

February 2024

Cape Jervis Harbour Precinct Master Plan

Draft Master Plan Investigations Report



Prepared for the Department for Infrastructure and Transport

+ Jensen PLUS

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Social Planning



Acknowledgements

We acknowledge and respect Aboriginal peoples as the state's first peoples and nations, and recognise them as traditional owners and occupants of land and waters in South Australia.

Jensen PLUS was commissioned by the Department for Infrastructure and Transport to prepare a master plan for the Cape Jervis Harbour Precinct.

We acknowledge the following stakeholders and consultants whose inputs and participation informed the draft Master Plan.

- _ The Traditional Owners of the Cape Jervis region, the Ngarrindjeri people, and the Ngarrindjeri Aboriginal Corporation (NAC)
- _ Jacobs
- _ Rider Levett Bucknall
- _ District Council of Yankalilla staff
- _ Participants of the Stakeholder Reference Group
- _ Landowners + residents of the study area
- _ The wider community of Cape Jervis.



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4. Strategic context

A review of the strategies, policies and drivers for change.

5. The Study area

An outline of the extent of the site, observations and technical investigations.

6. Vision and guiding principles

A vision statement and seven guiding principles have been written as an overview of the strategic intent of the master plan. Use these to guide future projects including project scope, design and development.

7. Master Plan

The master plan, understand what's included, and the rationale behind it.

8. Supporting strategies

Detailed guidance to help develop and deliver the master plan concepts.

Appendices

Further investigations + supporting documents.



1. Master Plan At A Glance

Vision statement

“Making Cape Jervis Harbour a better place for all users.”

Aim

The overall aim of the project is to develop an implementable Master Plan for the Cape Jervis Harbour Precinct, to enhance the area as a place to visit, for both locals and visitors, and to create a high quality gateway for Kangaroo Island. It will be used to guide future development of the precinct and inform future funding considerations for all levels of Government.

Vision + Guiding Principles

A vision statement and seven guiding principles are the foundation of the master plan and to shape the development of the area over time.

The master plan

The proposed master plan creates a better precinct for all users, capable of being delivered over multiple stages.

As part of the master plan development process, a range of options were developed for consideration. A comprehensive traffic and parking study was also undertaken alongside the master plan.

What has been ultimately included in this plan was determined based on its ability to deliver on place-making, safety, efficiency, legibility and accessibility improvements, to create an experience for visitors that feels pleasant, enjoyable and easy.



Guiding Principles



A. Staged growth



B. Multi-user precinct



C. Place-making



D. Design with Country



E. Accessible + legible



F. Safe + efficient



G. Embrace environment



Master plan at a glance: Key elements and features

Create cultural spaces



Recreational Fishing



Gateway entry treatments



Placemaking and public realm



Play and recreation



Tourism precinct




Link road - harbour to Main South Rd



New parking areas





**Overview of
Study Area and
master plan
context.**

2. Introduction

- 2.1 Aim + Objectives
- 2.2 Strategic location
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2. Introduction

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

2.1 Aim

The overall aim of the project is to develop an implementable Master Plan for the Cape Jervis Harbour Precinct, to enhance the area as a place to visit, for both locals and visitors, and to create a high quality gateway for Kangaroo Island.

The study area is composed of over 40ha of land and includes approximately 2km of coastline. The Ngarrindjeri Aboriginal Corporation are the Native Title holders for the Cape Jervis area.

The area is aligned with the Marine Infrastructure Zone which is generally the Department of Infrastructure and Transport's core interest. Cape Jervis township is situated directly to the east of the study area.

Strategic considerations

- 1. Place-making:** Identify 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 story-telling, community, recreational and visitor experiences and potential tourism development opportunities.
- 2. Movement:** Consider 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.
- 3. Precinct Infrastructure Asset and User Profile** – Provide 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.
- 4. 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.



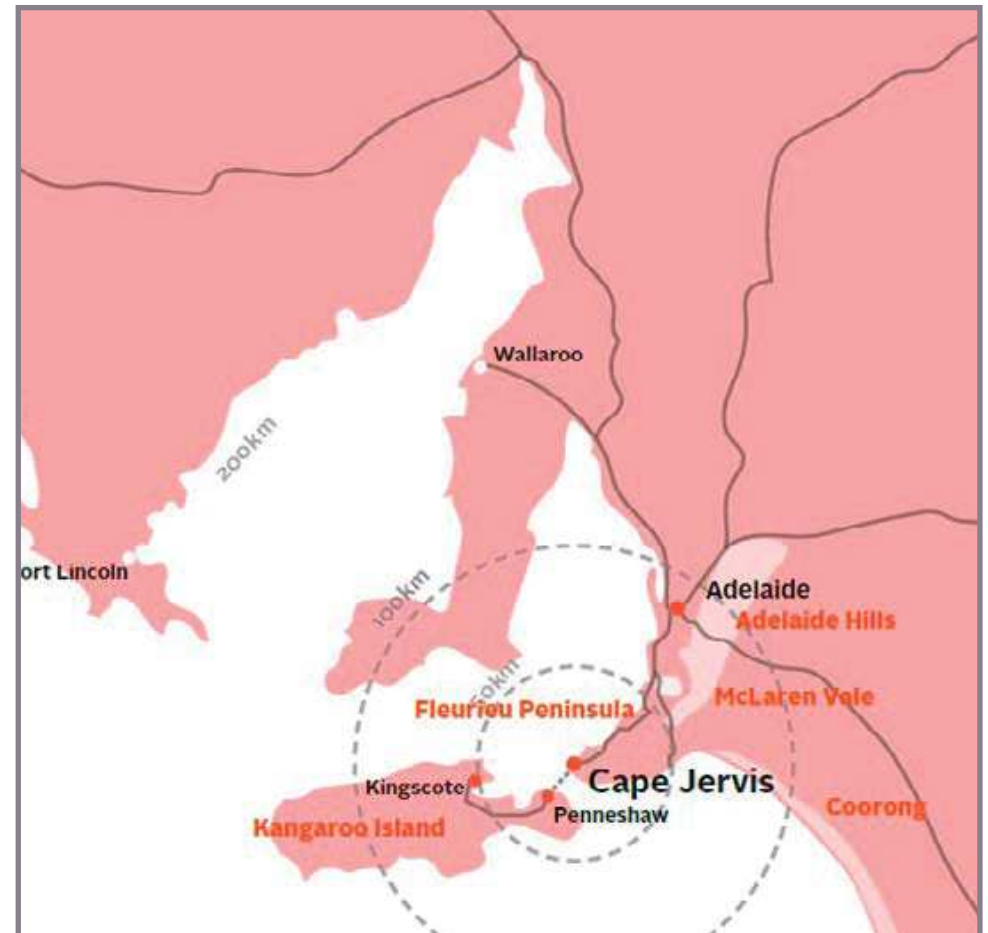
The study area is focussed on the harbour and surrounding lands, but the context includes the coastline north and south, and Cape Jervis township.

2.2 Strategic location



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.

Cape Jervis lies about 100km south of Adelaide and is in close proximity to other important tourism destinations such as the Adelaide Hills and the McLaren Vale wine region. Cape Jervis is also close to the River Murray and Coorong National Park, renowned for its bird and marine life, and natural coastal landscape.





2.3 About Cape Jervis

About Cape Jervis

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.

Country

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

Gateway

The harbour is the location of the ferry berths which connect the Australian mainland to Kangaroo Island. Kangaroo Island has a population of about 4,000 people, but receives over 140,000 visitors a year.

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

There is one ferry service currently operating from the Harbour. SeaLink is the primary service provider and has two ferries, both with capacity to take vehicles and freight as well as passengers. SeaLink's contract was renewed in December 2021.

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 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.

Landscape

The coastal landscape is steep and dramatic, offering spectacular views along the coast and over Backstairs

Passage to Kangaroo Island. Cape Jervis Lighthouse maintains a prominent position in the Precinct. Coastal vegetation is low and wind-exposed. There are several areas of revegetation which have been undertaken by different groups over the years.

Township

The Cape Jervis township was established in 1954 and has a population of just over 260 people. The town is situated at the top of the hill, before the descent to the Harbour and consists of a mix of housing and holiday accommodation.



2.4 The Cape Jervis story



Interactive page (when viewed online or interactive pdf)

Click on image circles for further information

Past, present and future

1934

A small wharf built by the Harbours Board was the first maritime structure to be built at the Cape. It was primarily built to assist the use of the steam boat 'Cheopis', which was being used as a ferry across Backstairs Passage.

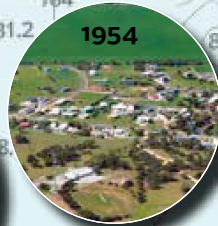
The wharf was upgraded with a new timber jetty in 1938.

Ref: The Manning Index of South Australian History

1934



1954



1969



1970



1972



2005



1871



1854



1802



1840s



pre-European settlement



2.5 Master Plan methodology



Stage 1 Project Initiation + Early Engagement

September 2021

Project start up

- _ Background document review
- _ Initiation meeting
- _ Stakeholder engagement plan

September 2021

Early engagement

- _ Project team members meet with Ngarrindjeri Aboriginal Corporation (NAC) leaders for initial insights and relationship building

September 2021

Site visit

- _ Understanding the precinct and sharing of information with project team



October 2021

Strengths + Opportunities evaluation

- _ Using the Placecheck and observations taken from the site visit, Strengths and Opportunities analysis mapping was produced

October 2021

Stakeholder Reference Group (SRG) Workshop #1

- _ Confirm stakeholder engagement programme
- _ Review further technical investigations following Stage 1
- _ Key stakeholder workshops to further understand the precinct.

October 2021

Concept Design investigations

- _ Conceptualising the information and analysis work and incorporating the insights from the Stakeholder Reference Group Workshop #1.
- _ preliminary concept plans

October 2021

Project Steering Committee

- _ Draft conceptual plans presented for initial review and comment



October 2021

Additional engagement

- _ Further engagement with NAC and SRG
- _ Inform + collaborate
- _ Gain insights and maintain relationship

February 2024

Master Plan_Draft

- _ Concept design and preliminary costings
- _ Implementation plan
- _ Consultation outcomes
- _ Draft Master Plan
- _ Client and key stakeholder review

Stage 3 Draft Master Plan

Stage 4 Finalise

Early 2024

Public Consultation

- _ Seek feedback on the draft master plan

2024

Stage 4 Master Plan

- _ Final master plan developed



2.6 Stakeholder and Community Engagement

Stakeholder and community engagement has been an integral part of the Cape Jervis Harbour Precinct 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 insights informed 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 guide the master plan development. As part of the ongoing engagement with NAC, the Designing with Country chapter of this 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 Ngarrindjeri Aboriginal Corporation, 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 Cape Jervis Harbour Precinct.
- _ a potential vision and guiding themes for the Precinct.
- _ potential elements to be included in the master plan and how they could fit spatially.

2.6 Stakeholder and Community Engagement (continued)

Targeted key stakeholder engagement

Targeted meetings and technical workshops were held with DIT specialists and other key stakeholders including District Council of Yankalilla, SeaLink, PIRSA quarantine staff, SARTA and the RAA to inform the Cape Jervis Traffic and Parking Study and 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 on-line 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. The Listening Posts encouraged locals to share their ideas and speak face to face about important topics.

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 lookout



2.6 Stakeholder and Community Engagement (continued)

What we heard

Summary of Stakeholder Reference Group Workshops

Identification of what is valued

- _ Cape Jervis as a functional place which serves a purpose to a variety of groups.
- _ Gateway to/from KI.
- _ Cape Jervis can be really serene and peaceful.
- _ Environmental/natural features.

Identification of existing problems

- _ Safety of people, passengers and vehicles (marine and land).
- _ Experience in the precinct is stressful.
- _ Car parking gets clogged and is not efficient.
- _ Poor visual amenity and no greenery.
- _ Poor legibility and wayfinding.

Identification of opportunities

- _ Improving the safety and efficiency of the precinct (including wayfinding).
- _ Creating a destination and activities to attract people to spend time.
- _ Improvement and inclusion of economic activities.
- _ Improving the amenity of the area.
- _ Reconfiguring parts of the harbour to create more space and less conflict.
- _ Improved car parking and marshalling.
- _ Improved amenity and connections for recreational walking.
- _ A ring route/bypass road.
- _ Places for play and recreation.
- _ Replacement of recreational fishing infrastructure.
- _ Improved amenity and connections for recreational walking.
- _ Improved safety for heavy vehicles.
- _ Improved boating/fishing facilities.
- _ Indigenous interpretation integrated.
- _ Use of Lot 10 for retail and other activities.

Visioning brainstorm

"To create a destination in its own right whilst protecting and enhancing the natural and cultural character of Cape Jervis, by improving the safety, comfort, experience and efficiency of the precinct."

"More than just a transit place, a destination that embraces the wild beauty, cultural history and aquatic assets of the region"

"A bigger and better harbour for all users."





2.6 Stakeholder and Community Engagement (continued)

Guiding principles

There were commonalities in the guiding principles created including safety and efficiency, improving access, environmental values and ensuring community involvement throughout the process.

Consideration of how master plan elements could be spatially arranged

- _ Vegetation for improved amenity and biodiversity, particularly around the Lighthouse and at "gateway" locations along the road and into the harbour (as viewed from the ferry).
- _ Pedestrian paths for safety and recreation. These were to link existing and future places of interest in the precinct, including the community revegetation area and Morgan's Beach, to give short term visitors something to do while waiting for the ferry.
- _ Parking for private vehicles (including boat trailers) and making better use of the existing parking areas.

- _ Heavy vehicle movements, safety and parking. This included ideas to formalise a truck "turnaround" north of the Lighthouse or a "loop road" to bypass the steep descent towards the terminal and enable trucks to point in the right direction for loading onto the ferry. It also included the need for a flat truck marshalling area for livestock welfare.
- _ Potential locations for replacement recreational fishing infrastructure that allows for similar functional fishing outcomes to the existing Jetty, in terms of aspect, location and access to deep water.
- _ Potential locations for play and recreation features including a BBQ, places for free camping / RV parking.
- _ Signage and wayfinding, especially for first-time visitors.

Summary of key from community feedback themes

- _ A recreational jetty is considered an essential element of Cape Jervis. There was strong disappointment about the existing jettying needing to be demolished. Feedback identified a potential alternative recreational fishing location near the breakwater (south of the terminal) or near the lighthouse. The opportunity to make it accessible for all abilities was raised.
- _ Heavy Vehicles are an important user of the precinct however there is a concern that trucks may rollover if brakes fail. This concern is heightened by the steep decline of Flinders Drive straight towards the terminal.
- _ Trucks currently turn around in the informal gravel area before loading. A loop road was seen as a way to improve safety and functionality.
- _ Car parking is in high demand for a variety of different users. Peak periods at holidays bring in a high number of users and result in a lot of informal car parking. The gravel area north of the lighthouse should be surfaced and formalised and include long-term parking.
- _ Paid parking in some locations was supported to feed revenue back into the maintenance of the precinct.

- _ Amenity improvements in the precinct are important for locals and visitors alike.
- _ The revegetation efforts of local community groups was highly regarded and encouraged to expand to make the area look nicer and be comfortable to spend time in.
- _ Improved lighting and artwork was identified as an opportunity.
- _ The importance of pedestrian safety, and safe areas for people to spend time in, was reinforced.
- _ Facilities for truck drivers to shower, eat and rest was suggested.
- _ Attracting visitors is encouraged with more tourism offerings including a variety of places to eat / drink, accommodation, activities and events.
- _ Dedicated parking for RVs in a dedicated area north of the Lighthouse was supported.
- _ More recreation and play areas were recommended including BBQs, shelters, kids play space and enhanced walking features to celebrate the Heysen Trail.
- _ The area around the lighthouse was supported by some as a recreation area. Others thought it would increase potential conflicts between different users as it is nearer to car parking.



2.6 Stakeholder and Community Engagement (continued)

_ Ngarrindjeri representation and employment opportunities was reinforced as important. The project provides opportunity to embed more Ngarrindjeri values into the precinct and creates employment through design and implementation.

_ Boat ramp congestion can occur when popular fish are in season. This impacts road safety when long vehicles block the road and obstructs commercial operations. Suggestions were made to provide more trailer parking which is paid parking and to look into a boat ramp permit or limit recreational users. A pontoon extension could assist charter boats.

_ Road safety is important with speed limit changes, separation of different users, a loop road and oneway directional flow sections of road supported. A bypass road was also supported as a way to separate road users.

_ Suggestions were made to fence the helipad to avoid people parking on it. Community had different interpretations of the official use or ownership of the helipad, with some believing it is an important piece of safety infrastructure and others believing the area

is better served for parking. (Note: it has been confirmed that the helipad is an active Australian Maritime Safety Authority asset which requires unobstructed access and a vehicle service road.)

_ Signage and wayfinding is important for road users and visitors. Signs into the precinct could be digital and display the ferry times to avoid speeding through the township. Signage needs to be clear and throughout the precinct.

_ The introduction of a governance model was suggested to assist in revenue generation to help maintain the precinct through a per-head fee for ferry ticket holders and boat ramp users.

_ Environmental enhancement needs to be integrated into the precinct development, to factor in the needs of fauna and their habitat (marine + land).

_ A sense of identity is important and should be considered.

_ Cape Jervis should be seen as a destination rather than "just a car park and a ferry terminal."

Summary of online survey feedback

Responses showed the community is supportive of the master plan vision and guiding principles.

Priority features

The top five features that the community believed important to pursue in the Master Plan were:

1. Car parking (43 respondents)
2. Recreational fishing (39 respondents)
3. Truck parking (38 respondents)
4. Link road (34 respondents)
5. Boat ramp upgrade (31 respondents)

Guiding principles

The feedback we received indicated that many people value the importance of each of the seven Guiding Principles. All seven principles were identified with a rating of "Important" by respondents.

We asked people to share their thoughts on each of the Guiding Principles so that we could gain local insight, understand what is important to the community and what is of concern.

_ **Staged Growth** - Most people commented that the harbour area should be developed with the needs of both locals and tourists accommodated for. There were many comments that any upgrades made should be an improvement for all users.

_ **Safe and Efficient** - Many respondents were concerned with the current level of safety in the wharf area and surrounds. Comments were received on the need for improved parking for local users and ferry users. The safety of pedestrians and easy access for emergency services were also mentioned.

_ **Harbour for all users** - Respondents commented that fishing was important to the area and as such should be considered in the precinct plan. Upgrades to current car park facilities were also mentioned.

_ **Placemaking** - Comments were received on the importance of the visual amenity of the harbour precinct. Some comments were received on making the harbour a space for all users to enjoy.

_ **Design with Country** - Comments were received on the significance of the harbour precinct to indigenous culture and the importance of remembering the history of the harbour. Respondents commented on the importance of shared stories and design.



2.6 Stakeholder and Community Engagement (continued)

_ **Accessible and legible** - Most people commented that safe access was an issue for both traffic and pedestrians. Parking was also flagged as an issue of access.

_ **Embracing the Environment** - Feedback was received on the importance of local walking trails, including the Heysen Trail. Comments were received on the importance of maintaining the natural beauty of the Cape Jervis Harbor Precinct.

How community and stakeholder feedback has been incorporated into the master plan

Based on stakeholder and community feedback, the following features will be further considered in the draft master plan:

- _ A suitable option for replacement recreational fishing infrastructure that allows for similar functional fishing outcomes to the existing Jetty, in terms of aspect, location and access to deep water.
- _ The needs and safety of heavy vehicles in the precinct including road infrastructure, marshalling and parking areas.
- _ Sufficient formalised car parking for different time frames and users. Paid parking could support amenity improvements in the precinct.
- _ Revegetation (for amenity and biodiversity), lighting, artwork and safe pedestrian areas to help improve amenity. Facilities for truck drivers in addition to what is located at the terminal.

_ Accommodation, food and drink areas and amenities to attract visitors.

_ Recreation features and walking paths across the precinct and concentrated in the area south of the terminal with a play space, vegetation, the Heysen Gateway and BBQ facilities.

_ Formalised (and more) trailer parking in the boat ramp area and a pontoon extension.

_ A loop road and one-way direction sections of road.

_ Fence off the helipad and create an access road.

_ Recommendations including - lower speed limits, environmental studies for projects, wayfinding and signage locations and revenue generation models through paid parking and a boat ramp permit.

Comparisons have been sought with other similarly-scaled ferry harbours, to identify master plan opportunities and precedents for well-designed precincts.

2.7 Benchmarking

Cape Jervis Harbour



Kettering, TAS



Port Lincoln, SA



Redland Bay, QLD



Areas include:

Moorings, marine infrastructure, ferry berths, associated parking and roads, public facilities on-site, marinas (excluding residential canals).





Benchmarking (continued)

Kettering, TAS

Context

Located on an inlet on the south-eastern side of Tasmania with a population of approx. 1,000, Kettering is where tourists catch the ferry to Bruny Island, a popular tourist destination with a population of 800, and 150,000 visitors a year.

Main uses

Ferry and terminal, moorings, jetty, restaurants, dry-land boat storage, marine-supply store, boat ramp, yacht club, charters.

Learnings for Cape Jervis

Kettering Marina, like Cape Jervis, is located close to a small rural village. The marina is larger than Cape Jervis and is in a more protected harbour, which has made it a popular boating and sailing spot. The ferry is larger and is 'roll-on-roll-off'. Parking around the marina is largely informal and there have been some access issues and congestion in recent years. Public realm treatments and places for people to spend time are limited.



Port Lincoln, SA

Context

Located 5km from the town centre on an inlet in Porter Bay.

Main uses

Boat moorings, fishing fleet, restaurants, boat ramp, charters, residential homes, food processing and accommodation.

Learnings for Cape Jervis

Port Lincoln Marina is a residential canal estate as well as being the base for the largest commercial fishing fleet in the Southern Hemisphere.

The marina is a man-made environment near to the main town. Despite having residential streets, there are few provisions in the public realm to make the environment comfortable for walkers. There is no ferry service in Port Lincoln Marina and the infrastructure is ageing. There are designated areas for car parking.



Redland Bay, QLD

Context

Located on the eastern edge of the suburb of Redland Bay, 31km south-east of Brisbane. There are multiple ferries from here servicing the Bay Islands, including North Stradbroke Island, which has a population of 2,000 and receives approx. 350,000 visitors a year.

Main uses

Ferry and terminal, car parking, restaurants, moorings, boat ramps, charters, residential homes, boat building and hire.

Learnings for Cape Jervis:

The harbour serves a mix of users including near-by residents. The harbour is located adjacent to a large suburban area with a larger population than Cape Jervis and also caters to tourism to North Stradbroke Island and surrounds. The area is predominantly used for car parking with a small amount of space for landscaping. Amenities of the harbour is limited.



Benchmarking (continued)

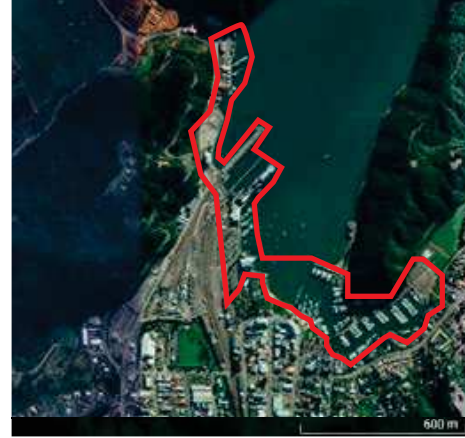
Cape Jervis Harbour



Sorrento, VIC



Picton, New Zealand



Sorrento, Italy



Areas include:

Moorings, marine infrastructure, ferry berths, associated parking and roads, public facilities on-site, marinas (excluding residential canals).





Benchmarking (continued)

Sorrento, VIC

Context

Located on the opposite side of Port Phillip Bay from Melbourne, the ferry connects Sorrento to Queenscliff over the bay. The ferry is one of the busiest services of its kind in Australia, carrying more than 950,000 people and 26,000 vehicles every year

Main uses

Ferry and terminal, car parking, jetty, boat ramp, charters.

Learnings for Cape Jervis

Sorrento harbour is a shared space between ferries, charters and fishers/boaters and other visitors. Much of the area is designed for the manoeuvring and marshalling of vehicles and there are formal car parking areas. Landscaping is limited in the harbour area and there are few places to seek shelter.



Picton, New Zealand

Context

Located on the northern tip of the southern island in Queen Charlotte Sound. Has a striking natural setting. The marina was remodelled in 2013.

Main uses

Ferry and terminal, freight, timber yard, boat moorings, fishing fleet, aquarium, visitor centre, boat ramp, charters and accommodation.

Learnings for Cape Jervis

Picton Marina sprawls along the northern edge of the town with industry on the west of the inlet, through to residential boat moorings and accommodation in the east. Picton Marina also has dedicated areas for visitors which are landscaped, with footpaths, seating and trees and many areas with a high level of amenity.



Porto di Sorrento, Italy

Context

Located on the northern coast of the Gulf of Naples, connecting via ferry to Capri.

Main uses

Ferry and shelter, public and private piers, services and retail, boat moorings, charters, car parking, market and restaurants.

Learnings for Cape Jervis

Porto di Sorrento has cliff faces which act as a physical constraint to the area. Sorrento is a very popular tourist town with a large permanent population.

The port is not used for freight or logistics which could be a representation of the topography and the tourism focus for the area. There is a strong retail and visitor experience focus within the port itself. While a different context to Cape Jervis, Porto Di Sorrento makes it a priority to incorporate infrastructure to cater for visitors in the marina precinct.





Benchmarking (continued)

Granite Island Causeway, SA

Context

The Causeway, located at Victor Harbor, 83km south of Adelaide, is the only link between Granite Island and the mainland. The Causeway is a popular tourist attraction (allowing 700,000 visitors access to Granite Island annually) and is a site of cultural significance to the traditional owners of the area. The original causeway had reached the end of its useful life and determined infeasible for repair. The new causeway has been constructed next to the original and includes Aboriginal art in the design. The causeway is located in a Habitat Protection Zone and supports a number of sensitive marine flora and fauna.

Main uses

Connection between Victor Harbor and Granite Island and support for Horse-drawn tram.

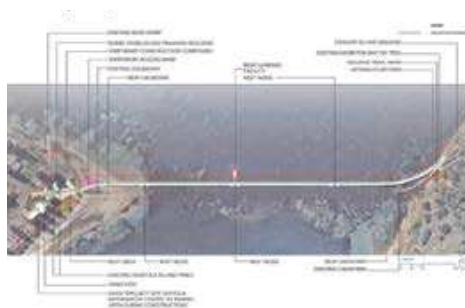
Learnings for Cape Jervis

The Granite Island Causeway is a contemporary piece of public infrastructure in a marine environment which is used to enable tourism and support the local economy. The design approach to the causeway has incorporated Aboriginal art into the design (in some areas the paver engraving is too subtle though) and has attempted to implement all possible mitigation measures to minimise impacts to the environment and the sensitive fauna of the area. The causeway project is upgrading the boating and rest facilities and includes wayfinding signage in the surrounding area.

Granite Island Causeway



Causeway design



Granite Island Causeway art



Opportunities for Cape Jervis



The marinas researched are located on harbours that are generally more protected than Cape Jervis Harbour, which is on an exposed headland and therefore has more marine limitations.

The township at Cape Jervis has a population of 250 people and Kangaroo Island has a population of 4000 people. Kangaroo Island received over 170,000 visitors in 2017-2019.

Most marinas studied had a large proportion of space dedicated to vehicle manoeuvring, parking and marshalling and many of these spaces were asphalt or gravel with limited landscaping or trees, and low levels of public amenity.

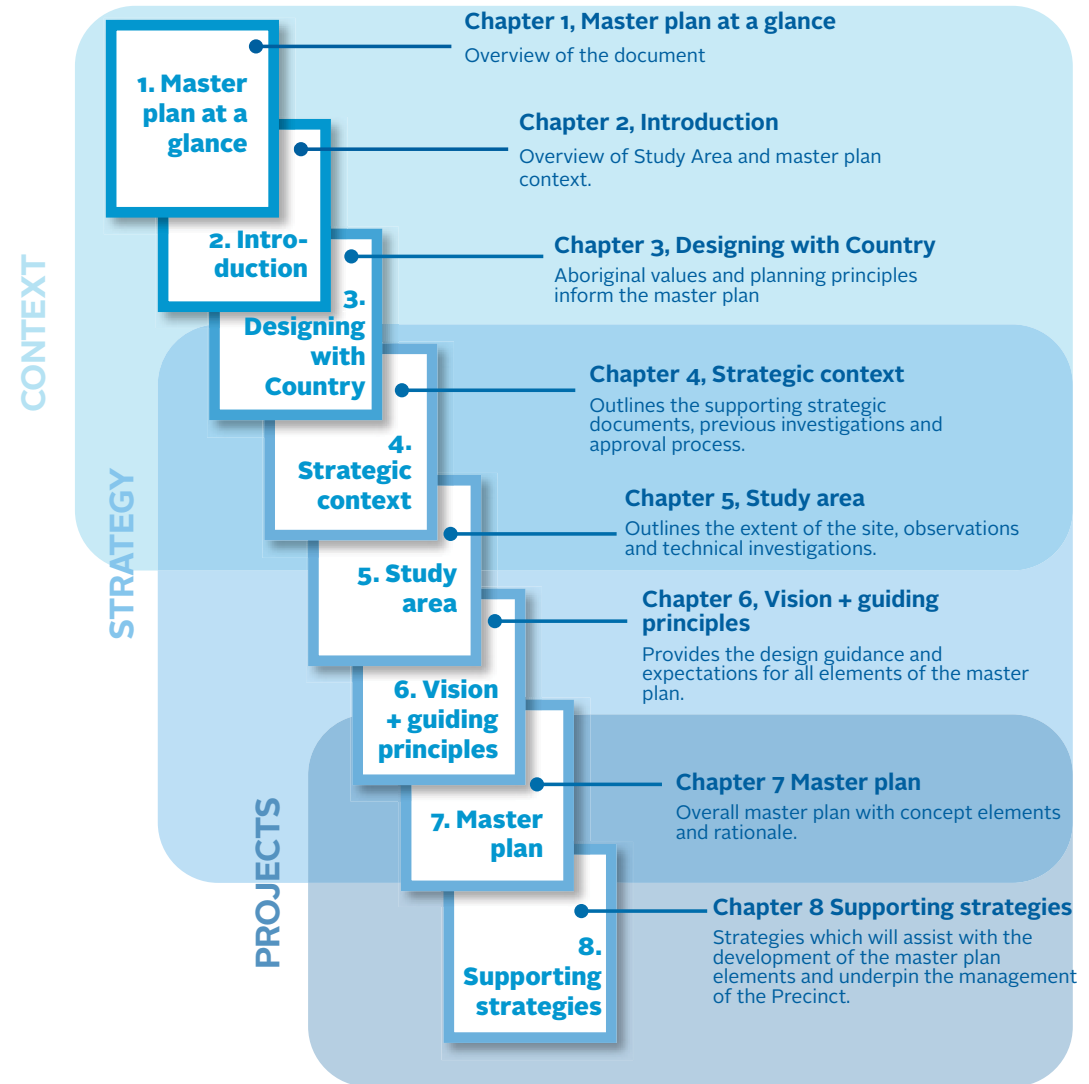
While some of the marinas had public parks adjoining them or close-by, most of the marinas had infrastructure which was focussed on moving people and vehicles from point A to B and few features such as park benches or street trees.

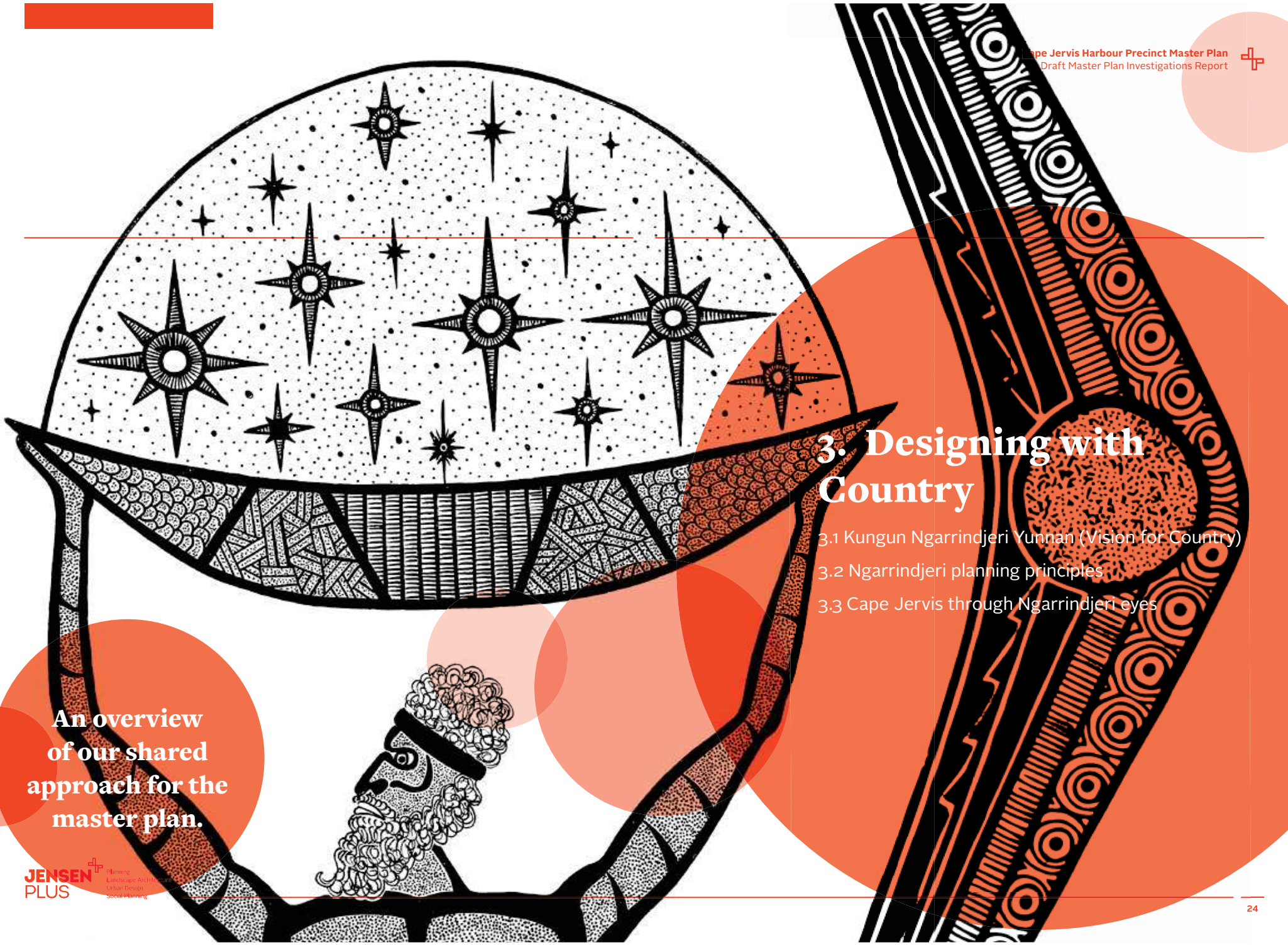
Based on the benchmarking exercise, the lack of amenity across most of the marinas studied was common and indicates that Cape Jervis has the opportunity to not only be an important piece of infrastructure for accessing Kangaroo Island, it can lead the way as the leading tourist/ferry harbour in Australia where amenity and visitor experience is an important part of the harbour.

2.8 How the master plan is structured

The master plan is structured in three main parts relating to context, strategy and projects.

The master plan can directly inform other projects for the Cape Jervis Harbour Precinct.





An overview
of our shared
approach for the
master plan.

3. Designing with Country

- 3.1 Kungun Ngarrindjeri Yunnan (Vision for Country)
- 3.2 Ngarrindjeri planning principles
- 3.3 Cape Jervis through Ngarrindjeri eyes

3.1 Kungun Ngarrindjeri Yunnan (Ngarrindjeri Vision for Country)

“Our Lands, Our Waters, Our People, All Living Things are connected. We implore people to respect our Ruwe (Country) as it was created in the Kaldowinyeri (the Creation). We long for sparkling, clean waters, healthy land and people and all living things. We long for the Yarlumar-Ruwe (Sea Country) of our ancestors. Our vision is all people Caring, Sharing, Knowing and Respecting the lands, the waters and all living things.”

Ngarrindjeri Nation Sea Country Plan (2007)

Introduction

A review of Kungun Ngarrindjeri Yunnan, by Ngarrindjeri Regional Authority Inc. has been undertaken to give context to the Cape Jervis Harbour Precinct Master Plan.

Cape Jervis is an important place for Aboriginal and European cultural heritage. It is a location where important histories, stories and activities take place.

The Ngarrindjeri people are the Traditional Owners of the Cape Jervis area. Ngarrindjeri ancestors and connections have existed in this area for tens of thousands of years.

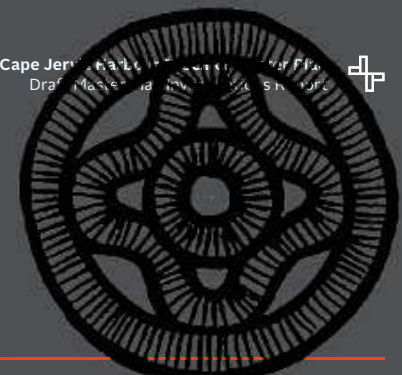
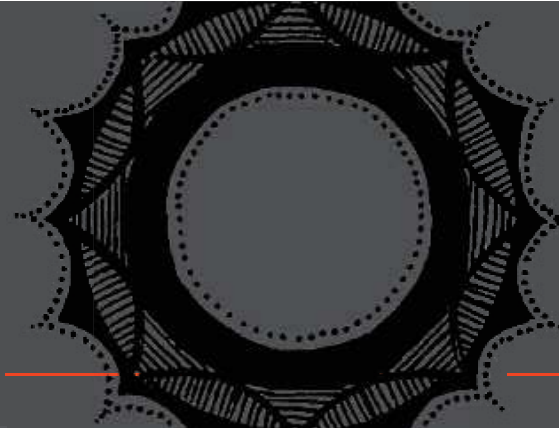
In contemporary planning practice, it is valuable to understand and respect the cultural values of a place, and to develop a master plan which has a shared vision for all stakeholders including Aboriginal stakeholders. The way we do this is sometimes known as “designing with Country” or “Country centred design”.

The Ngarrindjeri Indigenous Land Use Agreement covers the area of Cape Jervis and surrounds and a Registered Native Title also exists along parts of the coastline north and south of Cape Jervis harbour, and in other nearby locations.

The determination granted the Ngarrindjeri people non-exclusive rights including the right to access and move around the Native Title Land, hunt, fish and gather, share and exchange, use Natural Water Resources, cook and light fires for ceremonial purposes, engage in cultural activities and protect cultural sites.



Ngurunderi's Creation Journey, from Ngarrindjeri Nation Sea Country Plan (2007)



Country centred design

Frameworks for planning and designing with an Aboriginal cultural heritage lens have been improving in recent years. In New South Wales, policies and guidelines promoting “Connecting with Country” and “Designing with Country” have been drafted, and master planning and other projects have started to adopt the approach espoused into their work.

An important concept is to take a “Country centred” approach to planning, where all aspects of the natural and human environments are considered holistically and equally, as opposed to a “human-centred” model where environment, land and sea animals are given lesser importance in plans and decisions. This is a fundamentally different model to the conventional approach to planning, design, funding and implementing development and infrastructure projects in Australia. This also presents many opportunities to

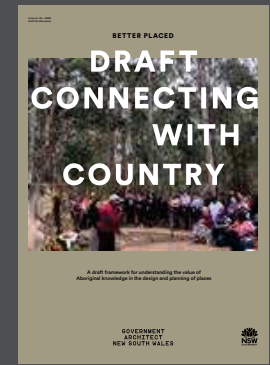
achieve a better design and better community support, as well as challenges in achieving a more rounded planning approach.

For Ngarrindjeri people, environment, animals and people are all connected. The Country centred planning approach is highly consistent with the Ngarrindjeri approach to sustainability.

Steps to achieve Country centred design for Cape Jervis Harbour Master Plan

1. Engage with the Ngarrindjeri Aboriginal Corporation (NAC) to understand the cultural values of the place. Cultural information workshops with Traditional Owners to be undertaken to inform understanding of values.
2. Use the values to inform a set of Aboriginal Planning Principles set out in the master plan, and used to inform recommendations in the plan.
3. Collaborate to create a shared master plan vision.
4. Identify implementation opportunities to realise the vision and principles.

Figure 6: Human-centred or Country-centred:
 Image: Diagram adapted from German architect Steffen Lehmann, Eco v Ego diagram 2010





3.2 Ngarrindjeri Planning Principles

1. Partnership

Develop and implement the master plan in partnership with Ngarrindjeri and non-Aboriginal stakeholders.

Master plan response

- _ Shared vision statement.
- _ Explain Native Title rights in master plan.
- _ Identify through heritage survey the important cultural places at the site.

Projects + implementation

- _ Engage and work with the Ngarrindjeri Aboriginal Corporation (the Recognised Native Title Body Corporate (RNTCB)) Aboriginal body) in the planning phase of each project, to develop, review and support future projects and protect Ngarrindjeri interests in the precinct.
- _ Ngarrindjeri employment and business opportunities including design, art, construction and tourism.

2. Country centred design

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

Master plan response

- _ Shared vision statement and Aboriginal Planning Principles in master plan.
- _ Touch the ground lightly when siting and designing infrastructure and buildings.

- _ Exceed legislative requirements by adopting a Country centred approach early, informing site planning, as well as protecting tangible and intangible Ngarrindjeri heritage values and adhering to relevant legislation.

- _ Connect into Penneshaw and Kangaroo Island planning and opportunities.

Projects + implementation

- _ Comply with legislative requirements and protection of cultural heritage sites and artefacts.
- _ Continue to "design with Country" in implementation projects.
- _ Use a co-design process to partner with Ngarrindjeri in project design.

3. Celebrate Ngarrindjeri's ongoing connection

Elevate Ngarrindjeri interests and values to engage visitors and Ngarrindjeri people about the significance of the Cape Jervis precinct.

Master plan response

- _ Reference Ngurunderi and other creation stories in the master plan.
- _ Help create a cultural experience at Cape Jervis, as part of a Ngarrindjeri trail through the region.
- _ Use Ngarrindjeri language and illustrations in the master plan.
- _ Consider the dual naming of harbour precinct, and other opportunities in Cape Jervis region.

- _ Identify multiple spaces to experience culture, including a reflection space where truth telling can be included, and cultural spaces with opportunities for Ngarrindjeri to visit Country.

Projects + implementation

- _ Ngarrindjeri design themes to be incorporated into all infrastructure projects at Cape Jervis, including major (e.g. plaza, buildings) and minor elements.
- _ Incorporate Ngarrindjeri art into infrastructure and the public realm.
- _ Incorporate Ngarrindjeri art and design into wayfinding and directional signs.
- _ Align cultural and environmental values into interpretive signs and information.
- _ Incorporate truth telling to some level in information and art.
- _ Co-design of cultural and reflection spaces with Ngarrindjeri people.

4. Cultural landscape

Cape Jervis harbour is a highly modified landscape, with effects from earlier phases of infrastructure development evident. The master plan proposes to rehabilitate disturbed areas where possible, designing sensitive landforms and landscapes to restore the Cape and sensitively incorporate new infrastructure.

Master plan response

- _ Materials palette - design theme with native plants and materials.
- _ Maintain remaining coastal landscapes such as the beach.

- _ Avoid culturally sensitive areas.
- _ Avoid major earthworks in visible locations.

- _ Adopt Water Sensitive Urban Design (WSUD) techniques to manage and clean stormwater and reduce erosion.

- _ Review location of roads, paths and car parks and realign where possible.

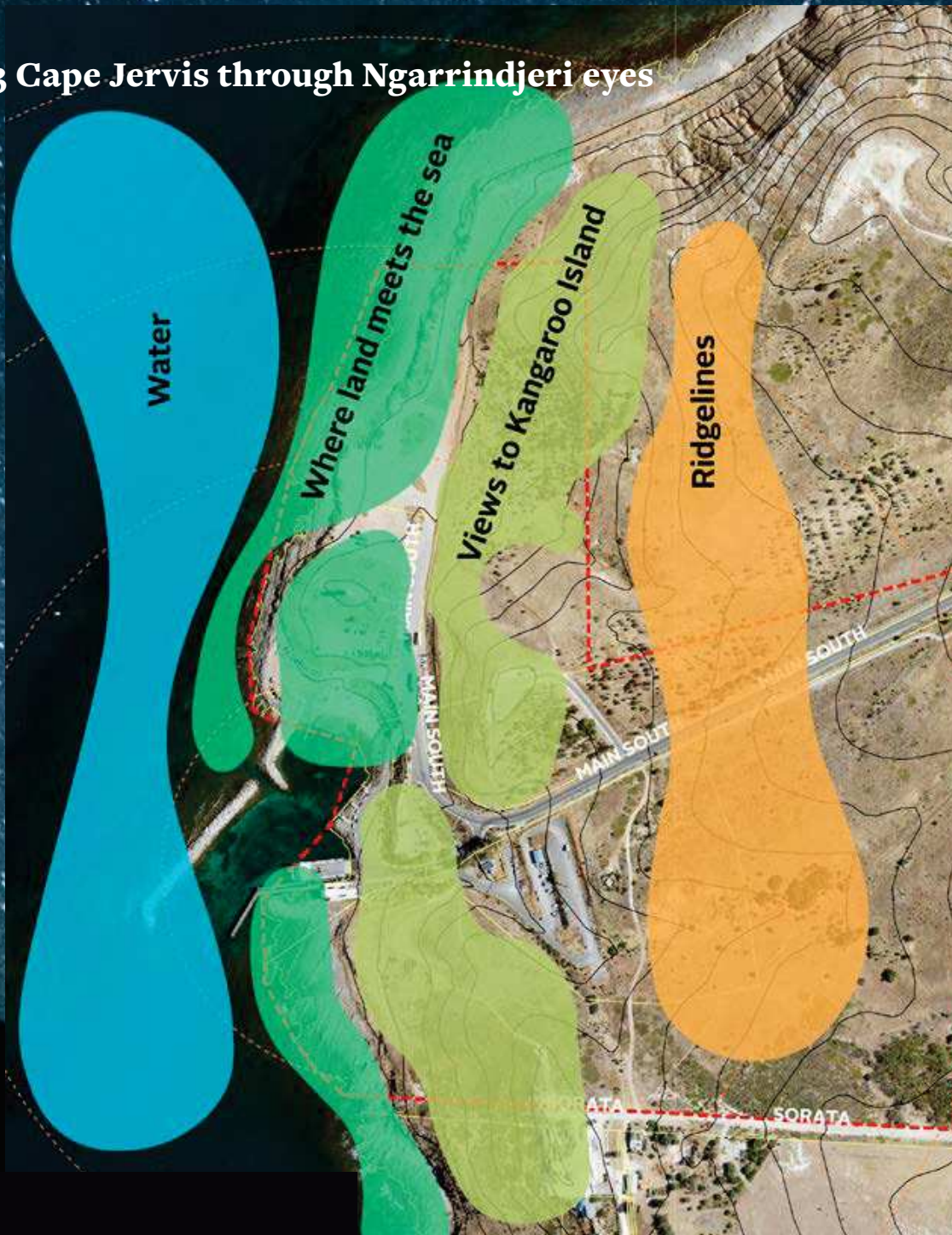
- _ Master plan to identify revegetation areas.

Projects + implementation

- _ Re-vegetate disturbed areas especially to north of lighthouse, using native planting theme that would have been significant in pre-European period.

- _ Use materials palette in infrastructure, building and public realm projects.

3.3 Cape Jarvis through Ngarrindjeri eyes

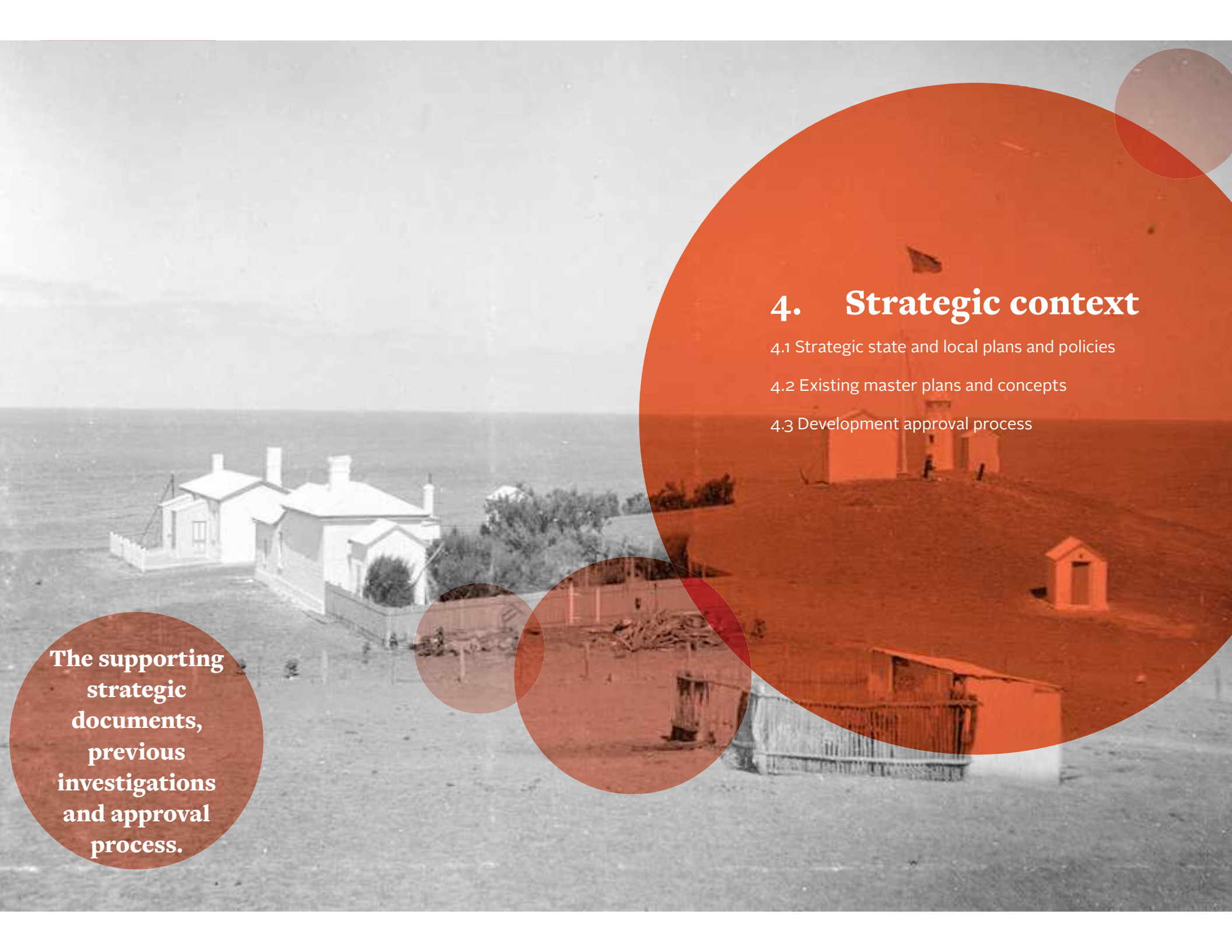


The whole Cape Jarvis precinct is important to the Ngarrindjeri people, holding both tangible and intangible heritage values. **The whole footprint of the site is considered by the Ngarrindjeri people to have a high cultural value and a high heritage risk.**

This map shows the Cape Jarvis precinct through a cultural lens, depicting prospective areas of the precinct which are of particularly **high cultural value for their ridges and water, for their views to Kangaroo Island, and where the land meets the sea.**

The entire Cape Jarvis Precinct holds significant heritage values for the Ngarrindjeri people.

It is acknowledged there are known and reported heritage sites in this precinct. **We seek to exceed compliance with legislative requirements** to protect the tangible and intangible cultural and heritage values and that further survey and investigation of the site is undertaken.

An aerial photograph of a coastal settlement, likely a remote island or island community. The image shows several white, single-story buildings with gabled roofs and chimneys, situated on a sandy or gravelly shore. In the foreground, there are some wooden structures and a fence. The ocean is visible in the background under a clear sky. A large, semi-transparent orange circle is overlaid on the right side of the image, containing text. Another smaller orange circle is partially visible in the bottom left corner.

**The supporting
strategic
documents,
previous
investigations
and approval
process.**

4. Strategic context

- 4.1 Strategic state and local plans and policies
- 4.2 Existing master plans and concepts
- 4.3 Development approval process

4.1 Strategic state and local plans and policies

Below outlines a summary of relevant and recent policies, strategies and plans relating to Cape Jervis, as well as previous master plans for the study area. These documents provide a strategic guideline for the master plan and help identify issues and opportunities.



State Planning Policies (2019)

- _ The planning vision for South Australia; responding to strengths and needs through a future-focussed policy framework.
- _ Cape Jervis identified as a Strategic Sea Port.



30 Year Plan for Greater Adelaide (2017)

- _ The 30-Year Plan for Greater Adelaide describes a plan for Adelaide's growth to become more liveable, competitive and sustainable.



Planning + Design Code (2021)

- _ Primary development assessment framework for SA.
- _ Infrastructure (Ferry and Marina Facilities) Zone and Conservation Zone.
- _ Exemptions from Code assessment for essential transport infrastructure (such as wharves and jetties).
- _ Approval must be sought from the Commission.



20-Year State Infrastructure Strategy (2020)

- _ The key outcomes of the overall strategy including needs, challenges and future priorities.
- _ Identifies the ferry link to Kangaroo Island as a critical tourism and cultural connection yet that the current infrastructure does not provide for optimum visitor experience.



Draft SA Jetties Strategic Plan (2019)

- _ Established five guiding principles for future planning and investment in South Australia's jetties,
- _ The state has 74 jetties and wharves.
- _ Cape Jervis jetty is DIT owned and managed.



SA Boating Facilities Plan (2018)

- _ A strategic approach to facilities funding so that boating facilities funding so that boating activities and related tourism can grow to respond to community needs.
- _ The plan recommends Cape Jervis boat ramp as a Level 4 facility.



DEW Planting Indigenous Species Policy

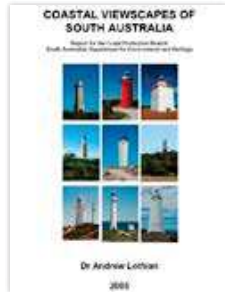
- _ The policy state the Government of South Australia's commitment to the planting of indigenous native vegetation on government-managed land and projects.



2021 DIT Green Infrastructure Commitment

- Increasing urban canopy**
 - _ 'By 2045 DIT will deliver a 20% increase in canopy cover on department-managed land (measured from the 2018/19 baseline)'
- Biodiversity sensitive urban design**
 - _ 'Minimum 50% of new landscape plantings needs to be local native species suited to local conditions.'

4.1 Strategic state and local plans and policies (continued)



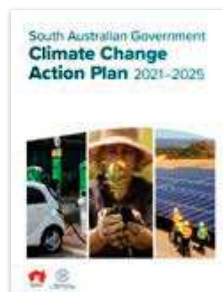
SA Coastal Viewscapes (2005)

- _ To measure and map the scenic quality of South Australia's coastline.
- _ High ratings were above 7.
- _ Cape Jervis scored 7.25
- _ Used to assess impacts of development on natural scenic qualities.



DIT Outcome Statement: Moving Freight Program (2020)

- _ To provide reliable and efficient freight networks to support SA business and economic growth.
- _ Main South Road to Cape Jervis Harbour (and roads on Kangaroo Island) are designed as Freight Routes by DIT.



SA Climate Change Action Plan (2021-2025)

- _ To understand, mitigate and adapt the State to a climate changed future
- _ Cape Jervis is susceptible to the effects of climate change including sea level rise, bushfire and erosion.
- _ Recommends actions to build climate resilient landscapes and infrastructure.



Southern Fleurieu Coast Action Plan (2007)

- _ To understand and respond to the conservation, protection and maintenance of the regions' natural coastal resources.
- _ The study recommends upgrading Cape Jervis walking trail facilities, upgrading the ferry port and terminal, upgrading visitor facilities and increasing re-vegetation areas.



Structure Plan for Yankalilla, Normanville and Carrickalinga (2019)

- _ Population projected to increase to 7000 people by 2030.
- _ Water supplied by Myponga Reservoir which has a 50ML daily capacity and capacity to meet future demand.
- _ Identifies traffic queues with the Cape Jervis ferry
- _ Sealink bus as public transport.



Dis't of Yankalilla Economic Dev't Strategy (2020)

- _ Actions relating to Cape Jervis included a master plan to guide development of the jetty precinct to encourage activity
- _ Identifies the options for cruise ships to Kangaroo Island.
- _ Recommends Cape Jervis is planned to ensure it can accommodate growing visitor numbers.



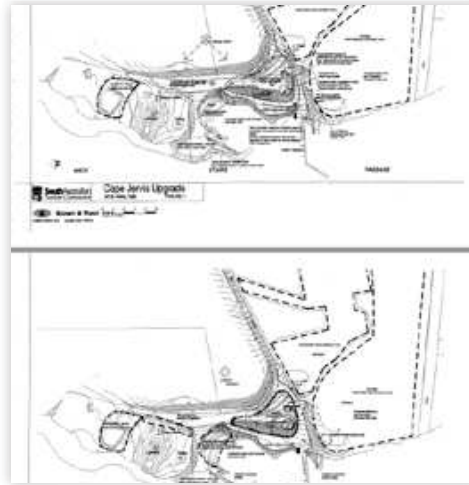
Cape Jervis Progress Association feedback (2021)

- _ traffic management improvements, the port is in a state of disrepair, master plan required with ability to complete in stages, jetty extension, greater focus on disability access, safety and emergency access, beautification including Indigenous art, lighthouse history displayed.

4.2 Existing master plans and concepts

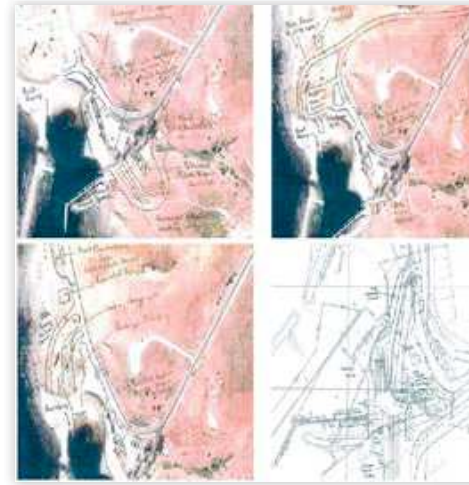
Summary

Previous investigations and projects have occurred within the study area. Similar findings resulted from some of these studies, including the opportunity for a new access road, traffic and parking improvements, visitor facilities and ferry service facilities upgrades, improvements to the boating infrastructure and to pedestrian and landscape amenity.



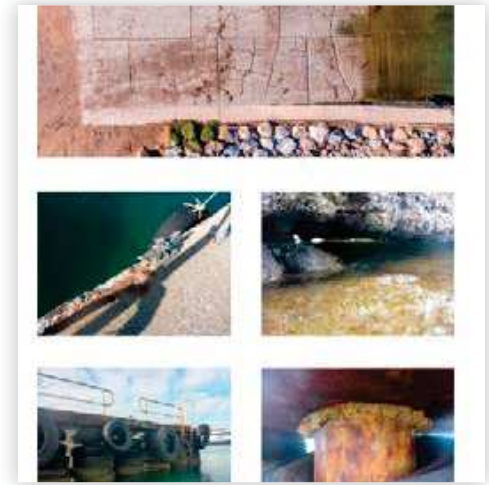
Cape Jervis Land Use and Design Study (2001)

- _ Reviewed facilities at Cape Jervis to assist in creating a master plan for the area.
- _ Visitor experience should be improved
- _ Elements of the study included new car parking, landscaping, boat ramp, pedestrian areas, new cafes, boardwalk, vehicle marshalling, mains water, passenger areas and signage.



Cape Jervis Traffic Management Study (2006)

- _ Investigate options for Cape Jervis Harbour upgrades.
- _ Elements included: new loop roads, new passenger and pedestrian areas, new vehicle and truck marshalling areas, additional parking areas, new kiosks, relocating helipad, shared berth for additional operators, boat ramp upgrades.



Structure report for landing structure and boat ramp Cape Jervis (2018)

- _ Both assets are in poor condition
- _ This report notes the damage and condition of the boat ramp and landing structure, assesses safety of the assets and recommends appropriate remedial works or immediate actions to be undertaken.

4.2 Existing master plans and concepts (continued)

Kangaroo Island Ferry Service project

The Kangaroo Island Ferry Service (KIFS) project responds to the projected service and land use requirements for the Cape Jervis Harbour to accommodate for increased service demand. Tourism demand and Kangaroo Island's needs saw an increase in patronage for the ferries, and prompted a review into whether upgrades were required for the ferry service and the harbours at both Cape Jervis and Penneshaw.



Key elements of KIFS

Key elements of the KI Ferries Service project that influence the Cape Jervis Harbour Precinct Master Plans include:

- Marshalling area designed to address existing logistical challenges and respond to the "roll-on roll-off" ferry design.
- An amended traffic management plan addresses how and where passenger vehicles park. This is supported by a booking system and by controlling access.
- Proposed port modifications to extend the out of service berth, protection piles and modification of the seawall.

4.2 Existing master plans and concepts (continued)

Cape Jervis and Kangaroo Island Ports Upgrade Project

South Australian Government-funded Project to upgrade port facilities at Cape Jervis and Penneshaw to improve the facilities and support the continued ferry service between Kangaroo Island and the mainland.

On completion, the upgraded ports will include improved berthing areas, additional navigational equipment and new passenger amenities to help facilitate an increased number of ferry services, faster turnaround times, improved safety and access for the new vessels and pedestrians.

The ferry service is of vital importance to and from Kangaroo Island residents, tourists and freight. Access to ferry services during construction will be maintained.

Works are planned to commence in early 2024.

It is understood from community and stakeholder feedback that the provision of replacement recreational fishing infrastructure is of particular importance.

DIT has advised that 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.

The jetty must be demolished to accommodate the new berthing infrastructure that is required to facilitate the new ferry's operations at the port and to improve navigational safety.

The position of this jetty is very close to the navigational channel, particularly with the new ferry vessels and the increased number of ferry services with faster turnaround times. Without a suitable distance between people and an operating commercial port, there is a risk to both ferry operations and public safety.



4.3 Development approval process

Components exempt from approval

Many elements typical of a master plan like this are Essential Infrastructure, as defined by the *Planning, Development and Infrastructure (PDI) Act 2016*, and do not require Development Approval. For example:

- _ transport networks or facilities, including roads, ports, wharfs, jetties and freight-handling facilities
- _ causeways, bridges or culverts
- _ embankments, walls, channels, drains or other forms of earthworks
- _ coast protection works or sand replenishment facilities
- _ police and emergency services facilities.

Elements of the master plan which may be considered Essential Infrastructure may include:

- _ boat ramps
- _ ferry berths
- _ recreational fishing infrastructure
- _ breakwaters
- _ roads (and footpaths)
- _ areas used for freight-handling.

The presence of the State Heritage Area within the Study Area may impact the ability for some features of the master plan to be considered Essential Infrastructure and may require Development Assessment and referral to the Minister responsible for the Heritage Places Act.

Other elements not considered a form of development include:

- _ the construction and repair of public recreation paths by a public authority,
- _ landscaping,
- _ some shade sails or pergolas.

Components needing approval

Elements of the master plan considered likely to need Development Approval include:

- _ tourism accommodation
- _ the ferry terminal
- _ signage
- _ shade structures
- _ retaining walls (not associated with Essential Infrastructure).

These elements will require assessment against the Planning and Design Code.

The Planning and Design Code

The study area falls into three zones- predominantly the Infrastructure (Ferry and Marina Facilities) Zone, with eastern areas of the Study Area within the Conservation Zone. The jetty and the larger breakwater, are within the Coastal Waters and Offshore Islands Zone.

Where development is required to be assessed using the P&D Code, the relevant Overlays must also be considered.

Other relevant legislation

Projects within the Study Area should also be considerate of the requirements of the following acts:

- *Environment Protection and Biodiversity Conservation Act 1999*
- *South Australian Native Vegetation Act 1991 and Regulations 2017*
- *South Australian National Parks and Wildlife Act 1972*
- *Landscape South Australia Act 2019*
- *Aboriginal Heritage Act 1988*
- *Native Title Act 1993*
- *Heritage Places Act 1993*
- *Recreational Greenways Act 2000*

Zone map



Infrastructure (Ferry and Marina Facilities)	Recreation
Coastal Waters and Offshore Islands	Neighbourhood
Conservation	Rural
	Rural Living



4.3 Development approval process (continued)

Infrastructure (Ferry and Marina Facilities) Zone

Desired Outcome

A zone accommodating on-water development associated with the function of marinas and passenger ferry services together with a range of complementary waterfront-oriented recreational and tourist development activities.

Zone recommendations

On-water development, including boat and ferry berthing, boat servicing facilities, walkways and channel markers, should preserve the function of marinas, passenger ferry services and port activities.

Off-water development should be associated with marinas, passenger ferry services and port activities including complementary conservation works. These works should cater to the needs and enjoyment of visitors and occupants such as residential development tourist accommodation, restaurants, clubrooms, and the like, provided at a scale compatible with the role and function of the associated marina and / or the passenger ferry service.

Pedestrian and bicycle pathways associated

with marinas and passenger ferry services link tourist accommodation with other recreation, tourist facilities and attractions within the area.

Advertising in this zone should be associated with businesses without creating a visually dominant element in the locality.

Conservation Zone

Desired Outcome

The conservation and enhancement of the natural environment and natural ecological processes for their ability to reduce the effects of climate change, for their historic, scientific, landscape, habitat, biodiversity, carbon storage and cultural values and provision of opportunities for the public to experience these through low-impact recreational and tourism development.

Zone recommendations

Development in this zone should be small-scale, low-impact land uses that provide for the conservation and protection of the area, while allowing the public to experience these assets. Development should primarily be:

- Signage that is directional, information, interpretive
- scientific monitoring structures

- small-scale facilities associated with the interpretation and appreciation of the natural and cultural heritage such as public amenities, camp grounds and huts
- structures for conservation management

Development should avoid important habitat, breeding or migratory areas and avoid disturbance of seagrass and mangrove areas.

Development, including access roads, should be designed to have limited impact on the natural environment and should minimise impact on the visual amenity.

Coastal Waters and Offshore Islands Zone

Desired Outcomes

Protection and enhancement of the natural marine and coastal environment and recognition of it as an important ecological, commercial, tourism and recreational resource and passage for safe watercraft navigation.

A limited number of small-scale, low-impact developments supporting conservation, navigation, science, recreation, tourism, aquaculture or carbon storage.

Zone recommendations

Development in this zone should be small-scale and low-impact, for the purpose of conservation, navigation, science, recreation, tourism or aquaculture.

Development should be undertaken in a way which minimises impact to the marine and coastal environment.

4.3 Development approval process (continued)

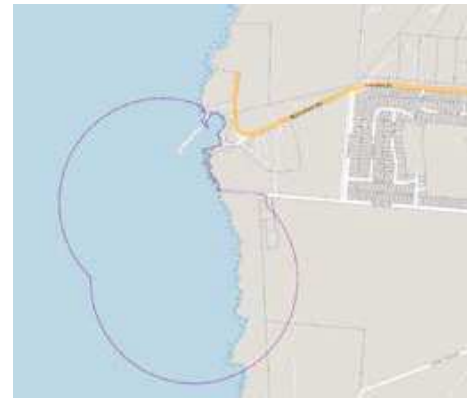
Planning and Design Code Overlays

The Study Area has ten applicable Overlays. The Overlays which have referral requirements for some forms of development are detailed in the following images. In addition, the Study Area also has the Environment and Food Production Area, the Hazards (Bushfire-Medium Risk), the Hazards (Flooding - Evidence Required) and the Marine Parks (Managed Use) Overlays applied, which do not have referral requirements.

The Overlays involve referrals to state agencies or address sensitivities of land uses where proposed developments may be considered to impact upon the subject land or land adjacent.



Coastal Areas Overlay: Referral to Coast Protection Board



Historic Shipwreck Overlay: referral to Minister for Historic Shipwrecks Act



Major Urban Transport Routes Overlay: referral to Commissioner of Highways



Native Vegetation Overlay: referral to the Native Vegetation Council



State Heritage Place: referral to Minister for Heritage Places Act



Traffic Generating Development Overlay: referral to Commissioner of Highways



**Outlines
the extent
of the site,
observations
and technical
investigations.**

5. The Study Area

5.1 The Study Area

5.2 Existing conditions

5.3 Strengths and opportunities

5.4 Technical investigations and mapping

5.5 Movement and Place Assessment

5.6 Key opportunities summarised

5.1 The study area

The study area is just under 40ha in size and is bound in part by Fleurieu Avenue to the east and Sorata Street to the south. The northern edge follows a parcel boundary and the coast forms the western edge. The area encompasses the geographical edge of the township, extending down to the water. There is one access road to the site, Main South Road, which ends at the harbour precinct. Ngarrindjeri Native Title holding extends over the whole of the study area.



5.2 Existing Conditions

Landscape and features

The landscape slopes steeply down towards the water, creating a dramatic arrival experience and ample opportunity for scenic lookout options.

Closer to the water the land is much flatter, with areas of previous cut and fill now used as informal overflow parking.

A lighthouse is situated on top of a raised plateau at the waters edge, creating a visible landmark for the precinct.

To the south of the ferry harbour is the location for the start of the Heysen Trail, along with areas of re-vegetation.



View of ferry harbour from scenic lookout



Informal and unsealed parking area



An area of re-vegetation



Lighthouse, helipad and informal parking areas as seen from the lookout



The lighthouse perched on an elevated area is a visible landmark in the precinct



Community public art in areas of revegetation south of the ferry terminal



Interpretive trail head at the start of the Heysen Trail

5.2 Existing Conditions

Water access and infrastructure

The existing harbour contains a recreational boat ramp as well as the ferry berth, meaning private boats have to navigate a compact space with the larger passenger ferry.

A lot of the infrastructure in the harbour is showing visible signs of age, including the ferry terminal and jetty, and the recreational boat ramp.

There is limited space for pedestrians wanting to access the passenger ferry. They currently have to navigate and informal parking area filled with boat trailers, debris, construction equipment and heavy machinery.



Informal parking, boat ramp access, heavy machinery and passenger ferry terminal access all conflict



The end of the jetty



Recreational vehicles are required to share the compact harbour with ferries



The current jetty with a shade structure and ferry access are all showing signs of deterioration that detract from the visual amenity



Boat ramp and beach



A large pile of debris near the passenger ferry access



The jetty is coming to the end of its useful life

5.2 Existing Conditions

Access and parking



A public plaza at the start of the Heysen Trail



The privately-owned long term car park in Lot 10



Large expanses of bitumen with informal parking



The current ramping area is constrained due to the sloped site



Trucks and passenger vehicles conflict



There are multiple conflict points between pedestrians and vehicles



Informal car parking near the helipad



Large trucks must navigate a steep incline containing conflicts with pedestrians when exiting the ferry

5.3 Strengths and opportunities



Cape Jarvis 1:2500@A1, 1:5000@A3

STRENGTH

OPPORTUNITY



Coastal setting

The coast is an important feature of the area which will benefit from protection and helping people appreciate it.

Lighthouse

A landmark feature in the locality and an important piece of maritime history. A trail connects to the carpark.

Fishing areas

Cape Jarvis is renowned as a great place to catch fish and has shore-access to deep fishing areas.

Rec fishing area

Retain a facility for recreational fishing. Potentially near the existing southern breakwater, close to deep water and link to public realm upgrades.

Creation Stories

The Cape Jarvis headland is a key place in both Ngarrindjeri and Kaurna Creation stories which could be included more into the precinct.

Multiple cultural areas

Support, enhance and expand revegetation efforts of existing organisations, community groups and new partnerships.

Lookout

A trail from the lookout to the harbour precinct was recently upgraded.

Public toilets

Underutilised and not obvious.

Ngarrindjeri Country + Native Title

Coastline north and south of harbour has Native Title.

Revegetation

Parts of the study area are being revegetated by community groups.

Revegetation areas

Support, enhance and expand revegetation efforts of existing organisations, community groups and new partnerships.

Dwellings and holiday homes

Close to the study area, many have sea views. Mix of styles and condition.



Interactive page (when viewed online or interactive pdf)
Click on image circles for further information

- Parcel Cadastre2
- Proximity range
- Study Area
- Contours_5m
- Road Labels

5.3 Strengths and opportunities (continued)



5.3 Strengths and opportunities (continued)



STRENGTH

OPPORTUNITY



Interactive page (when viewed online or interactive pdf)
Click on image circles for further information

Helipad use

An AMSA asset. Car and trailer parking sometimes occurs around and on the helipad, compromising the operational function. Restrict access and relocate informal parking.

Road to helipad level is informal and not easily accessible.

Improve access

Informal arrangement easily improved.

Trailer parking area

Gravel road

No pedestrian paths despite it being a necessary access.

Opportunity for more co-ordination, efficiency + safety.

Formalise parking

Signage should be reviewed to ensure wayfinding for all is clear and easy.

Improve signage

Beach for visitor use

Use of the beach for locals and visitors can be improved.

No room for growth in vehicle numbers. Opportunity to excavate the short-term car park to enlarge the marshalling area.

Constrained parking area

Pontoon removed

Recent removal of the old pontoon could be replaced with a temporary floating pontoon for boat launch.

Marshalling area

The ferry marshalling area next to the layover berth is constrained with limited space for expansion.

Vehicle access

Opportunity to improve the limited space which is often congested. Difficult to use with sloping terrain and awkward pick-up locations. Right turn at top of hill onto Flinders Drive without priority. Many safety concerns for vehicles and pedestrians.

750vppd (2016), 9,5% CV

Improve the stormwater management.

Water + stormwater

Private land opportunity

A paid carpark on private land is leased by SeaLink for secure parking. It is underutilised and its use is unclear to some visitors. The site has opportunity for new tourist uses including accommodation and other commercial uses to support the precinct and town.

5.4 Technical investigations

Summary of Environmental Values and Constraints



Purpose

This report, covers the following environmental values: ecology / biodiversity, Aboriginal heritage, Native title, non-Aboriginal heritage, watercourses and recreation.

Findings

The report identified there may be EPBC-listed threatened fauna, flora and migratory species within the Project Area. However, the likelihood of such being present is considered low.

Numerous records indicate a number of Aboriginal skeletal remains have been recorded at Cape Jervis the area. The Project Area comprises an Aboriginal heritage site. Based on a high-level desktop assessment, there is a high likelihood that further Aboriginal burials and artefact sites may be present in undeveloped subsurface soils. Any works that will or are likely to impact DPC-AAR site 6526-3070 will require Ministerial authorisation under the AH Act.

Native Title has been determined to not exist in the Project Area, although non-exclusive Native Title exists along much of the coastline of the Project Area. No approvals are required under the Native Title Act 1994, however, engagement with NAC is considered best practice.

A State heritage place (Cape Jervis Geological

Site) is located north of Main South Road. Works within the boundaries of the land accommodating the heritage place may materially affect the heritage value of the place. It is recommended that a heritage impact assessment is prepared for any proposed development within the site, and if determined to materially affect the heritage value of the place, Development Approval will be required.

Six ephemeral watercourses are located within the Project Area, two of which carry stormwater from public roads upstream.

The Heysen Trail commences immediately north of the Cape Jervis Harbour, and follows the coastline southwards within the Project Area.

Recommendations

Following the identification of preferred areas for development / infrastructure, it is recommended the following is undertaken:

- _ Site walkover to confirm presence or absence of vegetation (amenity, native or exotic), condition of vegetation and suitability as fauna habitat (primarily for EPBC listed threatened species).
- _ Map location of threatened flora records and confirm presence or absence in proposed impact area

- _ Confirm if any EPBC listed species with potential to occur in the Project Area (based on the likelihood assessment) are present in the proposed impact area (e.g. shorebirds, if impacts to beach zones are proposed) and conduct desktop significant impact assessments for threatened EPBC listed threatened and migratory species that are considered possible, likely or known to occur to inform the need for EPBC referral.
- _ Seek authority from the NAC to access the DPC-AAR Site Card and GIS data for Aboriginal heritage site 6526-3070.
- _ On-going consultation with the NAC for archaeological and anthropological elements (survey/on site consultation).
- _ Identification of 'go' and 'no go' zones within the Project Area.
- _ Preparation of a detailed archaeological assessment, including a review of previous archaeological reports and studies
- _ Consultation with Heritage Unit of the Department for Environment and Water for proposed works, including seeking section 27 permit under the Heritage Places Act 1993.

5.4 Technical investigations (continued)

Environmental *Jacobs*



- It's been identified that the Study Area contains areas of native vegetation which has the potential to support endangered and vulnerable native animals.
- No specific sites for nesting, basking or the like have been observed or recorded in the Study Area.

Cultural Heritage *Jacobs*



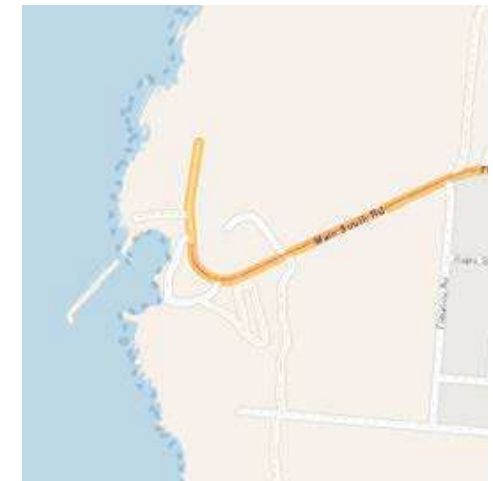
- Native Title exists along portions of the coastline but is not associated with the Study Area itself.
- A State Heritage Area adjoins the north and east of the Study Area.

Land ownership



- The Study Area has parcels of land which are owned by six different entities.
- Only one of these are private land holders. Other parcels are owned by Federal and State Government agencies, or the District Council of Yankalilla.

Transport infrastructure



- The Study Area is bisected by Main South Road which is a state maintained road.
- Other roads within the area are minor for the purposes of connecting car parking areas and the ferry terminal area.
- Some minor roads are unsealed.

5.5 Movement and Place assessment

'Movement and Place' is an analysis tool for understanding the roles and challenges facing our roads and streets now and into the future.

This analysis type recognises that streets perform two functions: Movement of people and goods (a movement conduit), and serving as a Place (a destination in its own right). Both of these roles need to be considered simultaneously when planning for our road networks.

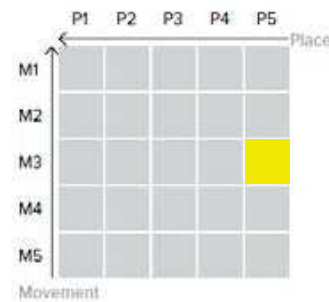
As Main South Road enters the Project Area, its use and role changes, particularly when adjacent the ferry terminal area. Beyond the ferry terminal, the road dissipates into an informal car parking area.

These changing roles can be reflected in the Movement and Place analysis of the different sections of the road.

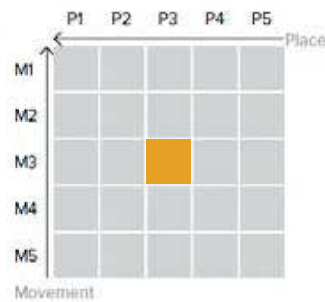
For this purpose, the road has been divided into the following sections:

1. (Yellow) the section of road leaving the Cape Jervis township and up to the turnoff to the terminal.
2. (Orange) the section of road between Flinders Drive and the Terminal which converts into a passenger marshalling area.
3. (Pink) the portion of Main South Road which initially leads to short-term car parking and then the informal long-term car parking area.

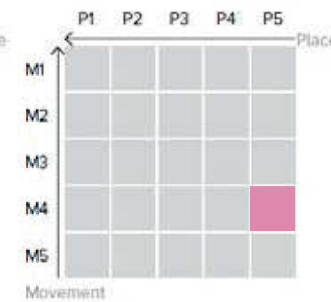
Section 1 (yellow)



Section 2 (orange)



Section 3 (pink)



Analysis

The current design of the road does not reflect the importance of the Precinct for moving pedestrians safely between different points of interest.

The importance of the road as a safe movement conduit is compromised by the ineffective manner that the car parking, marshalling and passenger pick up areas are designed.

In the areas of the road where the Place level is high, such as in Section 2 or where there is a strong car parking use, the public realm treatments for people should be heightened and the environment made to feel comfortable and safe for people to walk around and spend time in.

Ref: 'Link and Place: A guide to street planning and design', Boujenko, Jones and Marshall.

Section 1



Section 2



Section 3



5.6 Key opportunities summarised

Cape Jervis Harbour benefits from a striking natural 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.



1. Improve vehicle access, parking and signage to make the Precinct more legible, more efficient, and safer



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



3. Aged facilities upgraded and designed to function more safely and accommodate recreational fishing more appropriately.



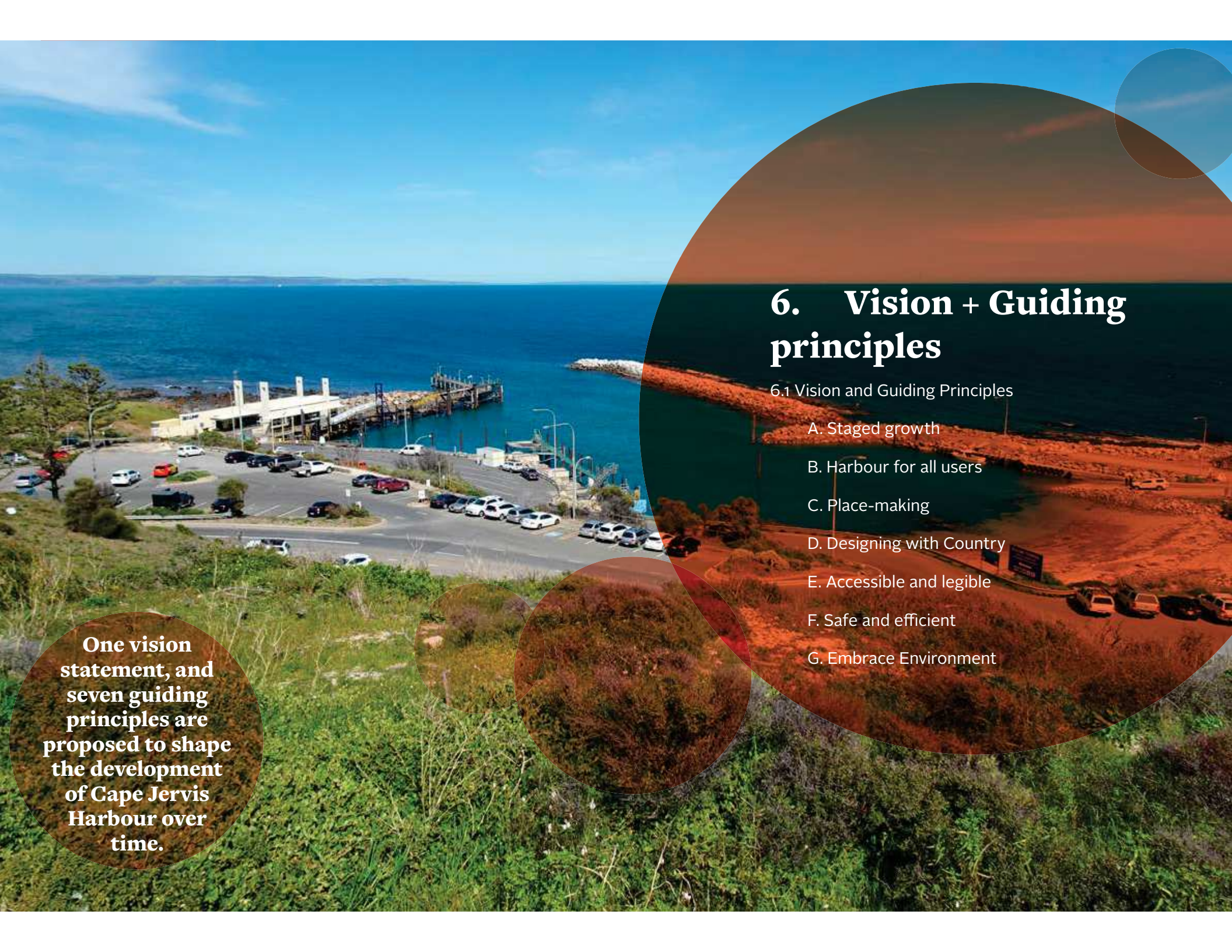
4. Enhancements and protection of the natural and coastal environment.



5. The whole Cape Jervis 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.



6. Improved facilities for recreation including fishing, walking, picnics, and public realm improvements for a more comfortable, cultural and biodiverse place.



6. Vision + Guiding principles

6.1 Vision and Guiding Principles

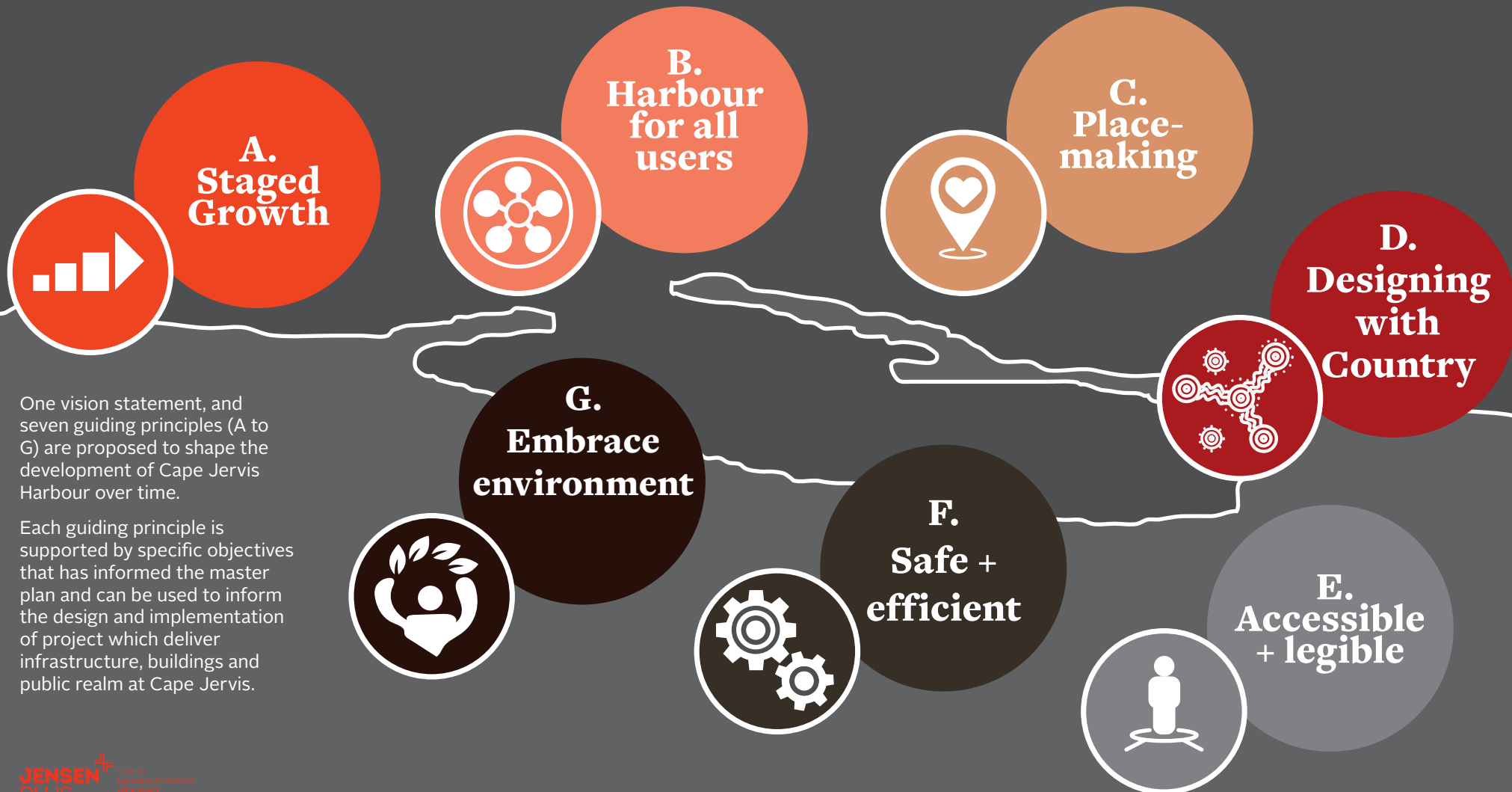
- A. Staged growth
- B. Harbour for all users
- C. Place-making
- D. Designing with Country
- E. Accessible and legible
- F. Safe and efficient
- G. Embrace Environment

One vision statement, and seven guiding principles are proposed to shape the development of Cape Jarvis Harbour over time.



6.1 Vision and Guiding Principles

“Making Cape Jervis harbour a better place for all users.”



One vision statement, and seven guiding principles (A to G) are proposed to shape the development of Cape Jervis Harbour over time.

Each guiding principle is supported by specific objectives that has informed the master plan and can be used to inform the design and implementation of project which deliver infrastructure, buildings and public realm at Cape Jervis.



A. Staged Growth

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

A1. An efficient and safe harbour

Develop harbour infrastructure and land uses so Cape Jervis is better able to accommodate its many functions and users.

A2. A future-proofed precinct

Establish the precinct as a place which can adapt and respond to future challenges and opportunities. Ensure the precinct remains accessible for a range of users and activities, with room for expansion, and to accommodate new transport options, new activities and new land uses.

A3. New economic and tourism opportunities

Develop the harbour precinct to allow it to create and act on new opportunities such as new tourist accommodation and tourist experiences like fishing or marine charters, Indigenous cultural tourism, coastal walks and freight opportunities as they arise.

A4. Indigenous employment opportunities

Foster and enable employment opportunities in the Precinct for Indigenous and Ngarrindjeri people including major projects such as the Ports Upgrade and projects from the Master Plan, tourism industry, land and sea management and governance such as an Indigenous Coastal Care Officer role.

A5. A series of implementable projects

Staging growth into implementable projects allows the precinct to develop incrementally to respond to demand and funding.

Projects must contribute to and work towards to ultimate agreed vision of the Cape Jervis Harbour Precinct Master Plan.

A6. Integrate to other projects within and adjacent to the Precinct

Reinforce the link between Cape Jervis and Kangaroo Island ensuring planned infrastructure upgrades are complementary at both Cape Jervis and at Penneshaw.

Ensure linkages to other complementary projects within and adjoining the Precinct to support increased growth and efficient development.

A7. Enable public and private investment

Create a distinctive precinct and attract investment to the benefit of local and regional areas.

Projects should be suitable to attract and enable a mix of both public funding as well as private investment.





B. Harbour for all users

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

B1. Visitors

Visitors include ferry passengers, day-trippers, walkers accessing the Heysen Trail, fishers and boaters. Ensure visitors are welcomed and feel comfortable in the precinct and provide a greater variety of experiences on offer.

Projects must contribute to creating a place of high amenity, safety and comfort for people.

B2. Residents

Ensure Cape Jervis Harbour remains an important piece of infrastructure for locals, by enhancing access to the precinct and ensuring the precinct remains relevant for the local community through the variety of uses and activities which are available, such as fishing, the boat ramp, community art and revegetation.

Residents of Kangaroo Island also rely on Cape Jervis Harbour as a way to access the mainland.

B3. Ngarrindjeri people

Include Ngarrindjeri Aboriginal Corporation in the design and implementation of all projects in the Precinct so Cape Jervis reflects its important cultural values and

so Ngarrindjeri people (and all Aboriginal people) feel welcome and comfortable to spend time there.

B4. Employees

Some residents of Cape Jervis are employed by businesses which operate from the Harbour. Improve the access, amenity, function and offerings available to enhance the experience for employees within the Precinct to make it a better place to work with sustainable employment.

B5. Freight services

Cape Jervis Harbour is an important freight connection for the provision of essential supplies to Kangaroo Island, and for the export of products coming off the Island. Accommodate freight vehicles in a safe manner to improve the efficiency for freight companies and improve the experience of the Harbour for other users.

Projects should allow for an increase in the capacity of freight vehicles and should aim to reduce conflicts between different users.

B6. Recreational fishers

Provide recreational fishing infrastructure at the Cape Jervis Harbour. Investigate the location and form that this can take with community preference being a jetty providing access to deep water.

B7. Recreational boaters

Enhance access to the water for recreational boaters and manage traffic on the water. Projects should provide sufficient capacity for boat ramp facilities and parking for trailers and should facilitate the safe use of the water and protection of the marine environment.

B8. Commercial boaters

Provide appropriate access for commercial boaters (shared or separate) and ensure their access remains. Facilitate the safe use of the water and protection of the marine environment.

B9. Emergency services

Ensure the Harbour Precinct remains accessible and functional to meet the needs of the emergency service vehicles.





C. Place- making



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

C1. A vibrant, high-quality gateway

Create a vibrant and welcoming precinct with a unique sense of place. Celebrate the Precinct's established gateway character by defining entry points and signage, improving the variety of shops and services on offer and the Harbour's ability to better accommodate the groups who use the Precinct.

C2. Strengthen community

The Cape Jervis Harbour precinct is an important place shared by various members of the community.

Ensure the Precinct is a comfortable and safe place with areas designed for spending time and meeting, which are connected to the township with clear paths and an enhanced public realm and where community connections will be able to grow, along with the Precinct. Projects should enhance partnerships with the Ngarrindjeri Aboriginal Corporation and local community groups.

C3. Celebrate the culture and history of the place

Cape Jervis is recorded as having European sealers and whalers in the region from the early 1800's. Cape Jervis also continues to be an important place to Ngarrindjeri, Ramindjeri and Kurna culture and histories.

Celebrate and integrate Aboriginal and European histories into the design of the precinct so history and culture are able to live on cooperatively with the recent history and culture of local communities.

C4. Protect and enhance the natural landscape

Celebrate the wild and rugged character of the Cape Jervis area through revegetation of key areas, protection of remnant vegetation and reinforce the landscape character of the region.

Projects should reduce disruption to the marine environments. Projects in the precinct should enable people to experience the different landscapes which exist in the Precinct. The Heysen Trail is an important recreational asset for South Australia. Projects should complement and enhance the setting of the trail. Projects should integrate art work using

local materials and imagery to represent history, local stories, Ngarrindjeri Aboriginal Corporation and community groups.

C5. Enhance the public realm

The public spaces around the Harbour should be designed using universal design principles so people can comfortably walk and enjoy the precinct. Projects should include shelter, landscaping and areas for people to sit and spend time in a safe and comfortable way which encourages social interaction.

C6. Improved amenity features

Build on the existing strengths of the Precinct by enhancing the connectivity, safety and comfort of key features of the area including lookouts, walking trails, the jetty, toilets and cafés. Projects must include improvements to landscaping, lighting, paths and public spaces and should have an environmental focus.





Refer to
Chapter 3
"Designing with
Country" for more
information on
this principle

D. Designing with Country



Aboriginal planning principles to inform the master plan and future projects

D1. Partnerships

Develop and implement the master plan in partnership with Ngarrindjeri and non-Aboriginal stakeholders, including by developing a shared vision, by using a co-design process to design and implement projects, employing Ngarrindjeri people directly in projects and by using cultural and heritage surveys to help achieve culturally integrated and sustainable design outcomes.

D2. Touch the ground lightly

To adopt a "Designing with Country" approach at Cape Jervis it is important that infrastructure, public spaces and buildings be designed to sensitively interact with the landscape and environment and to "touch the ground lightly".

Impacts on culturally-sensitive areas should be avoided or minimised. Include Ngarrindjeri Aboriginal Corporation in the design and implementation stages of projects for best success.

D3. Celebrate Ngarrindjeri culture and history

Protect, enhance, and elevate Ngarrindjeri culture and history in the precinct to make it more visible for visitors and Ngarrindjeri people. Ways to do this could include dual naming, cultural trails, tours, public art and language.

Include spaces in the precinct where Ngarrindjeri culture can be experience. This could include spaces for reflection, truth telling, information, recreation, and practicing culture. These places must be identified and co-designed in partnership with Ngarrindjeri people.

Incorporate Ngarrindjeri design themes and art into all infrastructure and public realm projects at Cape Jervis including major (e.g. plaza pedestrian areas) and minor elements (e.g. landscaping, paths and trails and signage).

D4. Cultural landscape

The master plan proposes to rehabilitate disturbed areas where possible, designing sensitive landforms and landscapes to restore the Cape and incorporate sensitively new infrastructure.

Local materials and plants should be used in the Precinct that would have been significant in the Precinct prior to European settlement. Projects must place an emphasis on the protection of the remaining coastal landscapes, and use WSUD techniques to reduce erosion.





E. Accessible + legible



Creating a precinct which is easy to access and move around

E1. Connect the harbour to Cape Jervis township, to Penneshaw / KI and to South Australia

Provide for integrated movement that is reliable and connects the Harbour Precinct to Cape Jervis and the rest of South Australia and beyond.

Provide safe and efficient paths and roads to connect the Harbour to Cape Jervis township, and the adjoining coastal and marine environments.

E2. Productive Network

Functional improvements to and within the Precinct must be designed to optimise supply chain efficiencies.

Design standards must include the movement of vehicles and freight (up to a PBS Level 2 sized vehicle) as well as the parking of vehicles and trailers services and ensure that emergency services are adequately catered.

E3. Reliable and improved transport access

Ensure the precinct has capacity to accommodate future demands. Projects

should ensure there is clear and safe access to and from the precinct, and within it for all users. Ensure pedestrian and cycling infrastructure are included so all road users feel safe and accommodated.

Co-ordinate with local and regional road improvements such as Main South Road upgrades.

E4. More legible routes

Ensure all paths and roads are accessible for all levels of ability, easy to navigate and provide a balance of space for pedestrians and cyclists. Provide for a diversity of experiences in the precinct by ensuring there are numerous accessible walking routes in the area.

E5. Enhanced wayfinding

Ensure wayfinding is provided to accommodate all users of the precinct in a clear and purposeful way. Wayfinding treatments should contribute positively to the natural setting of the area and should include landscaping, markers (of large and small scales) and signage etc.

E6. Clear signage

Ensure signage is well-designed so that it is effective and a positive element in the Precinct. Signage should clearly and purposefully identify important features of the Precinct, without being visually dominant in the landscape.

Create a network of informative signage guiding people from the edges of the precinct and within. Use digital technology such as QR codes and wi-fi to improve accessibility to information in many languages.



F. Safe + efficient

Improving safety and efficiency on land and water

F1. Separation of users

Improve safety and comfort by increasing the separation of users, especially pedestrians, cars, heavy vehicles and trailers.

Provide on-water separation by creating areas of sufficient space for efficient and safe movement of vessels.

F2. Safe systems

The Harbour Precinct is shared by many users. Ensure a 'safe systems' approach is used in the design of the Precinct to ensure potential clashes are considered and managed to a safe standard.

F3. Improve user experience

Ensure vehicles are managed in the precinct to encourage a calm and low-stress atmosphere for road users and all others in the area. Increase landscaping and trees in the precinct and spaces where locals and visitors feel welcome and happy to spend time. Create places for people to spend time away from busy vehicle areas such as arrival plazas, seating areas and cultural-sharing spaces.

F4. Formalised

Currently there are many areas of un-managed gravel parking areas and paths. Formalise and improve areas for parking, and for pedestrians and passengers, for freight and for vehicles, to improve the function of these spaces and paths, as well as the character and feel of the precinct, while maintaining the coastal landscape character of Cape Jervis.

F5. Utilities

Explore the upgrade of utilities (particularly water), to ensure the precinct can accommodate future demands.

F6. Water Sensitive Design

Manage the precinct's available water efficiently using Water Sensitive Urban Design (WSUD) techniques to manage surface runoff, to passively water landscaping and trees. This helps reduce the amount of irrigation needed and helps to improve the water quality before it reaches the ocean.





G. Embrace environment



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

G1. Increase revegetation across the Precinct

Improve the environment for amenity benefits and biodiversity outcomes. Focus on locations which are visible to people arriving into the harbour precinct and surrounding key areas of public realm.

G2. Partner with the Ngarrindjeri Aboriginal Corporation

Design and implement projects with Traditional Owners and their representatives for more revegetation, appropriate plant choice and their locations so revegetation efforts embody cultural values and support employment opportunities.

Employment opportunities for the Ngarrindjeri Aboriginal Corporation should be actively fostered alongside/in addition to the community-driven revegetation efforts which are already successful in the Precinct and which may have a wider coastal interest.

G3. Accessibility to appreciate the coastal setting

Improve accessibility to the coast and areas around the study area to ensure people of all ages and abilities can enjoy the coastal setting.

G4. Recreation areas with an environmental focus

Provide areas where people can spend time in the Precinct which appreciate the coastal setting and enhance views.

Provide an area for children to play which is separated from traffic and cars and close to the Terminal.


G5. Locate revegetation to build habitat

Link key areas of habitat with green corridors where possible.

G6. Plant species which are appropriate

The coastal location can be windy and dry. Plant selection which prioritises adaptability to the local environment is fundamental to ensure successful revegetation efforts.





**An explanation
of the master
plan, what's
included, and
the rationale
behind it.**

7. Master Plan

- 7.1 Master Plan Vision
- 7.2 Master Plan Elements
- 7.3 Placemaking + Public Realm
- 7.4 Public realm concept intent
- 7.5 Pedestrian Plaza
- 7.6 Inner Harbour + Beach
- 7.7 Lighthouse link road
- 7.8 Lot 10
- 7.9 Tool kit

7.1 Master plan vision

“Making Cape Jervis harbour a better place for all users.”

The proposed master plan creates a better precinct for all users, capable of being delivered over multiple stages.



7.1 Master Plan Option 1:

This option proposes key moves that touch the ground lightly, improve safety, efficiency, legibility and accessibility within the Cape Jervis Harbour Precinct. Place-making is also embedded into the design.



7.1 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 an additional road access.



7.2 Master plan elements _ transport

Existing

Access + movement

Parking





- _ Single road access (Flinders Drive) with steep approach to harbour.
- _ One-way entry to ferry marshalling and one-way exit on steep road with conflicts
- _ One formal car park above harbour.
- _ Second private car park (Lot 10) underused.
- _ Several informal car, heavy vehicle and boat trailer parking areas, both off-street and on-street.
- _ Few footpaths and public amenity areas.

- _ New Lighthouse Link Road as the main access route to the ferry terminal and boat harbour.
- _ Direction of travel (one-way or two-way) to be further investigated through a future detailed design. Both options are plausible, each with their own benefits and impacts for the precinct and users.

- _ Car marshalling area accommodates bypass lanes for drop-off at pedestrian plaza (including coaches).
- _ Long vehicle marshalling to be located at the foot of slope along Flinders Drive (opposite the access road to the boat ramp). Long vehicle turning loop added to the northern end of new link road.

- _ Formalised day-parking north and south-west of lighthouse
- _ Secure long-term car park north of lighthouse
- _ Permit parking in Council-owned car park
- _ Short-term parking and secure long-term in Lot 10 car park
- _ Boat trailer parking
- _ Coach drop off
- _ Overflow car park (near lighthouse)
- _ Heavy vehicle parking adjacent marshalling area

 Primary route for vehicles

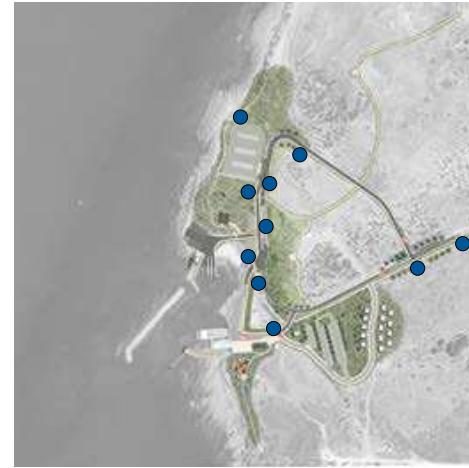
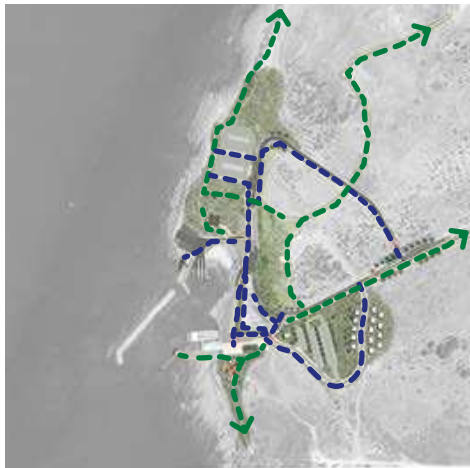
 Secondary route for vehicles

7.2 Master plan elements _ transport (continued)



Paths + trails


Wayfinding + gateways

Vehicle signage



- _ Footpaths ---
- _ Trails ---

- _ Major + minor gateway wayfinding 
- _ Pedestrian wayfinding 

- _ Sign 

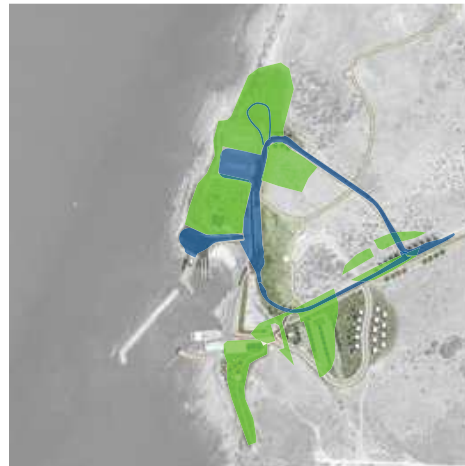
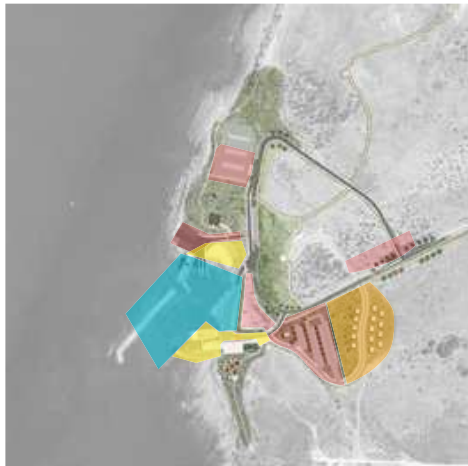
7.2 Master plan elements _ places

Land uses

Environment + landscape

Public spaces

Recreational Fishing Facilities



- _ Marine infrastructure
- _ Parking + access
- _ Public realm + recreation
- _ Tourist accommodation

- Re-vegetation (indicative)
- Hardscapes

- _ Potential public realm nodes including cultural spaces

- _ Recreational Fishing Facilities

7.2 Master Plan elements _ Ngarrindjeri cultural significance _ Create cultural 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. Nurunderi's 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.

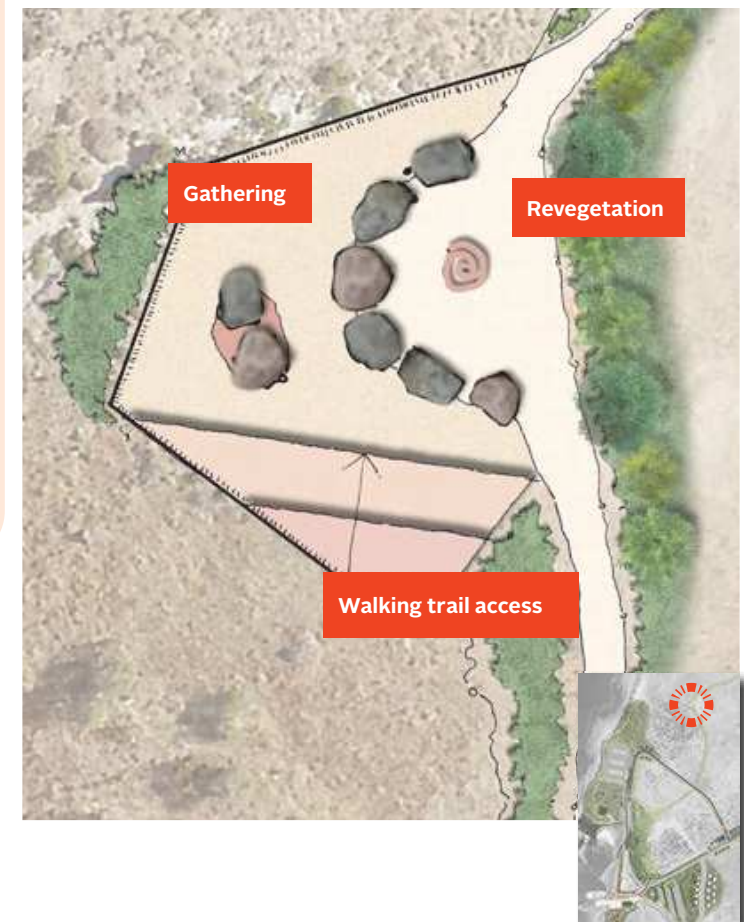
Kungun Ngarrindjeri Yunnan (Ngarrindjeri Vision for Country)

“Our Lands, Our Waters, Our People, All Living Things are connected. We implore people to respect our Ruwe (Country) as it was created in the Kaldowinyeri (the Creation). We long for sparkling, clean waters, healthy land and people and all living things. We long for the Yarlumar-Ruwe (Sea Country) of our ancestors. Our vision is all people Caring, Sharing, Knowing and Respecting the lands, the waters and all living things.”

Ngarrindjeri Nation Sea Country Plan (2007)

The Master Plan seeks to reflect the important and active Ngarrindjeri culture and traditions of the Cape Jervis area, and applies this foundation to the precinct layout, activities and experiences. Multiple cultural sharing places are included in the master plan concept.

Concept for cultural reflection and sharing spaces in the precinct



7.2 Master Plan elements _ Placemaking and public realm

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.

Precedents



Gravel path with timber sleepers and landscaping



Corten steel and timber wayfinding and trail heads



Artwork imprinted into concrete



Timber seating incorporating planting

Concept for improved public spaces



7.2 Master Plan elements _ Play and Recreation

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 encourage people to visit, enjoy and spend time.

Precedents



Play equipment using natural materials to complement the setting



A place at the coast where groups can meet for a BBQ with a shelter and benches.



The plan seeks to better integrate the harbour precinct with the Heysen Trail

Concept for more places to spend time in the Precinct



7.2 Master Plan elements _ 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.

Precedents



Eco cabins, Broome WA



Eco cabins, The Barossa SA



Eco cabin nestled into coastal landscape

Concept to integrate tourist accommodation into the precinct



7.2 Master Plan elements _ Streamlined linkage between the Precinct and Cape Jervis township

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.

Higher visitor numbers and associated traffic volumes are anticipated, should the arrival plaza and development of Lot 10 go ahead.

This could trigger the development of more key infrastructure, namely a new link road.

The link road is proposed to the new primary vehicle route into the Precinct. It will enable visitors to the area north of the ferry terminal to avoid traversing through the busy ferry area and will offer a second road option in the case of a road blockage. It will also help freight vehicles to avoid the steep descent towards the terminal and improve road safety.



Road with landscaping

Concept



7.2 Master Plan elements _ Recreational fishing, boat ramp upgrades + 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.

Upgrade to the southern breakwater creating a new recreational fishing facility.

Precedents

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.



Multi-lane boat ramp



Jetty for recreational fishing

Concept



7.2 Master Plan elements _ Parking areas

A parking arrangement which is more formalised and makes better use of the space available.

Parking areas have considered user experience and pedestrian safety.



Precedents

Car parking areas in the 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.

Space for truck/semi-trailer manoeuvring and parking is included in the northern carpark, separate from passenger vehicles.

The use of the Council-Owned car park could incorporate different users or include more permit parks for staff in the area.

Coach drop off should enable passengers to alight on flat ground and be linked to safe paths.

Concept



7.3 Placemaking + public realm

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. A landscaped gateway on Flinders Drive would provide a distinct entrance to the area and improve user experience.

Precedents



Gravel path with timber sleepers and landscaping

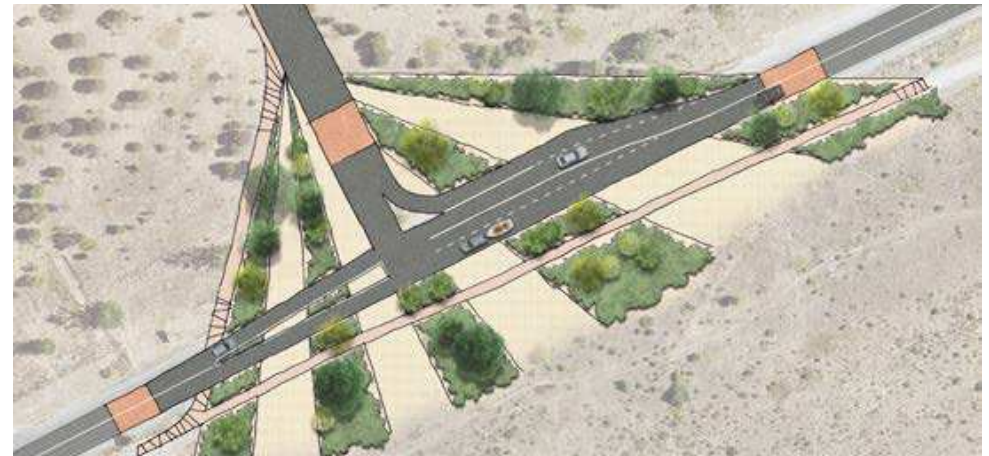


Corten steel and timber wayfinding and trail heads



Lookout space integrated into landscape

Concept



Landscaped gateway on Flinders Drive approaching the harbour



Upgraded car park lookout



Indicative cultural space north of harbour

7.4 Placemaking + public realm _ Precinct Gateway Landscape concept

A landscape gateway would be created at the intersection with the Flinders Drive and proposed link road. Wayfinding signage, statement trees and landscaping and thresholds with contrasting road treatments would help to welcome visitors to the precinct.



Interactive page (when viewed online or interactive pdf)
Click on red labels for further information (then click on white to remove)

New link road

New link road providing alternative access to the ferry terminal

Threshold treatment

Threshold treatment with paving or similar contrasting material helps to create a transition zone and slow vehicles.

Improved wayfinding signage + markers

Widened intersection

Shared path to town

Informal landscaping including large trees

Upgraded track

Upgraded walking track linking harbour to township

Threshold treatment

Threshold treatment with paving or similar contrasting material helps to create a transition zone and slow vehicles.



7.4 Placemaking + public realm _ Precinct Gateway Landscape concept (continued)

A landscape gateway would be created at the intersection with the current road and proposed link road. Wayfinding signage, statement trees and 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.





7.4 Placemaking + public realm _ Precinct concept

The Master Plan aims to improve amenity across the whole of the precinct.

This includes targeted improvements to the paths and areas that visitors spend time in as well as cultural sharing spaces and recreational areas.

Place-making infrastructure

Create a landscaped gateway at the entrance to the precinct to ensure a strong sense of arrival for visitors, as well as calm traffic.

Incorporate wayfinding and public art elements that enhance the visual amenity.

Ensure safe and convenient footpaths are provided to connect places within the precinct and walking trails to connect to surrounding attractions. These footpaths will provide a clear and comfortable place for pedestrians to move safely around the Precinct and will open up new opportunities for exploration of the surrounding area.

Ensure people find the Precinct easy to use and navigate and an enjoyable place to spend time in. Clear and consistent signage is key to ensuring wayfinding is functional and relevant to the different users of the Precinct. Plan for places in

the Precinct where people can sit down and pass time in an environment which is protected from the weather, well lit, landscaped and green.

Place Aboriginal Design Principles at the centre of the project. These principles influence the function, layout, accessibility and aesthetic of the Precinct so that this next era of the Cape Jervis Harbour is respectful of the ongoing connection of the Ngarrindjeri people and the important Ngarrindjeri and Kurna Creation Stories at the place. The Aboriginal design principles place people and Country at the centre of considerations and make efforts to enhance the well-being of the place and how people are welcomed.

Ngarrindjeri philosophies

The design of the public realm and special features that sit within it is based strongly on philosophies and spirituality of the Ngarrindjeri people. Visiting this place should offer insight

into the beliefs of the local Aboriginal people, the significance of Cape Jervis and Kangaroo Island and what better management of the land should look like.

There is a place for everyone here and Cape Jervis welcomes you even if you are not travelling on the ferry. The design references the ending of Ngurunderi's journey. Ngurunderi became the brightest star in *Warriewar (Milky Way)* after his ascension at his journey's end at Kangaroo Island. This Creation story is told through the form of the canopy structures, the materials (perforations and local selections) and the new spaces created for appreciation of the broad setting and night sky.

The new features "touch the ground lightly", they are lightweight, ephemeral and can change (even the light), demonstrating a different approach to development that better reflects the Ngarrindjeri approach to management of the landscape.



7.4 Placemaking + public realm _ Precinct concept

Spatial Organisation

A hilltop, high walk has been provided that includes a series of cultural spaces and lookouts. These could even be utilised for viewing of *Warriewar* (Kangaroo Island) or camping for visiting Ngarrindjeri or those using the Heysen Trail. The shared spaces are well removed from the harbour infrastructure and are a place to appreciate the broader context of Cape Jervis and the extreme coastal environment, surrounded by pre-European planted areas.

The public realm areas located at the base of the cliffs/hill are arranged to be oriented away from the ferry loading zone and associated road/berthing infrastructure. Visitors are encouraged to look Southwards down the coast towards regenerated landscape, with plentiful screening (by trees and structures) to create a pleasant environment out of wind and harsh sun.

Landscape

Aboriginal landscape with local pre-European species and other public realm landscape planting areas.

PLACEMAKING BENEFITS

- Enhanced representation of Ngarrindjeri culture
- Improved appreciation and access to the natural environment
- Wayfinding improvements which will make for a precinct which is easier to navigate and calmer for users
- Comfortable environment for visitors and employees to spend time in
- Clear purpose and sense of arrival for the Precinct
- Traffic calming and pedestrian safety
- Improvements to walking network helping people access more of the Precinct
- Opportunities to influence cultural relationships to the Precinct
- Helping the Precinct become a destination in its own right which clearly shows what is available there and invites people in
- Light touch and low cost interventions with big benefit

New public plaza

Plan for a new public plaza for the Precinct which can accommodate visitors and make the surrounding views more accessible.

A new arrival plaza is a great opportunity to support the placemaking principles of the Precinct and allows locals and visitors alike to engage with the Precinct in a new and purposeful way.

Plan for an arrival plaza which clearly guides people into the Precinct and helps them feel comfortable while there. The arrival plaza will help to create a clearly defined space for pedestrians, making for a safer and more peaceful environment to visit and work in.

PROS

- Improved passenger experience and access
- Safer separation between pedestrians and vehicles
- Enhanced representation of Ngarrindjeri culture in the area
- Comfortable environment for visitors and employees to spend time in
- Opportunities to influence cultural relationships in the Precinct
- Helps the Precinct become a destination in its own right
- Limited environment and heritage impacts with reduced cut/fill

CONS

- Environment and heritage impacts associated with cut/fill
- Indigenous cultural impact associated with cut/fill
- Plaza improvements involves a cost



7.5 Pedestrian plaza

A new public plaza welcomes visitors to the terminal. As well as providing passenger access to the ferry, the space would act as a destination in its own right, with seating and public art nodes and landscaping and reducing existing conflicts between vehicles and pedestrians.



7.6 Inner harbour + beach

Precedents



Potential boat ramp shelter

Opportunity exists for upgrades to the existing recreational boat ramp for improved access and better accommodate a secondary terminal for charters or a passenger ferry with formalised parking and coach access. This would also include a small shelter and plaza with improved pedestrian access including steps to the beach.

Concept



7.6 Inner harbour + beach (continued)

Boat ramp upgrades

Provide a larger boat ramp with multiple launch lanes to efficiently and safely accommodate boaters. Include pontoons into the boat ramp design to maximise the function of the space and accommodate more boats in a managed way.

Improve paths and signage for the boat ramp area so access is efficient and safe for all users. Provide formal trailer parking area adjacent to the boat ramp so potential conflicts with the footpath for ferry passengers is minimised.

While the Cape Jervis boat ramp has been identified as warranting a Level 4 degree of service, according to the SA Boating Facilities Strategic Plan, the current boat ramp does not meet all of the requirements of that plan. Incorporate other design elements to bring the boat ramp up to a Level 4 standard, including improvements to the ramp surface, weather protection, pontoon landings and parking facilities.

Fence off the Helipad so cars cannot park over the top of it. Provide an access road which is secured by bollards from the road down to the trailer parking.

PROS

- Amenity and access improvements via wayfinding and direction signage
- Bring the boat ramp up to an appropriate standard to improve access and function
- Improved efficiency provided to boat ramp users

CONS

- Environment and heritage impacts associated with cut/fill
- Indigenous cultural impact associated with cut/fill
- Boat ramp relocation involves a cost
- Less of an integrated precinct with users separated out



West Beach recreational boat harbour



7.7 Lighthouse link road

A new link road would provide a secondary access route to the precinct and formalises the remaining section of Main South Road. This allows for more efficient movement of vehicles entering the precinct and exiting the ferry. 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.

Precedents



Gateway signage with landscaping



Road with landscaping

Concept



7.7 Lighthouse link road (continued)

Loop road and parking

Plan for an additional harbour access route via a new ~450m road from Main South Road east of precinct, to north of the lighthouse.

Higher visitor numbers and associated traffic volumes are anticipated, should the master plan concepts and development of Lot 10 go ahead. This could increase the need for more key infrastructure, namely a new link road.

This new road will incorporate a reduced road grade of ~10% to improve the safety and ease of access-egress to the Precinct, especially for freight users.

The new road will help to avoid traffic bottle-necks in the road network at busy times when passenger vehicles are leaving the Precinct and will provide an alternative road access in the event that a breakdown or accident were to block the only road in, as is the current situation.

By providing an additional road route, it is possible to guide different users more directly to the area in the Precinct of their interest. With a new road, recreational boaters could avoid driving through the ferry terminal area all together and heavy vehicles could navigate a less steep incline and provide an alternative route for passenger vehicles to avoid freight vehicles.

Additional safety measures such as road guards would be incorporated into the road design to improve the function and safety of the Precinct for all users.

There are a number of car parking areas in the Precinct, however, many of the spaces provided are informal and are unclear as to how they should be used. Formalising the short- and long-term parking for cars, trailers, trucks and other freight needs on existing parking sites, road reserves and on vacant filled land north of the lighthouse will provide greater clarity for their use and improve the functionality of the spaces.

PROS

- Provides another option for accessing the precinct
- Safety and efficiency improvements by providing a more appropriate route for freight
- Clarity over the use of parking areas improves the efficiency in the precinct, improving access and use
- Reduces potential conflicts and bottlenecks, lowering congestion in the precinct by creating an alternative route
- Improved amenity and reduced dust/mud as a result of formalising the car parking
- Opportunity to include landscaping
- Safety and efficiency improvements by providing formalised parking, particularly at busy peak times

CONS

- Environment and heritage impacts associated with new road
- Indigenous cultural impact associated with cut/fill
- Aesthetic implications of additional road infrastructure
- New road involves a cost

Alternative options



No link road, current access remains.

7.8 Lot 10 visitor hospitality area

Lot 10 is a privately owned, long term car park and could be better utilised to increase the amount of day and long term parking available to the public, with only minor improvements needed to make it fit for use.

There is opportunity for the remaining area of Lot 10 to be an environmentally sensitive tourism development.

Precedents



Eco cabins, Broome WA



Eco cabins, The Barossa SA



Eco cabin nestled into coastal landscape

Concept





7.8 Lot 10

5. Tourism development precinct

Encourage the development of tourist-supporting developments on privately-owned land at the eastern harbour entrance.

Within the immediate vicinity of the harbour, one land parcel of 4.6 ha (D58462AL10 on CT5889/84) is privately owned. It has been previously developed and used as secure car parking for ferry passengers, and comprises three on-ground parking levels cut into terraces on the hillslope. Presently the car park appears to be lightly utilised.

The site is well located on Main South Road, close to the harbour entrance and on the township side, with glimpsed views of the harbour and sea, as well as some weather (wind) protection offered by the ridge immediately in front of the site.

Future land uses for this land might include tourist apartments, cabins or other short-term accommodation which are supported in the Infrastructure Zone (refer page 36) Associated uses and facilities such as tours, food and beverage, or even continued car and bus parking may also form part of the activity mix.

It is noted that Cape Jervis offers limited accommodation options today, with little recently developed accommodation.

- Cape Jervis Accommodation and Caravan Park on the approach to the township to the east.
- Cape Jervis Holiday Units, closer to the centre of the township.
- A number of houses in the township are available for holiday rental and farm stays.

Depending on the size and staging of any tourist development, existing access from the harbour exit roadway could be supplemented by one or more direct street or driveway accesses from Flinders Drive.

It is noted that limited utilities (and especially water supply) are a constraint to development that will need to be addressed.

Should tourist accommodation prove not to be a viable land use mix, it is also possible that harbour related businesses and infrastructure could be located here, such as a marine infrastructure, boat storage or servicing, or other marine related industry with potential for commercial and/or recreational focus.

PROS

- Better use of currently underutilised land
- Open up more access to the views from this piece of land
- More opportunities for people to visit/use the Precinct
- Accommodation choices may have road safety benefits - avoiding tired drivers on winding roads if ferry passengers are able to stay at the precinct before/after their KI trip
- Catalyst for other local commerce to start up in the Precinct

CONS

- Environment and heritage impacts associated with a additional development
- Utilities involves a cost
- Must be undertaken in association with other traffic management and wayfinding interventions so demand increases can be managed
- Located outside of the Cape Jervis township which may detract from the (albeit limited) commercial land uses there / competition

7.9 Tool Kit

Local Provenance + Ngarrindjeri Landscape Reestablishment Species

These plants are those that are culturally appropriate species, predicted to occur across Cape Jarvis prior to European settlement.

These species may be different to those that have been introduced as part of other revegetation programs but should be better performing, supportive of native fauna (aligning with biodiversity objectives) and reflective of past landscapes. This toolkit should be utilised along the Clifftop Walk Zone, around ceremonial spaces, along the Heysen Trail and in larger scale planted areas along the coast. It is a sample of plants to be locally sourced for use in development areas.



Acacia pycnantha



Acacia myrtifolia



Eucalyptus porosa



Eucalyptus cosmophylla



Allocasuarina verticillata



Callitris gracilis



Xanthorrhoea semiplana



Olearia ramulosa



Clematis microphylla



Lomandra effusa



Goodenia willisiana



Dianella revoluta



Pimelea humilis



Lepidosperma gladiatum

7.9 Tool Kit

Native Planting for Public Places

These plants are native species that can be used in addition to those of local provenance species in the public realm spaces.

This toolkit should be utilised in the public plaza, raised garden beds, gateway precinct and in the car park spaces or verges along roadways. They will provide greening and cooling as well as helping to filter stormwater run - off from the hard surface adjacent.

They have been selected for their form and character and should be planted to enhance amenity and seasonal interest.



Carpobrotus rossii



Melaleuca lanceolata



Eucalyptus leucoxylon



Banksia marginata



Callitris gracillis



Xanthorrhoea semiplana



Pimelea humilis



Myoporum sp.



Olearia axillaris



Correa pulchella



Eremophilla glabra



Isolepis nodosa



Dianella brevicaulis



Olearia axillaris

7.9 Tool Kit

Cape Jervis Geology

The geology of Cape Jervis provides an interesting baseline for informing elements and materials to be used in public realm features within new development. The presence as described of the Kanmantoo Group of metasediments and Granite can be translated relatively easily into the pavement materials through locally sourced options. This could be within some feature header courses, large flagstones (in high quality spaces), tactile strips, seeded as aggregate into concrete, low retaining walls or as larger stone "yarning" circles. Quarry fines pathways can also be locally sourced.

Reference: Sedimentology of the late Palaeozoic Cape Jervis Formation, Troubridge Basin, South Australia by the Government of South Australia Department for energy and mining



Figure 3. Photos a-h of the Cape Jervis measured section.

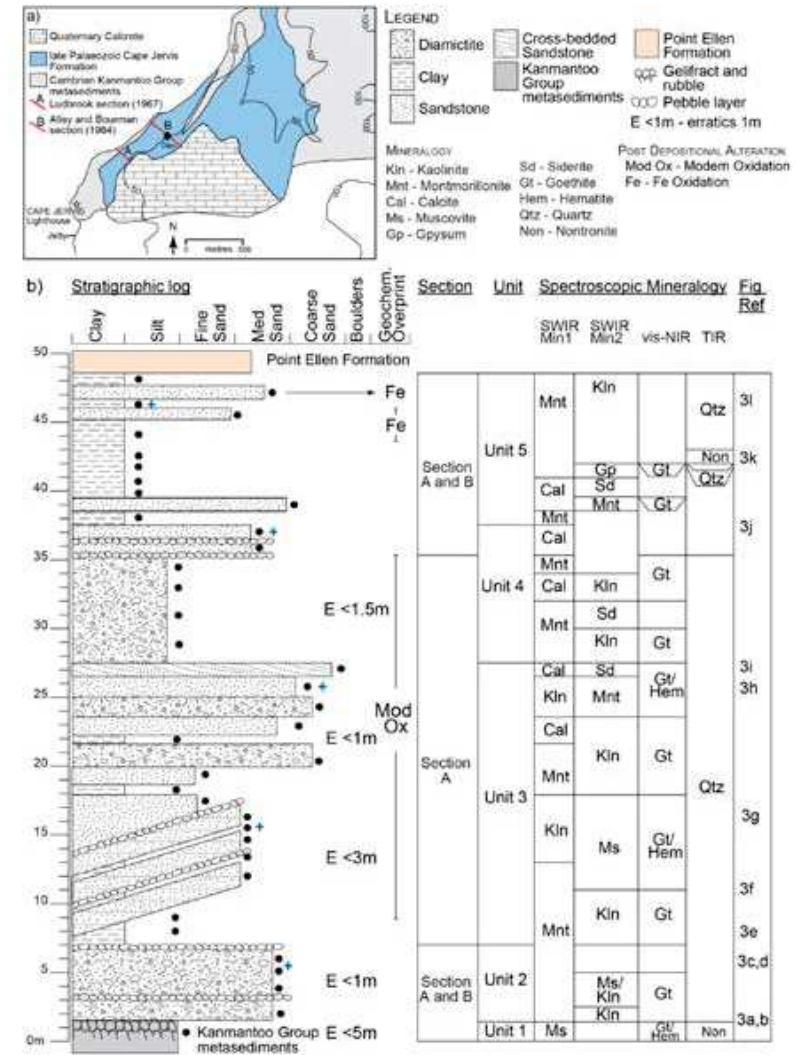


Figure 2. a) Simplified regional geology of the Cape Jervis area adapted from Alley and Bourman (1984) showing section locations; b) Stratigraphic log of the sedimentary rocks including an indication of which section units are within, the unit and the spectroscopic mineralogy. The location of Cape Jervis is shown in Fig. 1. Blue cross: thin section location; black dot: sample location of HyLogger™ analysis. Units as described by Alley and Bourman (1984).

7.9 Tool Kit

Materials, Finishes + Precedents Reinforce the "Light Touch" Approach to Public Realm Design

Horizontal + Vertical

Opportunity to showcase naturally occurring materials from the locality; natural stone and cut stone for paving and walls as well as brightly coloured, interesting feature plantings interspersed with the geological features,



ROCK WITH NEW STONE
(GABION WALLS)



YANKALILLA FINES
COMPACTED GRAVEL



SANDSTONE



KANMANTOO BLUESTONE



Amenity

Distinct furniture elements may be present in the landscape referencing colour and tone of the natural landscape or abstracted biodiversity. Steel and timber will combine to create a coherent suite of elements within the landscape.



TIMBER AND STEEL



PERFORATIONS IN STEEL



GABION CAGES CONTAINING
LOCAL STONE

Shelter

Steel and timber elements with a strong connection to culture in form. Orange tones may be used to reference orange lichen to exposed rockfaces that exists on site. Shelter can be solid or permeable, reflecting the night sky and the Ngarrindjeri dreaming story and "touch the ground lightly".



LIGHT TOUCH ELEMENTS



CULTURAL INFLUENCE
TO CANOPY



DAPPLED LIGHT EFFECTS

Culture

Cultural patterns or narratives may be present within hard and soft elements subject to further collaboration with the Ngarrindjeri Regional Authority. References are embedded in the landscape. The colour and form of coastal garden areas is as important as the structured features.



HYBRIDISED ENDEMIC
LANDSCAPE



PUBLIC ART AND CULTURAL
TOTEMS (SPUD)



NATURAL TEXTURE
MARINE + GEOLOGY



CULTURAL STONE CARVINGS





8. Implementation

8.1 Implementation

8.2 Staging strategy

8.3 Next Steps

Identifies the staging strategy for the master plan.



8.1 Implementation strategy

Early success vital

While we like to think that all master plans will stand the test of time (and many do), the reality is that priorities and local communities change over time.

The first few years of implementation are therefore critical to a successful public realm transformation.

Selecting and delivering catalyst projects that make a meaningful difference on the ground, that change perceptions, and in turn attract more funding and investors is essential for longer term success. It is also important to deliver on the promise while community support and energy is high.

The Cape Jervis Harbour Precinct is uniquely placed as the site of a key piece of transport and tourism infrastructure allowing public realm upgrades to be focussed at key locations which will result in safety, efficiency and amenity benefits for the whole precinct.

Strategy

A high-level staging strategy is suggested (on the following page) with project areas organised into three phases. The KIFS project is not included in this staging strategy.

Partnerships

While implementation may be led by the SA Government, strong partnerships are desirable with the District Council of Yankalilla and landowners in the precinct.

Priorities

The Master Plan is the first step in the planning process. **It will form the basis for funding submissions that could potentially evolve into a staged program of work and investments. Their implementation will be dependent on a number of factors such as private development, purchase of strategic sites within the precinct and funding opportunities.**

The initial priorities for staging will centre on improving placemaking infrastructure and accessibility to ensure

they deliver as contemporary examples of best practice in the public realm and places for people.

The focus on renewal of the public realm, pathways and accessibility is to ensure the precinct looks and feels like the key transport and tourism asset that it is and establishes the foundations for further investment attraction.

Projects within the stages must work with the Design with Country approach which includes engaging and working with the Ngarrindjeri Aboriginal Corporation from early in the project.

Quick wins

_ Quick win projects are typically low cost and simpler, not relying on enabling infrastructure or complex design, approval or funding processes. Quick wins demonstrate action on the ground, make improvements that can be enjoyed immediately, and set the scene for things to come.

Catalysts

_ These projects often take time to plan, design, fund and implement. It is important to start early. Including transformational projects in this medium-term phase is important as these “catalysts” will in turn support later projects by bringing more people, investment and a higher profile to the area.

Transform

_ Final phase of the strategy, involving large and smaller projects to consolidate and complete the transformation in the long-term

Further investigations

As a high level strategic document, this master plan does not address all aspects which are important for the success of the precinct and its future projects. As such, it is recommended that further investigations are undertaken into the sustainability of the precinct and strategies are developed for sustainability, infrastructure and tourism.



8.2 Staging strategy

Quick wins

This phase would focus on delivering a balance of essential pieces of infrastructure and quick wins. This would include:

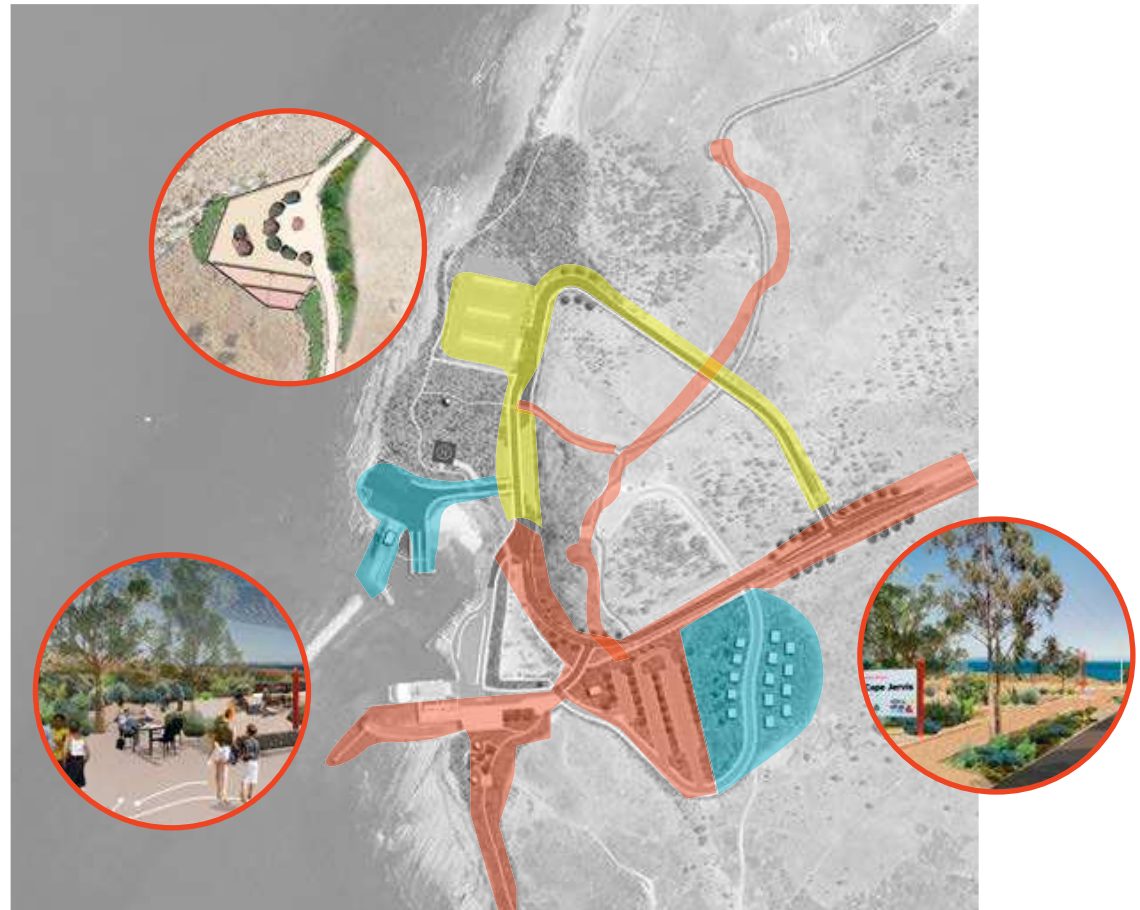
- Placemaking infrastructure like landscaped gateways, entrance plazas, wayfinding and walking trails.

Catalysts

This phase would deliver the link road and associated passenger vehicle parking and truck parking. The link road is an important piece of infrastructure, but due to costs, is included in this phase

Transform

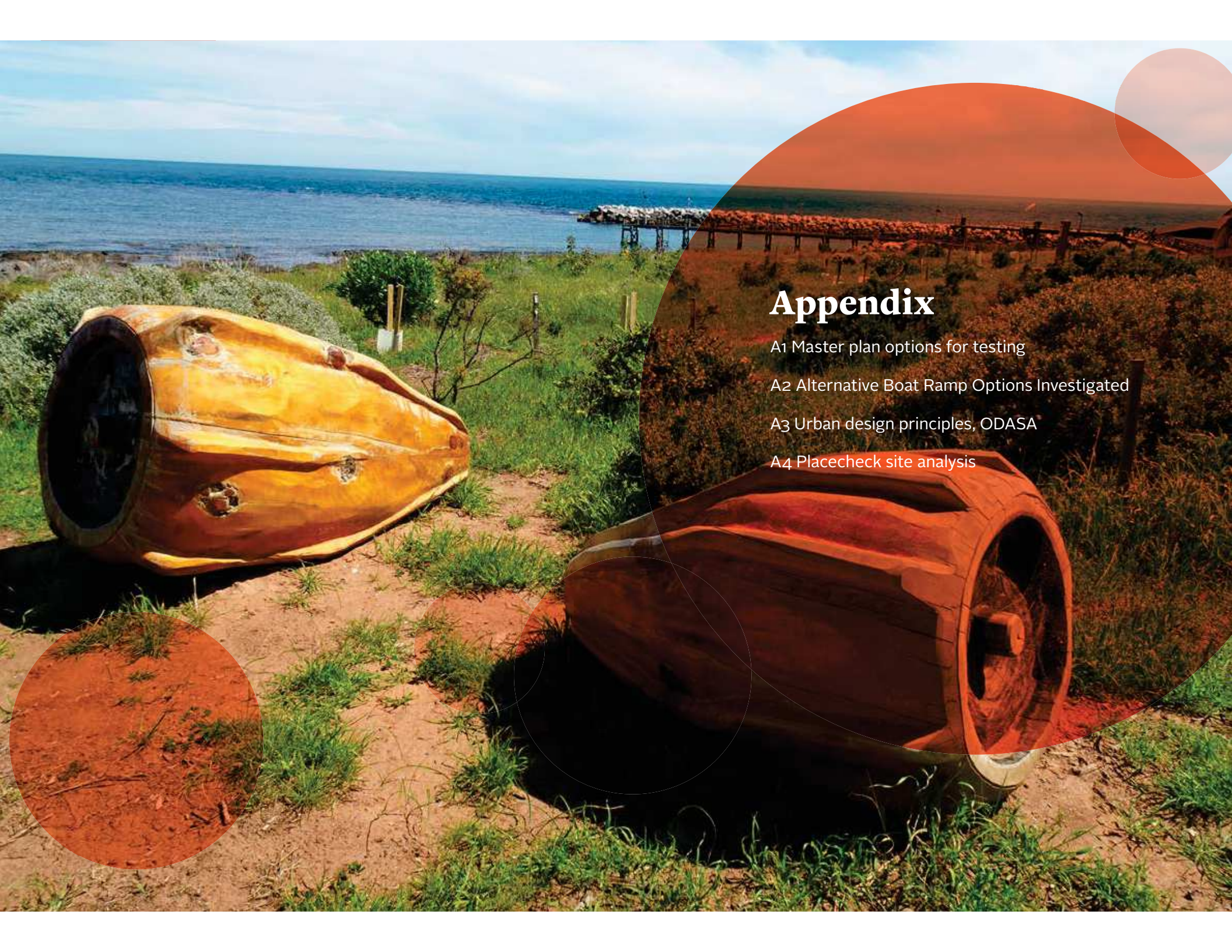
This phase includes the new recreational boat harbour due to the significant costs to deliver, and the private tourism development on Lot 10.



8.3 Next steps

1. Community consultation on the Cape Jervis Harbour Precinct Master Plan report and its options, to receive community input about a preferred Master Plan option.
2. Undertake funding submissions for various projects within the master plan.
3. Early use and reference of this Master Plan, its vision and guiding principles, into future projects.
4. Community consultation for feedback on master plan elements.
5. Continued inclusion of the Ngarrindjeri Aboriginal Corporation.





Appendix

- A1 Master plan options for testing
- A2 Alternative Boat Ramp Options Investigated
- A3 Urban design principles, ODASA
- A4 Placecheck site analysis



A1 Master plan options for testing

Responding to ideas and proposals from team members and stakeholders, several options for the development of the harbour precinct were identified for testing. Variables include:

- _ the size, orientation and location of ferry terminal(s)
- _ new access roads and parking options
- _ location and form of recreational boat ramp and facilities.

At the time of initial stakeholder engagement and design of the scenarios, separate DIT projects to determine future ferry operations and ferry berthing structures are underway. The outcomes of these projects were not known to the master plan team at the time.

To continue testing the harbour options, the master plan team independently identified (at a high conceptual level) potential options for ferry terminals and berthing locations. These are largely based on other examples in Australia and internationally.

Master plan elements were explored prior to the Kangaroo Island Ferries Service proposal being confirmed and, as such, include conceptual upgrades to the ferry terminal and harbour.

With the confirmation of the Kangaroo Island Ferries Service proposal, other master plan elements which included alterations to the terminal building, marshalling areas, jetty and harbour expansion were determined not to be feasible.

Preliminary costings were provided for the master plan options. This process identified that the "Northern Precinct" option involving a new boat ramp and parking areas was not financially feasible.

Sub-precincts

The harbour precinct can naturally be divided into a number of smaller sub-precincts. In most cases there are two or three different development options for each sub-precinct.

Across the harbour precinct as a whole there is some flexibility to mix different sub-precinct development options to shape the overall harbour development pattern. Combined in different ways, this creates a matrix of master plan options for testing.

Note that all options include placemaking and public realm upgrades across the precinct.

Seven master plan options tested

Four "primary" options were developed, reflecting four alternative ferry terminal designs. Variations to sub-precinct development options (e.g. for Lot 10) combined to create seven overall master plan options for testing.

The seven master plan options are described in the cost matrix and plans on the following pages.

APPENDIX 1 Master plan options for testing (continued)

Contents of each option

	PLACEMAKING + PUBLIC REALM	INNER HARBOUR + BEACH	LIGHTHOUSE LINK ROAD	NORTHERN SUB-PRECINCT	LOT 10
Refresh	✓	Renewal	✗	Parking	Tourism
Sustainable Growth	✓	Renewal	✓	✗	Parking + tourism

APPENDIX 1 Master plan options for testing (continued)



"Refresh" option

- _Placemaking + Public realm upgrades
- _RENEWAL of inner harbour boat ramp and parking
- _Renewal of pedestrian plaza and gateways

- _Northern sub-precinct formalised truck parking and boat trailer parking
- _Lot 10 part-acquired by DIT for car parking.



"Sustainable Growth" option

- _Placemaking + Public realm upgrades
- _RENEWAL of inner harbour boat ramp and parking
- _NEW Lighthouse link road providing additional road access.

- _Northern sub-precinct formalised truck parking and boat trailer parking
- _Lot 10 part-acquired by DIT for car parking. Eastern half redeveloped for tourist accommodation (private sector investment)



Expansion option

- _ Placemaking + Public realm upgrades
- _ MAJOR EXPANSION of ferry harbour, and plazas (including harbour breakwaters)
- _ NO development of inner harbour boat ramp and parking
- _ NEW Lighthouse link road providing additional road access
- _ Northern sub-precinct NEW recreational boat harbour, formalised truck parking and boat trailer parking
- _ Lot 10 part-acquired by DIT for car parking. Eastern half redeveloped for tourist accommodation (private sector investment)
- _ Due to the costs associated with the proposed Expansion concept and the significant disruption and modification required to the land and coast, this concept is not considered appropriate but has been included in this master plan to demonstrate it was investigated as an option.

APPENDIX A2 Alternative Boat Ramp Options Investigated

A new recreational boat ramp and harbour with associated boat trailer parking, located in the area north of the lighthouse was investigated.

This area was determined not to be feasible given its significant cost and the alteration it would require to the coastline, which is not considered environmentally or culturally appropriate.

Precedents



West Beach boat ramp



Existing re-vegetation efforts at Cape Jervis



Coastal walking trail with re-vegetation

Concept



APPENDIX A2 Alternative Boat Ramp Options Investigated

Northern-sub precinct

A new purpose built recreational boat harbour with associated boat trailer parking, and separate truck parking was explored but not deemed feasible.

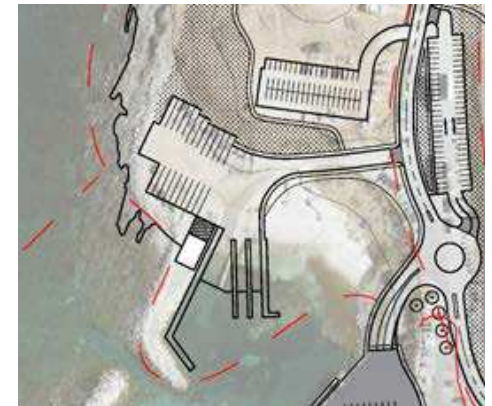
PROS

- Separation of recreational boat ramp from ferry terminal improves marine safety
- A dedicated recreational boat harbour with associated boat trailer parking and direct access separates ferry traffic away from recreational boat users, improving the overall experience for all users
- Safety and efficiency improvements by providing formalised parking, particularly at busy peak times
- Separates truck parking and movements out from regular vehicles

CONS

- Environment and heritage impacts associated with a new recreational boat harbour
- Indigenous cultural impact associated with cut/fill
- Cut/fill and dredging associated with a new boat harbour and breakwaters
- Does not "touch the ground lightly"
- Aesthetic implications of a new large amounts of asphalt
- Purpose built recreational boat harbour would incur a significant cost

Alternative options



Upgrade of existing boat ramp with formalised trailer parking and additional car parking at current helipad location.



Existing boat ramp removed and area no longer used. Opportunity to re-vegetate.



APPENDIX A3 Urban design principles, ODASA

The following principles were supplied to DIT by the Office for Design and Architecture (ODASA) for the Granite Island Causeway project. Given the projects are located in a similar region, the principles were supplied in order to enable design consistency where appropriate.

Built Form

- _ All elements of the new and/or refurbished port infrastructure should provide an elegant and harmonious built form that responds to its physical, historical and cultural contexts.
- _ Proportion, order, scale and symmetry should be well considered in an innovative and contemporary reinterpretation of maritime infrastructure.
- _ The design of structures should be sensitive and respectful of their context and contribute to the amenity of the local area.
- _ New architectural elements and finish details should form part of a consistent design language to deliver a holistic, functional and aesthetic outcome.
- _ Consider the visual impact of the port infrastructure when viewed from the water, beach and other viewpoints.

Public Realm

- _ Provide public realm improvements at the ferry terminal entrances, jetties and surrounding precincts to create a welcoming

gateway and sense of place.

- _ Apply universal design principles to improve accessibility, general amenity and experience for all passengers arriving and departing the ferry terminals through a coherent, legible, inclusive and continuous public realm.
- _ Develop a public realm design response that provides a distinctive identity and will be a drawcard to the region to help support tourism and local business.
- _ Consider the design and placement of trees and shade structures, seating, interpretive and wayfinding signage to provide rest points, view points and encourage opportunities for social interaction.
- _ Ensure the design and placement of street furniture is coherent, efficient and integrated into the overall public realm response. The design should consider microclimatic issues including sun, wind and rain and provide opportunities for respite from the elements.
- _ Minimise regulatory, advertising and branding signage and locate it off major structures wherever possible. If signage cannot be avoided it should be well detailed and integrated into the design solution.

Integrated Art Work

- _ Where appropriate, sensitively integrate artwork into the design at key locations. Opportunities include infrastructure elements such as screens, fencing, balustrades, shade structures, seating, paving, bike racks, litter bins, lighting elements, and wayfinding and interpretive signage
- _ Use local materials and imagery to reflect on the history and culture of the region to link

people across cultures.

- _ Consider opportunities for structural and other building elements to be integrated as pieces of art, where a sculptural form may interpret or represent place through Indigenous or non-Indigenous heritage and culture or physical context.
- _ Engage with Traditional Owners early, so that Aboriginal cultural expression can be fully integrated into the design of the port infrastructure rather than as a separate or 'tacked on' element at a later stage of the project.
- _ Seek involvement from local Aboriginal artists, designers and cultural advisors early in the design phase to enable the exploration of stories and materials that could strengthen the project's connection to place, strengthen local identity, community pride and sense of inclusiveness.

Wayfinding

- _ Develop a wayfinding strategy to assist legibility both within and around the project precinct. The strategy should be intuitive, clear and consistent and should not rely primarily on signage – it should result from clear sight lines to destinations and utilise other techniques such as material selection. Wayfinding from the perspective of both the arrival and departure experience should be considered.
- _ Provide new infrastructure and make improvements to existing pathways and linkages to achieve the required wayfinding outcomes.

Materials, Colours and Finishes

- _ Select materials, colours and finishes that are highly durable, complement the surrounding environment and help define the characteristics of identity and place.
- _ Develop a carefully considered palette of materials, treatments, colours and finishes for:
 - o port infrastructure elements
 - o fencing, barriers and balustrades
 - o pedestrian paths and forecourts
 - o planting and open space areas
 - o associated elements including signage, lighting and street furniture.
- _ Selection and application of materials and finishes should minimise the potential for vandalism and be resilient to the effects of the weather and the coastal environment.

Lighting

- _ Provide functional lighting to enhance personal safety and access around infrastructure.
- _ Coordinate and integrate functional and feature lighting with other design elements to create a cohesive identity for the project.

APPENDIX A4 Placecheck site analysis, 27th September 2021 _ early opportunities identified



Lighthouse + car park area

Harbour area

Terminal area + surrounds

LIGHTHOUSE CARPARK

Cape Jervis Harbour Master Plan PLACECHECK

Location/Feature	Observation	High level opportunity	High level opportunity	High level opportunity	High level opportunity	High level opportunity
3. ACCESS & MOVEMENT						
20	Wayfinding, foot traffic & walkability	Wayfinding signage for foot traffic is needed. Signage should be placed at key points along the walkway to guide visitors to the lighthouse and car park. Signage should be clear and legible, and placed at regular intervals.				
21	Efficient, legible, safe car parking	Car parking areas are currently inefficient and difficult to navigate. Signage should be placed to guide visitors to the car park. Car parking areas should be clearly marked and legible. Car parking areas should be safe and secure.				
22	Efficient, legible, safe pedestrian access	Efficient, legible, safe pedestrian access is needed. Signage should be placed to guide visitors to the lighthouse and car park. Pedestrian paths should be clearly marked and legible. Pedestrian paths should be safe and secure.				
23	Wayfinding	Wayfinding signage is needed to guide visitors to the lighthouse and car park. Signage should be clear and legible, and placed at regular intervals.				
24	Public Realm	Public realm amenity and safety is needed. Public realm should be upgraded to improve the overall quality of the precinct. Public realm should be safe and secure.				
25	Shade/Bios	Shade and bioswales are needed to improve the overall quality of the precinct. Shade should be provided to protect visitors from the sun. Bioswales should be installed to manage stormwater runoff.				
26	Height control	Height control is needed to maintain the visual quality of the precinct. Height control should be implemented to ensure that buildings do not obstruct views of the lighthouse and car park.				
27	Public Realm	Public realm amenity and safety is needed. Public realm should be upgraded to improve the overall quality of the precinct. Public realm should be safe and secure.				

Lighthouse and car park area

- **Improve wayfinding signage** and clarity for how to use the area and how to access the ferry terminals.
- **Formalise the car parking** areas to make them more efficient, legible, safer and easier to use.
- **Improve pedestrian access** to make it comfortable for people to use and **clearly show access** to other parts of the Precinct.
- **Improve vegetation and shade plantings** for solar and wind protection and **increase revegetation** to improve biodiversity and mitigate against erosion.
- **Upgrade the public realm** amenity and the **ease of access to the coast** line.



APPENDIX A5 Vision rationale

Why a better harbour? *“Making Cape Jervis harbour a better place for all users.”*

The project has arisen in response to requests from community, business and land owners for the **safety and efficiency** of the Precinct to be improved.

From site investigations and feedback received from stakeholders, it was identified that the Precinct was **constrained and had limited space**. This made it difficult to accommodate cars and heavy vehicles safely and did not provide adequate separation for pedestrian safety.

By improving the access to and within the Precinct, it helps to **support more visitation to Kangaroo Island** while making the area **safer for the different user groups**.

Currently in the Precinct, there is **limited formal parking** supply for all vehicle types which results in

inappropriate parking and an area which is difficult to navigate, creating confusion.

The harbour plays an important role in how supplies and products reach Kangaroo Island and the mainland. There is a **reliance on heavy vehicles** accessing the ferries and the harbour Precinct while waiting. Currently, there are **few freight facilities in the Precinct** which results in heavy vehicles sharing the areas with other users, impacting on the safety of the precinct.

The harbour and its adjacent waters are **popular for fishing and recreation**, resulting in **high demand** on the boat ramp and the recreational spaces. This can result in unsafe situations when it is busy.

Due to the constrained nature of the harbour, it has **limited flexibility to**



respond and adapt to changing demands. The harbour itself is reaching the **end of its useful life** and many features need upgrading. When there are vehicle breakdowns blocking the only access road, or the harbour needs

to respond to an emergency, the Precinct's **ability to accommodate these situations is limited**.



Thank You



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