

# Cape Jervis Harbour Precinct Master Plan

## Overview

June 2025



**Government of South Australia**  
Department for Infrastructure  
and Transport

**Build.  
Move.  
Connect.**



## Disclaimer

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



# Executive Summary

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The Cape Jervis harbour precinct is an important place for locals and visitors. As the main gateway to Kangaroo Island, Cape Jervis harbour also plays a significant role in South Australia's tourism industry.

We have created a Cape Jervis Harbour Precinct Master Plan (Master Plan).

Master plans are dynamic short and long-term plans that identify social, environmental, cultural, and economic issues and opportunities. They aim to set a clear strategic and coordinated framework for assessment of potential future developments within the precinct and inform future funding considerations for all levels of Government.

We understand it is important for the Master Plan to be right for Cape Jervis, reflecting what is most important to the community and the region, whilst accommodating the diverse range of precinct users.

Stakeholder engagement and local community insights, along with extensive research and technical analysis, have informed the Master Plan. This includes the incorporation of key recommendations from the recently completed Cape Jervis traffic study.

The key challenges and opportunities identified through this process have resulted in the following strategic considerations to guide the Master Plan's development:

- *Placemaking* – ensuring the visual amenity and functionality of future developments result in optimal regional, cultural, tourism and community outcomes.
- *Movement* – considering future transport to ensure efficient operations and a safe environment for all users, including pedestrians.
- *Balanced and sustainable approach* – considering the needs and requirements of all precinct users and owners to ensure future developments integrate with the environment and land uses.
- *Current and planned initiatives* – identifying potential synergies with different initiatives planned in the area.

A proposed Vision statement "Making Cape Jervis harbour a better place for all users" and seven guiding principles have been developed to shape the Precinct over time.

- |                          |                           |
|--------------------------|---------------------------|
| • Staged Growth          | • Accessible and legible  |
| • Harbour for all users  | • Safe and efficient      |
| • Place-making           | • Embrace the environment |
| • Designing with Country |                           |

The harbour will cater for the operation of SeaLink's future ferries and allow for future freight growth, while improving the experience for visitors and locals. Amenity and safety improvements proposed continue the good work completed by the Cape Jervis community and District Council of Yankalilla.

This summary document provides an outline of the key elements of the Master Plan. Further detail is available in the Cape Jervis Harbour Precinct Master Plan – Investigations Report.

# Introducing the Master Plan

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## What is a Master Plan?

A Master Plan is a dynamic short and long-term plan that identifies social, environmental, cultural, and economic issues and opportunities.

They aim to set a clear strategic and coordinated framework to guide future development of the precincts and inform future funding considerations for all levels of Government.

## Master Plan strategic considerations

The master planning for the harbour precinct has multiple strategic considerations.

- **Place-making** – Identifying broader place-making opportunities and provide public realm guidelines that ensure visual impacts and functionality are addressed in a way that maximises a positive contribution to regional growth, cultural storytelling, community, recreational and visitor experiences, and potential tourism development opportunities.
- **Movement** – Considering any changes to the future transport network and transport impacts including inter-modal marshalling and overall demands and forecasts within the precinct for safety, car-parking, and pedestrian access.
- **Precinct Infrastructure Asset and User Profile** – Providing a balanced and sustainable approach to the needs and requirements of the diverse users and owners of the precinct, including allowances for scalability. Consider the integration with the adjacent environment and land uses.
- **Current and Planned Initiatives** – Identify potential synergies and integration of current and planned initiatives by state agencies, local government, and the private sector. This may include reform to the management of key infrastructure at the harbour, including third party access and upgrading of infrastructure requirements.



# The study area

Today the Cape Jervis harbour is used by locals, visitors to the area, recreational and commercial fishers and people and freight travelling to or from Kangaroo Island.

The area is over 40 hectares of land and includes approximately 2km of coastline.

**Country** - Cape Jervis/Parewarangk lies on the traditional lands of the Ngarrindjeri. It is an important site of Ngarrindjeri's creation story as well as an important place for the Kaurna people as the final point of the Tjilbruke Dreaming story.

**Gateway** - connecting Kangaroo Island to the mainland, Cape Jervis acts as an important local and regional gateway and serves a pivotal role for the Island, providing the primary access and the main supply chain.

As such, the Precinct is an important piece of infrastructure which acts as a gateway to Kangaroo Island and South Australia.

The Precinct also accommodates recreational and commercial fishing (both from boats and land). A jetty currently extends west from the terminal building. To safely upgrade and operate the new port facility at Cape Jervis, which will accommodate the new, larger ferry vessels and achieve faster turnaround times, the existing public jetty at Cape Jervis cannot be retained.

There are multiple opportunities for recreation and appreciating the natural landscape throughout the Precinct. The long distance Heysen Trail walk begins at Cape Jervis, with the trailhead located close to the ferry terminal.

**Township** - the township of Cape Jervis is about 800m inland and uphill from the harbour. The harbour and the township are linked by Flinders Drive yet separated by conservation areas and grassland. It was established in 1954 and has a population of just over 260 people.

**Landscape** - the coastal landscape is steep and dramatic, offering spectacular views along the coast. The lighthouse maintains a prominent position in the Precinct. Coastal vegetation is low, and wind exposed. There are several areas of revegetation undertaken by different groups.



# Stakeholder and community engagement

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

The engagement process undertaken ensured key stakeholder and community insights were well understood and used to inform this Master Plan. It also helped us to understand the key priorities needing to be considered and incorporated into the Master Plan.

Thank you to everyone who participated in this engagement process.

## How we engaged

### Key stakeholder engagement

#### Registered Native Title Body Corporate

Engagement was undertaken with representatives of the Ngarrindjeri Aboriginal Corporation (NAC) to ensure their views guided the design principles and the Ngarrindjeri people and culture were represented.

An on-site cultural values walkover was held with NAC representatives to further inform the cultural values to guide the Master Plan development. As part of the ongoing engagement with NAC, the Designing with Country chapter of the Investigations Report was guided and reviewed by NAC to ensure the interests and representation of the Ngarrindjeri community were appropriate.

#### Stakeholder Reference Group

A Stakeholder Reference Group was established to seek insights from a broad range of different experiences and interests. Throughout the process, membership included representatives from the NAC, KI Connect, Sealink, the commercial fishing sector, the Cape Jervis Progress Association, tourism executives, recreational fishing representatives, Regional Development Australia, precinct property owners, and state and local government representatives.

Throughout the two Stakeholder Reference Group workshops, a series of activities were held to provide group members an opportunity to share their insights on:

- *existing problems and opportunities in the Precinct*
- *a potential vision and guiding themes for the Precinct*
- *potential elements to be included in the Master Plan and how they could be spatially arranged*

## Cape Jervis Traffic and Parking Study engagement

Targeted meetings and a technical workshop were held with Department specialists and other key stakeholders including District Council of Yankalilla, SeaLink, Department for Primary Industries and Regions, South Australia quarantine staff, South Australian Road Transport Association and the RAA to inform the Cape Jervis Traffic and Parking Study.

This engagement focused on identifying specific traffic and parking issues and opportunities to inform the Cape Jervis Traffic and Parking Study. This study has also influenced the outcomes of this Master Plan.

## Community engagement

Engagement with the broader community occurred between mid-September 2023 and late October 2023. People were given the opportunity to provide feedback, share their local knowledge and ideas for the future via an online survey, face-to-face at Listening Post community sessions and via email.

Listening Post community sessions were held at the Cape Jervis Lookout and the Cape Jervis Community Hall. We also promoted our activities via our social media channels, project email lists and the District Council of Yankalilla's community facilities and social media.

Through this process we received an extensive amount of feedback from the community with over 170 people attending the two Listening Posts and 48 people completing the online survey.



*Community members attend listening posts at the lookout*



# Ngarrindjeri planning principles

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Ngarrindjeri planning principles have been developed in collaboration with representatives from NAC to enable projects and development in the precinct to respect and enhance the ongoing connection of the Ngarrindjeri people and integrate their knowledge and culture through partnerships.



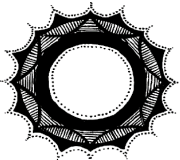
## **Partnership**

Develop and implement the Master Plan in partnership with Ngarrindjeri and non-Aboriginal stakeholders.



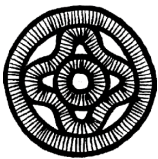
## **Country- centered design**

Adopt a Country-centered approach to planning and design, to see the place through Ngarrindjeri eyes, and achieve culturally integrated and sustainable design outcomes.



## **Celebrate Ngarrindjeri's ongoing connection**

Elevate Ngarrindjeri interests and values to engage visitors and Ngarrindjeri people about the significance of the Precinct.



## **Cultural landscape**

Cape Jervis harbour is a highly modified landscape. The Master Plan proposes to rehabilitate disturbed areas where possible and sensitively incorporate new infrastructure.

# Summary of existing opportunities

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Cape Jarvis harbour benefits from a striking setting, and its location makes it an important access point for Kangaroo Island. Functional and amenity constraints evident today have been reviewed in detail and these inform several key opportunities for improvement and development for the future.



*Improve vehicle access to the Precinct to accommodate all users better.*



*Improve pedestrian infrastructure to make the Precinct safer and more welcoming.*



*Upgrade aged facilities and design them to function more safely and accommodate recreational fishing more appropriately.*



*Enhance and protect the natural and coastal environment.*



*The whole of the Cape Jarvis site is culturally significant to the Ngarrindjeri.*

*"Touch the ground lightly", include greater representation of Ngarrindjeri cultural values and foster employment opportunities in project design/implementation.*



*Improve facilities for recreation including fishing, walking, and picnics. Make public realm improvements to create a more comfortable, cultural, and biodiverse place.*

# Vision and guiding principles

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The vision statement, and seven guiding principles are proposed to shape the development of Cape Jervis harbour over time.

## Vision

"Delivering local benefits while meeting island-wide needs."

## Guiding principles

Each guiding principle is supported by specific objectives that have informed the Master Plan and can be used to inform the design and implementation of specific elements of the Master Plan in the future.

### Staged growth

**Creating new economic and tourism opportunities, delivered through a series of implementable projects.**

- An efficient and safe harbour
- A future-proofed precinct
- New economic and tourism opportunities
- Aboriginal employment opportunities
- A series of implementable projects
- Plan infrastructure upgrades to be complementary at both Cape Jervis and Penneshaw
- Enable public and private investment

### Harbour for all users

**Creating a precinct for all users including locals, visitors, businesses, freight, recreational fishing and boating, commercial boating, and emergency services.**

- Visitors
- Residents
- Ngarrindjeri people
- Employees
- Freight
- Recreational boating
- Commercial boating
- Emergency services

### Placemaking

**Enhancing urban design and public realm outcomes to make it a place that people enjoy spending time in.**

- A vibrant, high-quality gateway
- Strengthen community
- Celebrate the culture and history of the place
- Protect and enhance the natural landscape
- Enhance the public realm
- Improve amenity features



## **Designing with Country**

### **Aboriginal planning principles to inform the Master Plan and future projects**

- Partnerships
- Touch the ground lightly
- Celebrate the Ngarrindjeri culture and history
- Cultural landscapes

## **Accessible and legible**

### **Creating a precinct which is easy to access and move around**

- Connect the harbour to Cape Jervis township, to KI and to SA
- Productive network
- Reliable and improved transport access
- More legible routes
- Enhanced wayfinding
- Clear signage

## **Safe and efficient**

### **Improving safety and efficiency on land and water**

- Separation of users
- Safe systems
- Comfortable experience
- Formalised parking
- Upgrade of utilities (e.g. water supply)
- Water Sensitive Design

## **Embrace environment**

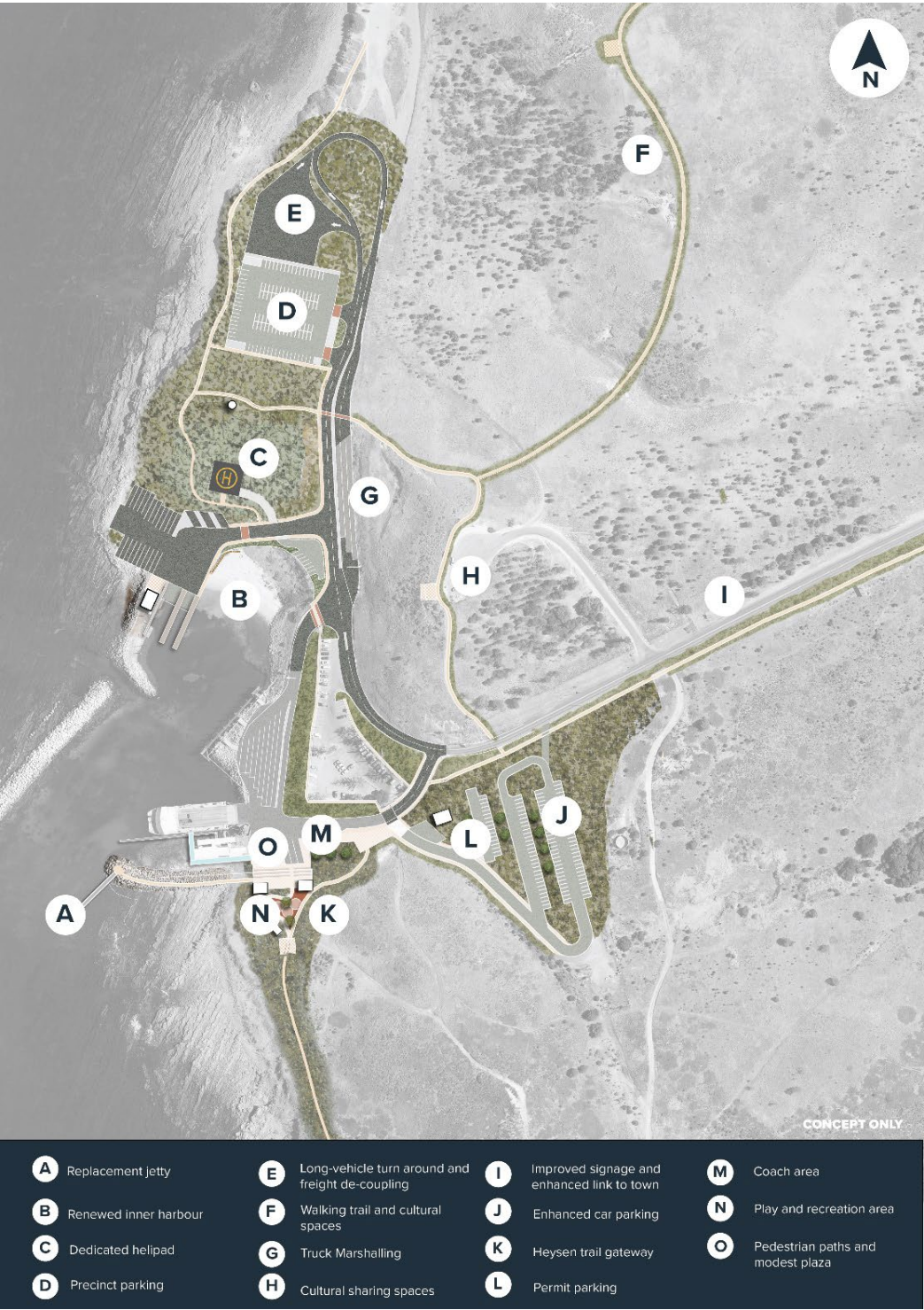
### **Protecting and providing more opportunities for people to connect with the environment**

- Increase revegetation across the Precinct
- Partner with the NAC to increase revegetation
- Accessibility to appreciate the coastal setting
- Recreation areas with an environmental focus
- Locate revegetation to build habitat
- Plant species which are appropriate

# Master Plan

Two Master Plan options have been developed to create a better precinct for all users, capable of being delivered over multiple stages.

## Master Plan option 1



This option proposes a range of key elements that touch the ground lightly, improve safety, efficiency, legibility, and accessibility within the Precinct. Place-making is also embedded into the design.



## Master Plan option 2

Option 2 builds upon option 1, facilitating more activity within the precinct through an expanded plaza and a proposed tourism area.

A new link road becomes the new primary transport route into the precinct and additional road access.





## Master Plan elements

### Concept for streamlined linkage between the precinct and Cape Jervis



A new link road would provide better integration with Main South Road, and more efficient movement of vehicles entering the precinct and disembarking the ferry (including freight vehicles).

It would also provide direct access to new infrastructure such as parking north of the lighthouse.

It would also provide more convenient access into the precinct for heavy vehicles by removing the need for the turnaround to enter the marshalling area.

### Concept for better utilised parking areas

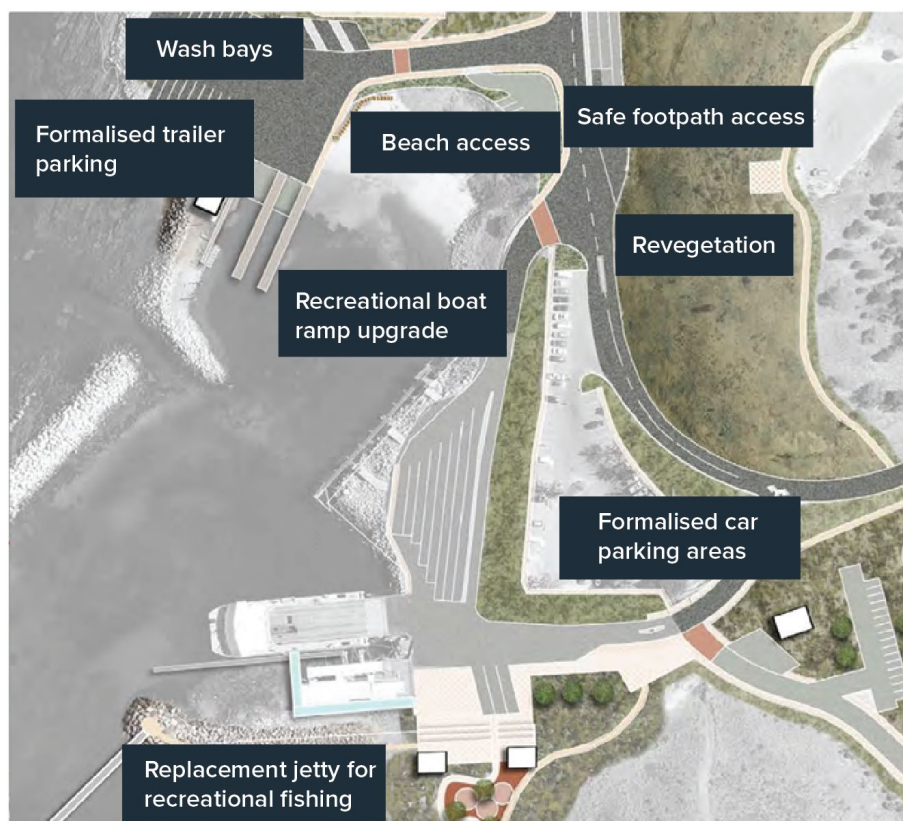


Car parking areas in the Cape Jervis harbour precinct can be improved, with better surfaces, shelter, shade, signage, vegetation and paths. Parking areas have been created on Flinders Drive, either side of the boat ramp access road, for safer visitor parking.

A truck marshalling area is located on the eastern side of Flinders Drive.

The existing long-term secure car park could be better used for general public parking, allowing visitors to remain on the "terminal side" of the road. A northern car park can cater to overflow parking and potentially long-term parking.

## Concept for recreational fishing, boat ramp upgrades and beach access



A larger boat ramp with multiple launch lanes and pontoons allows recreational and commercial boaters to be efficiently and safely accommodated.

This may include a small shelter, and footpaths to improve pedestrian access, including to the beach.

Upgrading the southern breakwater would create a new recreational fishing facility that reaches near the end point of the old jetty. It would provide an improved connection to landside and provides clear delineation between operating ferries and people.

### Precedent images



*Potential boat ramp shelter*



*Beach access with water play*



## Concept for cultural reflection and sharing spaces



The Ngarrindjeri people are the Traditional Owners of the Cape Jervis area. It is a place where important histories, stories and activities take place.

Ngarrindjeri Creation Story links Cape Jervis to other places across the Fleurieu. For the Ngarrindjeri people, environment, animals, and people are all connected, and all aspects of the natural and human environments are considered holistically and equally.

The Master Plan seeks to reflect the important and active Ngarrindjeri culture and values of the Cape Jervis area, and applies this foundation to the precinct layout, activities, and experiences.

## Concept for improved public spaces and placemaking

Proposed public realm improvements will entice visitors beyond the ferry terminal to lookouts, new cultural spaces, the Heysen Trail and harbour attractions, with new and upgraded paths and loop trails, and a comfortable pedestrian arrival plaza near the ferry terminal.





## Concept for precinct gateway

A landscape gateway would be created at the intersection with the current road and proposed link road. Wayfinding signage, low native landscaping and thresholds with contrasting road treatments would help to welcome visitors to the precinct. Signage should clearly direct long vehicles to the link road.



Existing gateway



Concept gateway



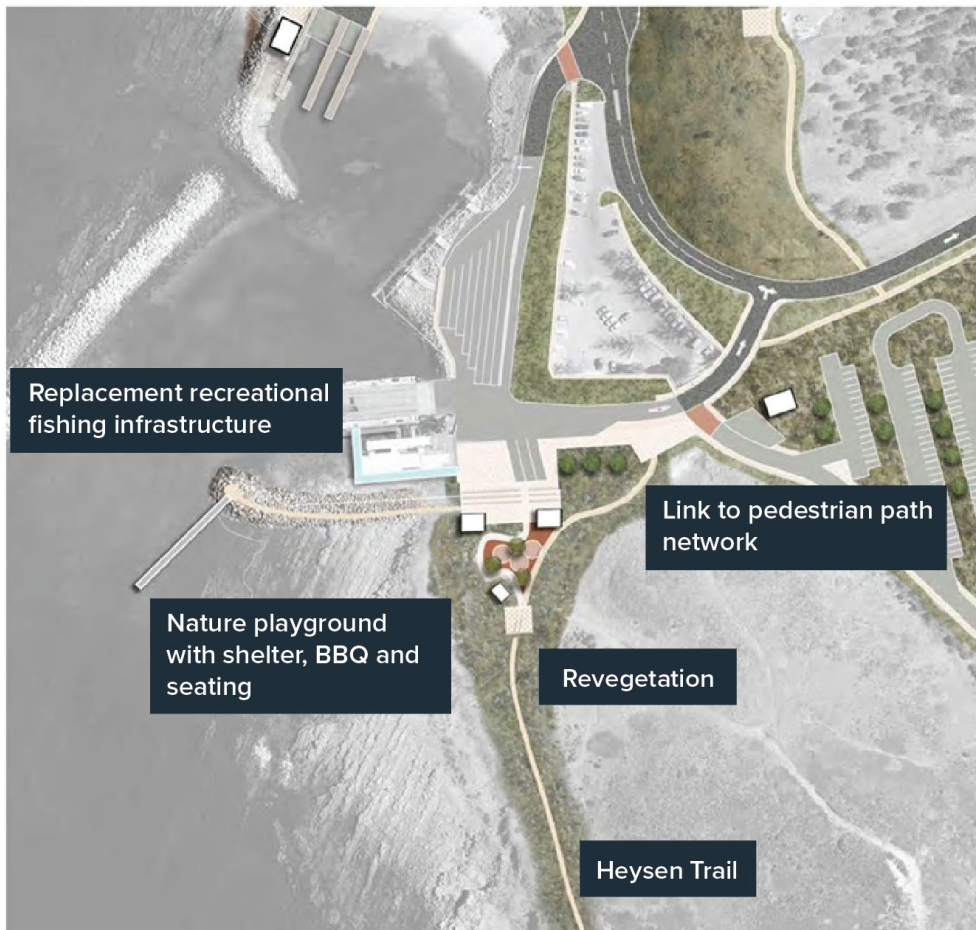
Landscaped gateway on Flinders Drive approaching the harbour

## Concept for play spaces

A play area close to the terminal could help to keep young travellers (and their parents) happy and provide a joyful way to celebrate the location.

The Heysen Trail-head can be integrated and celebrated further by creating an arrival experience for those beginning and completing their journey.

BBQ facilities, revegetation and upgraded paths (including accessibility ramp) encourage people to visit, enjoy and spend time.



## Precedent images



*Play equipment using natural materials to complement the setting*



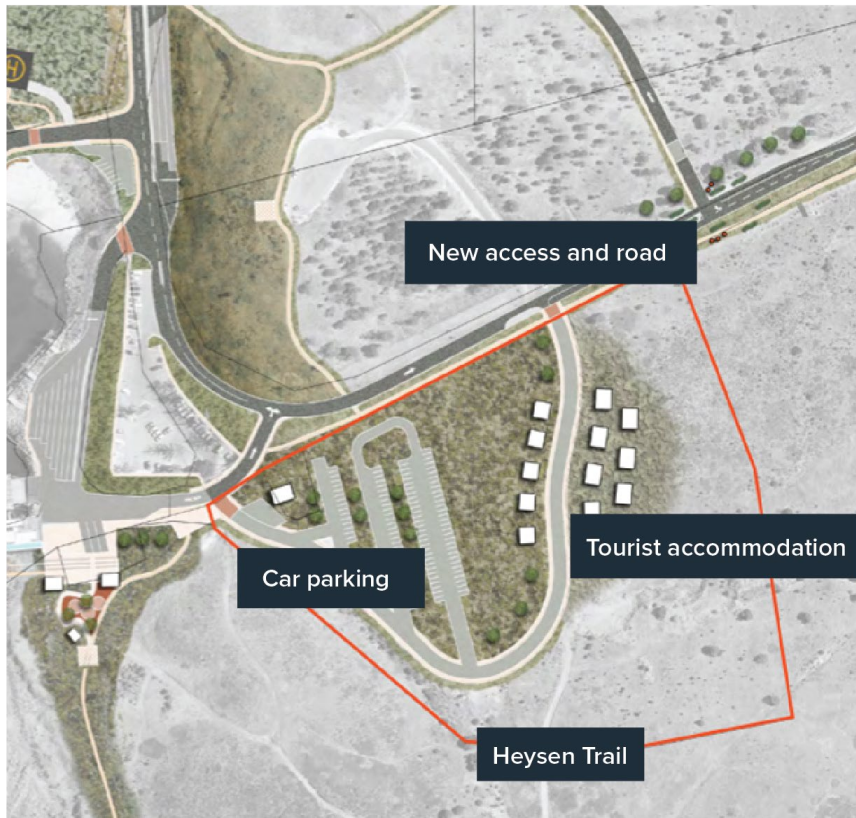
*A place at the coast where groups can meet for a BBQ*



*The plan seeks to better integrate the Precinct*



## Concept for Eco-Tourism at Lot 10



Lot 10 is a privately-owned, long-term car park which could be upgraded and better utilised to increase the amount of day and long-term parking available at Cape Jervis.

There is also an opportunity for the remaining land of Lot 10 to be an environmentally sensitive tourism development. This links the precinct to the wider region and supports visitation to the area and KI.

## Precedent images



*Eco cabins, Broome WA*



*Eco cabins, The Barossa SA*



*Eco cabin nestled into coastal landscape*



# Next steps

We have used your insights, along with technical analysis to update and finalise the draft Master Plan.

It is important we carry out these studies to enable us to plan for future infrastructure priorities to create sustainable and productive places, and support growth.

Based on your feedback we will be exploring funding opportunities to build a new jetty in the Cape Jervis Harbour Precinct. We will also continue to investigate options to improve parking at the precinct in response to feedback.

There is currently no funding committed to deliver this Master Plan.

## The Master Plan engagement lifecycle

