey

Q2. First Name
A2. Chris

Q3. E-mail
A3.

Q4. Address
A4.
Line 1
Line 2
Line 3
Localit
State:SA
Postcode:5048
Country:Australie

Q5. Council Community Consultation
A5. Draft Penneshaw Structure Plan

Q6. Feedback
A6. Proposal to redirect heavy vehicle traffic across football oval and golf course is unnecessary based on current and predicted increase in traffic. The proposed action would destroy the iconic view and situation of the current sporting complex and would distract from the desired "small village with rural backdrop" image. Key issues to be highlighted are the lack of decent infrastructure (toilets and safe footpaths) to service visitors, including those from cruise ships.

This is an automated message, please do not reply.

PA

From: Megan Harvie
Sent: Monday, 18 February 2019 11:47 AM
To: Kangaroo Island Council
Subject: E2019/1143 - 3.3.2 - Draft Penneshaw Structure Plan Feedback

Hi KI Council

I have some comments in regards to the draft plan, and some of the observations and feedback previously provided.

It is noted that Penneshaw is “enhance(d) as tourist and transport gateway to Kangaroo Island”. This is correct, however gateways are what are driven through and not stopped at. We need to move away from ‘gateway’ terminology.

Master Planning of our recreational areas is definitely needed. We need to enhance our facilities so that our community can be more healthy, inclusive, and increasing visitation can be more successful.

Pathway linkages are definitely needed, which should include a whole of Dudley Peninsula costal walk.

Additional planning is required around Cruise Ships, the infrastructure that is required to ensure that we are able to handle this market in the longer term is required.

Ferry Parking. There has much comment recently about the non-existent parking in Penneshaw for longer term parkers. Personally as a resident of Penneshaw we should not have cars dumped within the town for months on end, and I applaud the Council for acting. I would however like to see a solution. If those people are not using Fred Willson's services, then perhaps we need to look at the availability of space along The Lane. A permit system should be in place.

Our Beach is an important asset, and maintaining access for all people of all abilities is important.

One of the feedback items included that our community was generally a sea connection port, a holiday location and a refuge for retirees. Forgotten in this comment is families with children, and agriculture - two very important demographics.

Thanks & Regards,
Megan

Megan Harvie

PA

From: kicouncil@kicouncil.sa.gov.au
Sent: Wednesday, 6 February 2019 9:12 PM
To: Kangaroo Island Council
Subject: E2019/832 - 3.3.2 - Website Form Submission: Community Consultation - Feedback

Automatic email sent by the Kangaroo Island Council website
Time sent: 08:11:56 2019-02-06

Reference Number (token): UF49250

Data:

Q1. Surname
A1. Clark

Q2. First Name
A2. Nada

Q3. E-mail
A3.

Q4. Address
A4.
Line 1:
Line 2:
Line 3:
Locality
State:SA
Postcode:5221
Country:Australia

Q5. Council Community Consultation
A5. Draft Penneshaw Structure Plan

Q6. Feedback
A6. Kangaroo Island Council and Elected Members , As the only volunteer for the greet and meet for the Cruise Ship season of 18-19 I make this observation and comments. The traffic problem is a dismal and not a good image for Penneshaw or KIs . The heavy transport coming thro the town and parking with or without prime mover creates a very poor impression of Penneshaw and the Island. Pedestrians walking every which way although advised where to walk .. The ferry terminal is at peak with so many people highly congested. Sealink passengers coming and going adding confusion to where they should be going. Traffic speed restrictions not being adhered to at the 25km speed zone area . Yours Truly Nada Clark American River 6 feb 2019

This is an automated message, please do not reply.

PA

From: kicouncil@kicouncil.sa.gov.au
Sent: Tuesday, 5 February 2019 2:29 PM
To: Kangaroo Island Council
Subject: E2019/749 - 3.3.2 - Website Form Submission: Community Consultation - Feedback

Automatic email sent by the Kangaroo Island Council website
Time sent: 01:29:14 2019-02-05

Reference Number (token): UF49239

Data:

Q1. Surname
A1. walkom

Q2. First Name
A2. graham

Q3. E-mail
A3.

Q4. Address
A4.
Line 1:
Line 2:
Line 3:
Locality/Suburb:american river
State:sa
Postcode:5221
Country:australia

Q5. Council Community Consultation
A5. Draft Penneshaw Structure Plan

Q6. Feedback
A6. The DPSP contains several references and valid concerns about the island's freight terminal already being a problem for a small, naturally geographically cramped location like Penneshaw. Obviously, the island's freight, the island's car ferries, and the islands cruise ships do not fit in this location. Medium term the island's freight must be relocated, leaving the terminal just for cars and pedestrians. Short term the cheapest way to obtain a small expansion of the current 'bursting at the seams' issues is to relocated the existing, very poorly patronised and located skate park.

This is an automated message, please do not reply.

PA

From: kicouncil@kicouncil.sa.gov.au
Sent: Thursday, 21 February 2019 6:09 PM
To: Kangaroo Island Council
Subject: E2019/9450 - 3.3.2 - Website Form Submission: Community Consultation - Feedback

Automatic email sent by the Kangaroo Island Council website
Time sent: 05:09:11 2019-02-21

Reference Number (token): UF49331

Data:

Q1. Surname
A1. Trethewey

Q2. First Name
A2. Marion

Q3. E-mail
A3.

Q4. Address
A4.
Line 1:
Line 2:
Line 3:
Locality/Suburb:Penneshaw
State:SA
Postcode:5222
Country:AU

Q5. Council Community Consultation
A5. Draft Penneshaw Structure Plan

Q6. Feedback
A6. We feel that its essential for Penneshaw to maintain it's community integrity. The sporting facilities are the heart and hub of this community and should be maintained as high priority. Between the lines there is huge drive to pander to the tourist dollar. No local would like to see a Handorf style persuasion to envelop the development of this town. Already there is a toy town element when the cruise passengers disembark with disregard from visitors towards any road sense. We should not let this step in the way of existing local industry and life- including the stock trucks. The amount of currency brought by cruise ships is limited with only a couple of bigger players that truly benefit.

This is an automated message, please do not reply.

From:
Sent: Sunday, 17 February 2019 2:06 PM
To: Kangaroo Island Council
Subject: E2019/1142 - 3.3.2 - Penneshaw Structure Plan - Public Consultation
Attachments: KIParkingLetter20Oct.18.pdf

Dear Council, I enclose my letter of 20 October 2018 to Council in relation to long term parking. I ask that it be included as part of the public consultation on the Penneshaw Structure plan. I find it surprising that the many comments and suggestions to Council about this issue have not been noted as part of the consultations on the Plan. These topics are totally interrelated and it is in my opinion inconsistent to receive public comments on long term parking at Penneshaw and yet ignore them for the purposes of the Penneshaw Structure Plan.

I also ask that the contents of the meeting with Gail Lane, myself and Nicholla Putland be included/noted as part of the public consultations for this plan. At this meeting Ms Putland noted that solving the long term parking problem requires a consideration of developing further areas for parking, such as the Lane in Penneshaw; effectively a direct reference to the development of the Penneshaw Structure Plan.

I also ask that the petitions dealing with this issue completed in my community of American River, to be received by Council on Monday, be noted as evidence of extensive community support for affordable long term parking and the suggested permit solution and therefore also noted as part of the community consultation on Penneshaw Structure plan, again, the same topic.

Finally, it seems to me that the Plan/Council refers to Islanders being reluctant to pay for parking, in a way that implies local people are refusing to pay for parking, due to some kind of contrariness/fiscal meanness. I consider this misleading and incorrect in the most part as it completely ignores that parking is only an additional impost because of the ferry cost. For this reason as I have noted in the enclosed letter, long term parking in a totally unique issue for us. Council should not make financial judgements of that kind in a policy document without referring to the ferry cost which as Council knows - governs so much of island life including, importantly, long term parking.

Sincerely

Alison Lowrie

**Kangaroo Island Council
43 Dauncey St
Kingscote SA 5223
20 October 2018**

**Att: Nicki Putland
Director Council Services**

Dear Nicki,

Thank you for meeting with Gail and myself to discuss the lack of long term parking at Penneshaw.

I confirm you have invited us to write to you to outline our concerns given a Council review of parking, likely sometime in December. Gail has written separately.

We are both confident a great number of your rate payers, both on-island residents like Gail, or intermittent off-island residents like myself, have the same struggles with the present Council position and would warmly welcome our suggested solution. It is an issue that effects almost all frequent ferry users.

At the outset it is important to note that the reason this is an issue is the expense of the ferry. This expense makes our situation probably unique in the world and is why parking assumes a disproportionate affect on our lives. (Although my family comes to the island monthly and are ratepayers, we do not qualify for a resident's discount. Our ferry cost is approximately \$500 return if paying for adult student children, \$360 if not: compare say the cost of the Stradbroke island ferry, a similar route operated by Sealink, well less than half this).

For as long as I can remember, to assist with this cost, a number of people have kept cars parked at Penneshaw. (In the last couple of years this has also become necessary due to difficulties getting onto the ferries. As Council would be aware, passenger only bookings are almost always available, not so vehicle spots.)

It has therefore caused significant hardship for Council to have taken away all long term parking, substituting timed 48 hour parking. It is clear, from both community comment and also by experience: an almost complete lack of parked cars, that 48 hours is inadequate. In addition, the lack of long term parking for families like mine, requires an additional payment of between \$800 and \$1000 a year to commercial parking providers. This is not affordable for most.

Imposing such an additional large financial burden seems completely contrary to the Strategic Planning goals of reducing cost /and encouraging affordable access for the community. Council cannot do anything about ferry fares, nor airfares, but it can (and always did) provide parking.

It is hard to find a logical rationale for this significant financial imposition especially in view of the Strategic Plan. There has been some reference that motivation was old unsightly wrecks left in parking areas but it does not seem logical that Council would penalise so many of us on this

critical issue when surely other ways could be found to deal with these cars. In any event the parking area was not in the centre of town. It would not have been seen by visitors, who drive straight past it. Really an easy solution if you don't like the look of the cars would be – not to look! Another motivation referred to is revenue raising, but surely there cannot be much revenue raised by the new regime as there are so few people able to actually use the 48 hour parks.

Having been through all the Council documentation on "Penneshaw Parking Management" nowhere was the cost of access to the Island and the additional burden on all residents/intermittent residents identified as an issue. It was not given any thought let alone priority. It should have been.

We have discussed a solution that could be implemented that would make parking affordable, allow Council some control i.e. vehicles must be registered and in working order, could be added easily to present administrative systems (ie those used for boat ramp permits) and result in revenue. This is as follows:

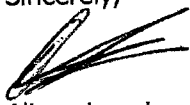
1. The present inadequate 48-hour parks should be changed to weekly places for small charge.
2. Longer term parking should be available. This could be done by a permit system similar to that used for boat ramps. This would allow Council some revenue and control of the longer term parking whilst being cost effective for regular users of the ferry.

I would also ask Council for an immediate moratorium on timed parking so that people can resume long term parking as they have previously done. This will mean the disadvantage does not continue while Council considers the issue and solutions.

Finally I refer to your advice that Council does not have sufficient land to offer many spots for long-term parks, although I observe that it always worked well previously, with the additional use of the private land where the owner kindly allowed people to park. Council should consider ways of allocating additional parks in the vicinity of the ferry for users. You did have some suggestions for how this may be done. I am sure if given sufficient priority, solutions can be found. It is just at the moment there is no priority, at all, given to the users of the ferry that need parking and in my opinion this should be changed for the benefit of an enormous number of residents and ratepayers. It would be greatly valued by a large number in the community.

Thank you for your time.

Sincerely,



Alison Lowrie

PA

From: Pat Austin
Sent: Wednesday, 6 February 2019 4:04 PM
To:
Cc: Debbie Neeson
Subject: E2019/807 - 3.3.2 - [Public Consultation] FW: Feedback Penneshaw Structure Plan
Attachments: PenneshawFeedback.docx

Dear Helen,

Thank you very much for your feedback on the Draft Penneshaw Structure Plan. Your comments will be incorporated a report to Council, which will be submitted for consideration to the March or April 2019 meeting.

Kind regards



Pat Austin
Community Affairs Manager

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Fax: [+61 \(08\) 8553 2885](tel:+61885532885)
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Web: www.kangarooisland.sa.gov.au
Address: PO Box 121 | 43 Dauncey St, Kingscote SA 5223

From: Helen [mailto:]
Sent: Wednesday, 6 February 2019 12:43 PM
To: Pat Austin <pat.austin@kicouncil.sa.gov.au>
Subject: Feedback Penneshaw Structure Plan

Hello Pat

Thank you for the opportunity to provide feedback on the Penneshaw Structure Plan.

I enjoyed reading this draft paper and commend the Council's insight and honesty when planning for the future development of Penneshaw.

My husband and I were grew up on Kangaroo Island and although life took us off island for many years we visited regularly and still have family and friends who live locally. We were lucky enough to be able to build a beach house at Penneshaw about 9 years ago and enjoy both renting it out and using it for our very regular visits back to KI. We are blessed to be able to call Kangaroo Island our part-time home and to live in beautiful Penneshaw for at least some of the year.

Kind regards

Helen Ashenden

What we love about Penneshaw:

- Reliable services
Supermarket, cafes, petrol, hotel, take-away – these all need to be supported in any way we can both with locals and visitors
- Transport
How lucky are we to have Sealink Ferry's operating? Both terminals at Cape Jervis and Penneshaw are now welcoming and a great gateway to KI. The Sealink service is reliable and so vital to the island economy. What a pity there is not more government support to bring the cost of freight and passage down.
- Views, views and more views.....
The pristine waters and sandy beaches at Hog Bay (can't we rename it Penneshaw Beach though?)

Council planning has ensured there are at least 3 levels (and more up the hill) of uninterrupted views to the mainland – please don't change these restrictions

The gorgeous views as you drive into Penneshaw. We don't want this to become some kind of industrialised drive into Penneshaw. Please continue to keep all the industrial and commercial areas away from this pristine entrance.

The small town feel of Penneshaw and even though 200,000 people pass through annually most of them keep going.....

Improvements recommended:

- We used to leave our 'KI' car under the Norfolk pines at the end of North Terrace. It was very upsetting to be outed from this space and it seems to us for no real reason. I regularly canvas the number of cars parking there since the upgrade and the most I have seen is 5 parked and not all of them with tickets. The number of cars parking there this summer was even less as it is now paid parking. Having a car based at Penneshaw ensures we are able to visit the island regularly. We would not be able to afford to visit KI as often as we do as the ferry price for a car and passengers is prohibitive for us part-time islanders (\$400 each visit). This little used area was perfect for our car to live and we could easily walk up from the wharf area. I have contacted our council rep (Peter Denholm) in the past and was told that this was 'valuable' parking space. I believe its real value is to people like us who live off-island. I am more than happy to pay for this space with maybe an annual parking permit. I notice there are permits on cars down on the wharf area so this would not be a new idea to the council.
- Huge semi-trailers of freight and animals parked at the wharf area and sharing the same space with holiday makers. Visually dividing these areas in some way would enhance the holiday maker's first view of Penneshaw. It is distressing to see the upset animals on trucks and is not a good first view of lovely Penneshaw.
- Ensure the tour buses are parked away from the outside foyer of the terminal. What a mad space this is and so confusing for everyone. Couldn't the buses have designated parking in the gravel car park in the wharf area behind the terminal? Cars are not allowed to park there as it is designated for buses however the buses still converge in this small and busy space. I envisage a wide path alongside the back of the Sealink office with the buses having designated parking spaces butting up to the wide path. Day trippers would be able to easily walk along this park to their bus and it would keep the outside foyer a little less frantic.

- The intersection of Middle Terrace and Frenchmans Terrace needs work to make it a proper T-junction or at least signage so we know who gives way to who.
- Having the hire cars piled up in this prime intersection is pretty ugly. Isn't there a better space for this venture? Cars strewn all over the paddock is not a good look. (Maybe in the paddock behind the norfolk pines on North Terrace?)
- I think the TKI building should be in the township proper. People are already leaving town when they call in to TKI now and then because they are on their way miss out on so much in Penneshaw. Time is valuable for quick visitors and Penneshaw businesses would benefit from tourists stopping in the town rather than on the way out. It would be a better fit within the town – tourist information, a coffee, grab last minute groceries or maybe have lunch.
- The boardwalks to the beach need some maintenance. It would also be good to cut back the bush and scrub alongside them. (I'm always expecting a slithery visitor when I walk through to the beach.)
- Our beach house overlooks 'dolphin cove' (Bates Landing) and cars are constantly parking here to watch the dolphins. Visitors either stop on the road (!!) or park haphazardly on the grass area. Making this a safer place to park to view the dolphins (and more whales are being seen here as well), should be on the council's to do list
- The Penguin Centre and walkway needs a tidy up and revamp. Either reopen it for another purpose or close it down properly.
- The Penneshaw markets are pretty sparce and a bit sad on cruise ship days. Is there anyway to encourage mainland (Stirling and Willunga markets) people to come as well and liven the Penneshaw ones up? There should definitely only be local foods and produce here (South Australia). Visitors are looking for unique gifts and souvenirs not trashy second hand goods.

