

DISTRICT COUNCIL OF CEDUNA

THE WENNAARD

URBAN DESIGN FRAMEWORK & MASTER PLAN

DECEMBER 2016

PREPARED BY MASTERPLAN - TONKIN CONSULTING - OUTERSPACE LANDSCAPE ARCHITECTS

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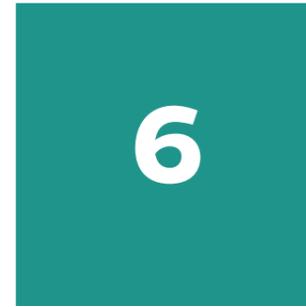
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Special thanks are also extended to the members of the Thevenard Ratepayers Association who participated in the community consultation process. Their local knowledge and input was invaluable to direct and confirm the community vision for the future of their town.

1.0 INTRODUCTION

A project team consisting of MasterPlan SA Pty Ltd, Tonkin Consulting and Outerspace Landscape Architects were engaged by the District Council of Ceduna to prepare an **Urban Design Framework and Master Plan** for the Thevenard township.

Council's aims and objectives are to redesign and revitalise the Thevenard area to achieve **a public domain of exceptional quality which meets the needs of the residents and the broader community well into the future**. The project seeks to build upon existing community assets and provide an overarching strategy for the development of public spaces within Thevenard over a timeframe of 20 to 30 years.

Without such a plan it is difficult to plan for and prioritise such works to ensure that they deliver the community the **maximum benefit for the public**

funds expended in the processes. Additionally there is a risk that separate investments in public infrastructure will be incompatible and may therefore not have the long-term benefits generally sought when capital works are undertaken.

The Thevenard Township Urban Design Framework and Master Plan seeks to analyse existing conditions in the township, and through an extensive consultation program, understand the vision that the community has for the Thevenard Township.

Building on this, the design team have prepared a series of ideas and options for the future development and upgrade of key locations within the Thevenard Township. These options seek to **translate the vision of the community into a tangible set of built form outcomes** that are capable of

being broken down into individual projects that can be managed by the Council, and potentially community groups and realised over time.

The Thevenard Urban Design Framework and Master Plan Consultation Report dated August 2016 report summarised the research and consultation process that was undertaken during an intensive two day visit to the township by the project team in April 2016. The design concepts expressed in the report were the direct outcomes of the information received during the consultation program.

The findings of the Consultation Report were the subject of a further consultation process held during September and October 2016 where feedback on the concepts presented were sought from the community. Following this , the final urban design framework and

master plan precinct document was prepared and presented to Council. This document will allow Council to make strategic and budgetary decisions on which of the recommended projects they wish to progress into more detailed design and early implementation.

2.0 BACKGROUND

The area defined for investigation under this master plan is described as including Thevenard Road through to Pinky Point and incorporates the road and public open space within the township of Thevenard.

Thevenard is well connected by rail, road and sea and is an important exporting hub for the surrounding fishing, mining and agricultural industries in regional South Australia.

The Thevenard area has a population of 581 persons (ABS, Census 2011), and the population decreased in Thevenard between the 2006 and 2011 Census by approximately 195 people.

Existing residential development in Thevenard directly abuts the industrial operations and outdoor storage areas of the Flinders Ports facility and the processing operations of Baldys Fresh and Frozen

Seafood and the Thevenard Fish Processors Pty Ltd. The historic nature of the port facility means that little regard has been had to the inclusion of buffers between these conflicting land uses.

Residential development is generally set back from the north and north-western extents of the peninsula by a coastal reserve defined by the Ceduna Development Plan as being part of the Coastal Open Space Zone. There are opportunities for enhancing the quality of this environment to provide greater connectivity and amenity for its users.

The Encounter Coastal Trail connects Thevenard to Ceduna through a series of formal bicycle and pedestrian networks for approximately three kilometres. A network of informal trails also exists in this location and provides the

basis for pedestrian movement through this area through the Coastal Open Space Zone.

Additionally, the Thevenard Oval, the Far West Aboriginal Sporting Complex and the triangular reserve on Martin Street provide key opportunities for enhancing existing recreational open space.

Beyond the defined reserves, the streets and roads within the area will be a key focus of opportunities for public realm upgrades. By defining the nature and function of all streets and roads, it will be possible to develop a strategic approach to streetscape upgrades which will support functionality whilst improving visual appearance and amenity, particularly for pedestrians and cyclists.

3.0 PROJECT SCOPE



3.1 STUDY AREA

As described in the previous section, the study area for the project is the Thevenard Township and covers the **key public roads and publicly accessible open spaces** within the town.

The extent of the study area is shown on the **Study Area Plan**.

Although the entrance to Thevenard is just east of the Seaview Terrace intersection with Thevenard Road, the study area has included the Puckridge Boat ramp area which has its vehicular access from Seaview Terrace.

3.2 INTENDED OUTCOMES

Council, together with others, including the University of Adelaide, has recently undertaken a number of studies and reports, as well as community consultation on the future of Thevenard. These investigations were derived out of Council's Strategic Plan which highlighted a **need for infrastructure upgrades and development to drive economic and employment growth in the community**.

Council now seeks to enhance the function of public space within the Thevenard Township in order to improve the level of amenity afforded to residents and visitors and to increase demand for residential land in this area, whilst not compromising the economic function of the industrial and port facilities existing in Thevenard.

The Thevenard Master Plan will therefore inform;

- Improved maintenance of existing infrastructure;
- improved screening and buffering of industrial areas;
- upgrade and enhancement of recreational areas;
- clear definition of transport freight routes;
- overall streetscape revitalisation;
- improved accessibility and linkages
- promotion of commercial and tourism developments; and
- preservation of the natural coastal environment.



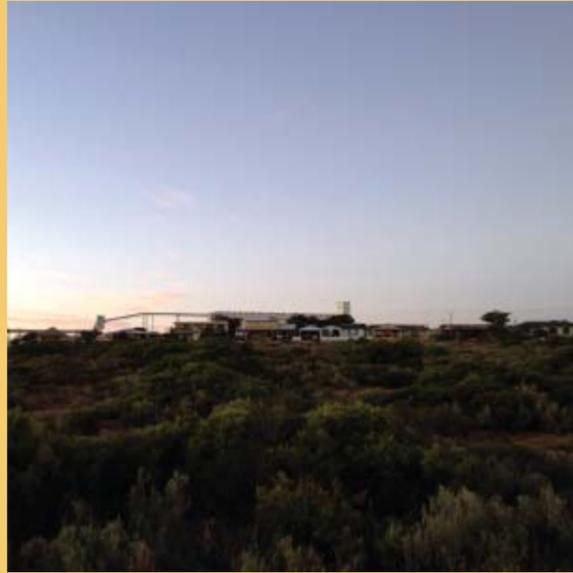
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The goal of the project is to create a **logical plan for Thevenard which can guide future projects to improve the quality of public spaces.**

This will occur through the expression of a **clear vision for Thevenard**, analysing the function of existing public spaces, consulting closely with the community and key stakeholders to see what is important to them.

Specifically, the plan seeks to:

- create an overarching theme for the township through linkages and consistent materials usage which defines the area and creates a sense of identity;
- investigate opportunities for the extension of the Encounter Coastal Trail and links to additional trails and points of interest by foot and bicycle;
- understand extensive transport links for rail, road and port and provide strategies and design elements that reduce the impact of heavy vehicle transport, rail and port operations with the existing and future residential, commercial and tourism needs;
- provide detailed concepts for the redevelopment of the streetscape which will include appropriate public lighting, street tree planting and landscaping, opportunities for public art and signage, consideration of waste collection, footpaths and paving, and shade;
- consider character and theming for streetscapes, open space, residential and industrial precincts;
- consider character and style of proposed urban design elements;
- create a “green” Thevenard through additional plantings and improved access to recycled water;
- consider the visual impact of the laneway entrances and the social challenges they can cause;
- investigate existing and required infrastructure upgrades for stormwater, power, public amenities and car parking; and
- provide suggestions for the inclusion of landscaped or physical buffers to address the ongoing community concerns in regards to dust and air borne nuisances from industrial activities.



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Ultimately the plan seeks to provide a logical, approachable and achievable vision for higher quality public spaces.

The project also considers potential updates to the Development Plan to permit a broader range of dwelling types beyond the detached dwellings on large allotments which have predominated in the past. In addition, the plan gives consideration to the appropriate mix of land uses, and whether a wider range of uses than are currently permissible could be appropriate.

Following the completion of the project, the Council can consider the recommendations in the urban design framework and determine which projects it wishes to proceed with in the short-term. Council can then seek external funding (through Places for People and other programs) to progress those projects over time.

It can be anticipated that some of the outcomes will result in design works and capital works occurring in the near future, whereas other recommendations will require more detailed investigations before progressing to the design stage.

3.3 LIMITATIONS

Like all projects, the Urban Design Framework and Master Plan has limitations in what it is able to achieve.

The project seeks to provide a 'smorgasbord' of options from which Council can choose to undertake. Council can carry out those projects as resources permit, confident that it will be compatible with future projects.

The level of detail presented in the project is only at a conceptual level. Whilst plans are prepared at a reasonable accuracy of scale, they are principally to show the relationship between uses, objects and connectivity networks. They are not intended to be drawings to show the exact size of the features and objects proposed.

The project is not a detailed design and engineering project, so it is not able to produce detailed costings and analysis of those costings. Where indicative costs are presented, they are 'rough order of magnitude' costs that seek to allow for comparison between projects.

The project cannot directly influence the private realm. Whilst the opportunity exists for Council to work with businesses and the community, the project cannot make direct recommendations for works to occur on private land.



 STUDY AREA



STUDY AREA

DISTRICT COUNCIL OF CEDUNA

THEVENARD
URBAN DESIGN FRAMEWORK & MASTER PLAN

4.0 TOWNSHIP CONTEXT ANALYSIS

4

4.1 INTRODUCTION

An analysis of the existing context and structure of the town has been undertaken to obtain an understanding of **how the town functions and the relationship between public and private land. In the first instance, the overall existing pattern of land use** is reviewed in conjunction with an analysis of the existing zoning of the area. The analysis looks at the mix of land uses, how they relate to each other and the various different land use zones. In particular, this review highlights the relationship between the concentration of private land uses and the key public spaces within the township.

Opportunities regarding the history and heritage of the area are discussed in this section followed by an analysis of the pattern of development shown on the **Zoning Plan**. The analysis of the town structure including land use is summarised in the **Town Structure and Key Activities plan**. The analysis is further portrayed in plans highlighting **Connections and Access** and **Open Space and Landscape Character**.

4.2 HISTORY/HERITAGE

Cape Thevenard was named after a French Admiral and Minister of Marine. The township of Thevenard was established as the port for the district when the railway was established in 1915. Originally planned by Walter Scott Griffiths, the area known as Cape Thevenard was designed as a fully functional township with wide streets, designated public spaces, integrated parks, median strips and public laneways. The design had all the hallmarks of a typical 'Garden City' which was a method of urban planning made famous in the late 1800's by Ebenezer Howard in the United Kingdom.

The plan of Thevenard has been described as *"a plan that is solidly based and that exhibits imagination with planned provision of community facilities, a discernible hierarchy of roads, a 'strong parks and gardens element' and for the first time in South Australia, a clear indication of functional areas."*

The first concrete jetty in South Australia was built at Cape Thevenard in the 1920's and from that time gypsum was shipped from the port. In the 1930's there was a high proportion of the Greek population involved in the fishing industry at the port. The silos, which are an iconic symbol of the port, were established during the 1950's and 1960's and first opened for operations in 1961.

The area contains a number of notable buildings of heritage significance including the Greek Orthodox Church on Kent Street, the old Customs House on Thevenard Road, the Thevenard Hotel (1926), the Waterside Workers Hall, old cinema complex and the row of railway workers cottages located on Railway Terrace.



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4.3 PATTERNS OF DEVELOPMENT

The current zoning of Thevenard is reflected in the most recent Development Plan dated October 2012 and depicted on the following Zoning Plan. When zoning was originally established in 1982, Thevenard was divided into two policy areas, the Thevenard Residential area and the Port of Thevenard. In 1991 zones were established for the first time and the Port of Thevenard Policy Area became the Industry (Port Thevenard) Zone. This zone generally followed the current zoning, but included additional industrial areas including part of Pinky Point and the block surrounding the reserve adjacent the Thevenard Hotel. The remainder of the area was zoned as Residential (Thevenard) with isolated areas of Commercial and Local Centre Zones that were located on Thevenard Road to reflect the usage at the time.

In 1999, as part of the General Policy Review PAR, the Industry Zone was amended such that its extent was exactly the same as it is currently. The current Local Centre Zone was consolidated on Thevenard Road and Recreation Zones were established for the Thevenard Sports Complex and the Far West Aboriginal Sports Ground. Coastal zones were also established in their current locations; however, the unmade subdivision north of Price Street was still located within the Residential Zone.

The final change that reflects the current zoning was made in October 2007 when the Better Development Plan format was introduced as part of the Coastal and General DPA. As part of this process the unmade subdivision north of Price Street was incorporated into the Coastal Open Space Zone as it was determined that the land was not suitable for future residential development.

An analysis of the land use shows that the current pattern of development and land use broadly corresponds with the zoning. The majority of the Industry Zone is established for industrial and commercial activity mainly associated with the grain, gypsum, mineral sands and salt export and with the fishing industry. There is a large area of undeveloped industry zoned land on Bergman Drive and some other isolated pockets of vacant land within the zone.

The generalised land use of the township is shown on the Town Structure and Key Activities Plan which shows the commercial premises on Thevenard Road which are operational, i.e. the Thevenard Hotel and Jim's IGA. Other non-residential uses include the old Waterside Workers Hall which appears to have been previously used as a shop, the currently closed fish and chip shop, and the old private museum. The rest of the Local

Town Centre Zone on Thevenard Road is either vacant or residential in use. There is also a row of former railway worker's cottages used for residential purposes located within the Industry Zone on Railway Terrace.

The zoning and pattern of land use is generally stable and set in place for Thevenard. There are many opportunities for infill development within the current arrangement of zones. Some minor amendments to the zone boundaries may be considered suitable in the future, including a reduction of the Local Town Centre Zone and amendments to the Industry Zone to include areas of the coast which are not suitable to be developed.



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4.4 TOWN STRUCTURE / KEY ACTIVITIES

The **Town Structure and Key Activities Plan** shows the key transport routes for freight, residential and tourist activity, the generalised land uses and the key activity areas and their relationship with the main traffic focal points. In particular, the plan highlights the relationship between the industrial and commercial areas, the residential component and the major tourist areas. It also demonstrates the position of the areas of public open space and their relationship to the key transport routes and key activity areas.

4.5 CONNECTIONS & ACCESS

Thevenard Road is an arterial road under the control of the Department of Planning and Transport Infrastructure (DPTI), and provides the primary connection to Ceduna and beyond. Other key transport routes (approved for road train use) include Railway Terrace and Bergman Drive. The function of these roads in providing access to the port is important.

There are some potential ‘conflicts’ with adjacent residential land uses and other road users. Thevenard Road between Davison Street and West Terrace must accommodate a range of users including industrial, residential, tourist drive activity and pedestrians. This may be affected by:

- future enhancement of the Oval precinct and potential upgrade of the IGA shops which could lead to additional pedestrians crossing this key freight route; and
- development of the Welcome Park (between Thevenard Road and Railway Terrace) which could also increase tourist and pedestrian activity in this area.

Other roads within Thevenard can be classified as local streets that provide for a mix of users including local

access, pedestrians and tourist connectivity. All of these are shown on the **Connections and Access Plan**.

The Coastal Shared Path and existing pathways and links are shown on the **Existing Pedestrian Access and Footpath Plan**. Solid footpaths are located on parts of Thevenard Road, Hunt Street and Penna Street but most of the rest of the footpaths consist of crushed fines in various states of repair.

The Coastal Shared Path provides a high value recreational trail between Pinky Point and Ceduna. There are limited access connection points to the Coastal Trail north of Price Street and Seaview Terrace.

4.6 OPEN SPACE & LANDSCAPE CHARACTER

Access between the residential precincts and the southern coastal areas is limited by the rail corridor. Key areas that require improvements for pedestrians include:

- the Davison Street rail crossing between Railway Terrace and Bergman Drive;
- upgrade of the existing railway crossing and connectivity to the Far West Aboriginal Sporting Complex;
- corresponding traffic refuse island on Thevenard Road; and
- an additional pedestrian crossing of the rail line to improve access to the schools (to the west of the boat ramp car park area).

While there are no formal cycle paths or lanes in Thevenard general access for cyclists is considered very good. The Coastal Trail is shared use for this purpose.

Overall the road and transport network is considered appropriate for the mixed land uses, with minor improvements needed in some areas to better cater for pedestrians in particular.

The **Open Space and Landscape Character Plan** displays the open space areas as coastal and public open space areas. The coastal open space, shown in light green, is predominantly located on the northern coastal frontage reserve and is the location of the existing Encounter Coastal Trail.

There is very little coastal open space within the southern coastal area because of the existing industrial zoning. Only a small amount of the area shown on the plan is currently publicly accessible with the area next to the boat ramp being the main area that is used, because of the location of the public toilet. There are also large areas of mangroves behind the Far West Aboriginal Sport Complex.

The public open space area is dominated by the two sporting complexes. The Thevenard Oval is now one of the greenest areas in the township since the introduction of the reclaimed water pipeline. The area is the headquarters of the Thevenard Football, Cricket and Netball clubs and a central hub for sporting activity. It includes the main oval, a small playground and recently re-surfaced tennis/basketball courts.

At the eastern entrance of Thevenard is the Far West Aboriginal Sport Complex, the home of the Koonibba Sports Club. These grounds are also very green and very well maintained using mains water.

The other main areas of public open space are the "Triangle," which contains a small children's playground, the "Pub Reserve" and public toilet opposite the Thevenard Hotel, and road reserves at the entrance to the Township on Thevenard Road, including the area referred to as 'Welcome Park.'

Apart from the "Pub Reserve," which is well landscaped and maintained, the rest of these public open space areas are not reticulated and are therefore dry, undeveloped and poorly maintained.

The rail corridor reserve is reasonably well vegetated from Seaview Terrace to Davison Street at the entrance to the township. Beyond that there is little or no screening between the industrial areas and the rest of the township. The section of Thevenard Road from Davison Street to Hill Street has good roadside vegetation but the rest of the road is relatively scarce. The majority of the streets have the following characteristics:

- wide (typically un-landscaped) verges;
- minimal existing green edges (trees); thus, minimal shade, no sense of a boulevard/avenue presence within the town;
- majority of the existing street trees (native species) are close to the light poles, hence streets are quite dark at night;
- furthermore, often tree planting is in close proximity to intersections which has proven to cause traffic safety/sightline issues; and
- typically low amenity (crusher fines) footpaths with no pram ramps/or footpaths which don't connect to pram ramps.

The **Open Space and Landscape Character Plan** shows some of the existing green edges and priority areas for proposed green sheets. It also shows an area for a potential green buffer between the existing industrial areas and the rest of the township.



1:6000 @ A3
1:3000 @ A1
0 100m

- Traffic Focal Points
- Existing Transport Freight Routes
- Existing Coastal Trail
- Reserves & Public Open Space
- Non Residential Land Uses
- Industrial Land Uses
- Public Toilets

BOAT RAMP →



**TOWN STRUCTURE /
KEY ACTIVITY AREA**

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URBAN DESIGN FRAMEWORK & MASTER PLAN



1:6000 @ A3
1:3000 @ A1
0 100m

- | | |
|------------------------------------|-----------------------|
| CstCon Coastal Conservation | Rec Recreation |
| CstOS Coastal Open Space | R Residential |
| In Industry | Zone Boundary |
| LTCe Local Town Centre | |



**ZONING
OCTOBER 2012**

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THEVENARD
URBAN DESIGN FRAMEWORK & MASTER PLAN



- █ Existing Key Streets + Links
- █ Existing Transport Freight Routes
- █ Existing Tourist Drive
 - Directional Signage (New)
 - Bitumen Road (Repairs)

- Conflict Area (Trucks)
- Train Crossing Point
- Traffic Focal Point

EXISTING BOAT RAMP →



UPGRADE EXISTING PEDESTRIAN CROSSING

REFUSE ISLAND ON THEVENARD ROAD

PROVIDE PATH & CROSSING ADJACENT DAVISON STREET

EXISTING VEHICLE CONNECTIONS & ACCESS

DISTRICT COUNCIL OF CEDUNA
THEVENARD
 URBAN DESIGN FRAMEWORK & MASTER PLAN



1:6000 @ A3
1:3000 @ A1
0 100m

- Public Open Space
- Coastal Open Space
- Green Buffer / Screen
- Existing Reclaimed Water
- Proposed Extension to Reclaimed Water
- Existing Green Edges
- Proposed Green Streets (Priority Areas)

BOAT RAMP →



OPEN SPACE & LANDSCAPE CHARACTER

DISTRICT COUNCIL OF CEDUNA
THEVENARD
URBAN DESIGN FRAMEWORK & MASTER PLAN



1:6000 @ A3
1:3000 @ A1
0 100m

- Existing Coastal Shared Path
- Existing Brick / Paved Footpath
- Existing Pathways / Links
- Existing Concrete Footpath
- Crusher Fine / Gravel Footpaths
- Existing Pedestrian Railway Crossing
- Bike Lane on Side of Carriageway



5.0 THEVENARD CONSULTATION SUMMARY

5.1 INITIAL CONSULTATION

The consultation process for the project has been designed around a series of steps enabling the consultant team to extract as much information as possible from the community.

The process was based on two intensive working sessions in Thevenard by the project team. It is the project team's philosophy that in master plan projects of this nature, **community consultation and urban design is an integrated process** best undertaken by the same people. Rather than the consultation results informing the design, the entire consultant team participated in the process in various stages which provided an opportunity to bring the ideas of the community and the stakeholders to life.

The first session was held on the 19th and 20th of April 2016 in Thevenard.

This involved a series of meetings with Council staff and elected members, workshops and meetings with key stakeholders, an in house design session and two community meetings.

Publicity for the consultation program included Council news, flyers at various community locations and a letterbox drop.

The first community meeting focussed on the key attributes of the existing town character and a vision for the future of the township. Participants were asked to prioritise where they spent most of their time within the public realm of the town and to describe what was important to them, i.e. the good, not so good and bad areas.

At the end of the meeting, participants were asked to summarise their top priorities for improvements to the town. This exercise assisted the consultant team to determine the key areas to concentrate on.

TOP TEN DESIRES

At the conclusion of the first meeting participants were asked to list their top three desires for the area.

Collectively the top ten desires were as follows:

- Pinky Point revitalisation / upgrade.
- Resolution to air quality issues.
- Improved footpaths.
- More areas watered with reclaimed water.
- Development of 'Welcome Park.'

- Extension of walking trail loop.
- Hambridge Street Playground.
- Street Trees / Greening of Streets.
- Better maintenance of walking trail
- Thorpe Street upgrade.

Other listed desires included; more shelter at Thevenard Wharf; CCTV / Security Issues; Swimming Pool; development of a pier / jetty with public access; additional public toilets; improved lighting; improved signage and laneway revitalisation.

5.2 TOWN CHARACTER & VISION

Participants at the first meeting were also asked to define the current existing character of Thevenard by listing the historical and current attributes of the township that contribute to its current character.

Participants were asked to consider the historical context that has resulted in the spatial arrangement of the township and particularly consider those attributes which draw people to Thevenard. Participants were also asked to detail those attributes which made a negative contribution to character and required rectification.

Participants were also asked to consider their vision and the attributes that would lead to this desired character. In considering the desired character, participants were asked to consider what should change, and what attributes were important and warrant perseverance.

The views of participants as expressed during the initial consultation are summarised in the following dot points:

HISTORICAL/EXISTING CHARACTER

- originally a farming area that turned into a fishing village through a considered and refined planning process;
- the port was originally setup in early 1900s and main industrial activities were added during the 1950s and 1960s;
- a blend of residential and industrial uses forming the township;
- people are the essence of Thevenard - everyone knows each other and there are many long term residents;
- there are good sporting facilities such as the football clubs which create a sense of community and brings people together;
- proximity to water and to a beautiful part of the coastline;
- Pinky Point is popular and attracts visitors to Thevenard;
- lifestyle - Great place to live;
- views back toward Ceduna;
- advantageous cooler climate when compared to Ceduna and other nearby locations;
- a down trodden area – historically;

- an area that looks in decay, unloved, neglected and not sufficiently maintained;
- there are not enough people to sustain services;
- air pollution issues – dust, trains, trucks, silos;
- no commercial viability for businesses on the main street; and
- high council rates.

Participants generally felt that Thevenard had many positive attributes, and that people made a conscious choice to reside in Thevenard. The climate, built form character, views and open spaces were all seen as strongly positive attributes.

However, participants expressed a view that there were issues which related to a perceived lack of maintenance of infrastructure, management of the interface with industry uses and limited retail and commercial facilities.

DESIRED FUTURE CHARACTER

(EXTENDING 20 -30 YEARS FROM NOW)

- sustainability of residential and industrial uses;
- maintain and enhance the heritage of the area;
- more lighting for safety / improved street lighting;
- improved signage: traffic control, interpretive & directional;
- cleaner air – more vegetation / grasses to collect dust;
- a “greener” Thevenard – replanting / street tree augmentation program;
- eradicate noxious weeds (grape bush);
- fix vermin problems;
- improved biodiversity of area;
- protection of native habitat of coastal area;
- improvements to make trail even better including lighting, toilets, doggy bags, separation, extend traffic, loop (king cave, mangroves), eco and heritage trails;
- Aboriginal food trails; and
- extended coastal walk to include historical links.

The focus of participants on future character was on preserving and enhancing those attributes of Thevenard identified as making a positive contribution to character. In particular, participants felt this could be achieved through collaboration between Council and the community to maintain existing assets and through strategic further investments as appropriate.

Better management of the interface with industrial uses and enhancement on environmental values of open spaces through improved management practices and strategic investment were seen as key to improvements.

Participants focused strongly on streetscape improvements through the provision of better maintained and enhanced footpath infrastructure, additional street tree plantings and more connectivity.

In summarising the vision of participants, it was very much one of evolution and enhancements of existing infrastructure and spaces to enhance the character attributes that already make Thevenard a destination of choice.

FUTURE VISION

Participants in the consultation process were then asked to describe their vision for the township and where they would like to see it in the future.

The proposed visions were based on a series of key themes including

- Activity;
- Streets and Traffic;
- Open Spaces;
- Signage; and
- Infrastructure.

The comments of the community in respect of each of these themes are summarised as follows.

ACTIVITY

Participants were asked what infrastructure and facilities could encourage more activity in public spaces in Thevenard.

- consider an RV friendly area;
 - expanded walking and cycling trails;
 - horses using edge of trail;
 - viewing shipping movements (from Pinky Point);
 - consider Outdoor gym equipment (in conjunction with basketball hoop/ wall etc.) - at Pinky Point;
 - provide outdoor street furniture that engages people;
 - more swimming areas including an indoor pool;
 - movie theatre (outdoor) during the summer months;
 - more sporting activities at the oval;
 - fast food van/coffee van (mobile) at Pinky Point in peak season;
 - fishing – access to town wharf area when no ships are in port;
 - idea of a recreation jetty at Puckridge boat ramp area (west) or at Pinky Point;
- Thevenard Road higher quality, entry to football oval of higher quality;
 - preserve public access at wharf;
 - anticipate improved activity at pub and IGA shop with wharf improvements and unlocking facilities (e.g. used to have access to jetty and tuna boats);
 - construction of a marina near Pinky Point;
 - promote ownership through public and community area - e.g. artwork on toilets; and
 - toilets at Pinky Point and Puckridge boat ramp.



STREETS AND TRAFFIC

Participants were asked what could be done to make streets safer and more attractive for pedestrians and cyclists whilst ensuring suitable access for passenger and commercial vehicles.

- heritage signage: history, heritage buildings, butter factory, plasterworks;
- freight access intersection over train line is confusing;
- planting of street trees/greening of streets – using appropriate species;
- fix up footpaths and plan for future paths - safer access on footpaths;

- continue use of crusher fines but improve maintenance on footpaths;
- work with what we've got and provide improvements where needed;
- laneways: use them more where possible, make them safer, maintain access to users, some services;
- access to fishing wharf – still should be public access when no shipping; and
- streetscaping of Hunt Street (with recycled water).

OPEN SPACES

Participants were asked what could be done to improve the amenity, landscape character and environmental values of open spaces in Thevenard, and, in doing so, to encourage more use of these spaces.

- Pinky Point – develop with planting, shade, long stay, play area, outdoor gym, water - parking is ok, keep drive through;
- Triangle Reserve – needs work, out of date playground, opportunity for ball games e.g. basketball ring;
- Pinky Point is the priority for playground;
- public toilets needed at Pinky Point and Boat ramp;

- shelter at beach should be upgraded at end of Thevenard Road;
- dog area – would work if there were restrictions;
- information bay needed at Welcome Park;
- green space (connected to water);
- coastal trail: good so far, need shade, improved access to sandy beaches, plus signage, cleared border (safety);
- Main Beach Areas: wharf (northern side beach), Pinky Point, West Terrace, in front of old folk's home, beach next to Puckridge Boat ramp, beach west of slip way;

- playgrounds: Hambridge Street Playground, need water (recycle) extended, could be a site to improve, needs shelter, outdoor cinema, lawn area (kick about space);
- Welcome Park: town entry sign, shelters/ gazebos/historic signage; and
- Pinky Point: improved access, development and design, formalise access, provide formalised parking, tidy up existing areas, provide shade on lower areas and on beach.

SIGNAGE

Participants were asked where signage in Thevenard was not of a suitable quality and what could be done to improve it.

- directional – where you are, where to go/destination, lead to... etc.;
- lacking signage- direction, town centre sign, legibility;
- Town entry statement in Welcome Park;
- interpretive signs: more history type signs (e.g. fishing, Greek heritage) along coastal paths and future heritage trails; and
- Thevenard – the name is the brand.

INFRASTRUCTURE

Participants were asked where existing infrastructure was not of a suitable standard and what could be done to improve it.

- Thevenard Road/Hill Street – flooding issues;
- more lighting: on walking trail, at Pinky Point, adjacent recreation centres and on key roads;
- trim trees to enable sea view from Thevenard Road intersection;
- no fences/poor fencing along railway corridor;
- footpath improvements - maintenance, slippery/not cleaned, link paths and ramps;
- Seaview Terrace needs upgrade - need areas for cars and caravans to park;
- rest of roads are generally ok;
- Thorpe Street improvement: shade trees, streetscaping, parking, one way, definition, backing into cars coming from Thevenard Road, improve surface; and
- stormwater generally ok – corner of Seaview Terrace and Thevenard Road (detention area) – end of Hill Street - stormwater harvesting opportunities.

On the second day the consultants summarised the findings and provided some ideas regarding initial concepts/plans. A meeting was held with Council staff and elected members and a second Community meeting was held in the Thevenard Sports Club. This process provided a test for the consultant team to ensure that the aspirations of the community and the Council had been clearly heard and understood.



5.3 SECOND CONSULTATION

Following the initial consultation process, the project team prepared the Consultation Report including the draft urban design framework and master plan options.

A summary of the consultation data was also provided. This information was presented for further consideration by the Council and the community.

The preparation of the draft urban design framework consultation document was guided significantly by the outcomes of the initial consultation process outlined above. The draft urban design framework sought to base outcomes on the vision and aspirations expressed by the community and to apply the desires of the community to the key areas of focus identified.

The draft urban design framework presented ideas for the township as a whole and for the key precincts identified during the initial consultation

process. It did not, however, attempt to prioritise projects, as it was felt that the community should lead the initial identification of priorities, which could then be tempered by the consultant team and Council through the availability of resources.

The second round of consultation focussed on understanding the position of the community on two key issues.

Firstly, it was determined whether the draft urban design framework and precinct master plans reflected the desires and aspirations of the community from the first consultation session.

Secondly, the desires of the community in respect of priorities were sought. This question was asked at a broad level, in terms of which of the precincts should be a focus, and also at

a more specific, but thematic level, in terms of what issues should be a key initial focus, such as footpaths, linkages, plantings, shelter or seating.

The return consultation process was focussed on a two-day visit to Thevenard by two members of the Consultant Team during September 2016.

The draft document was released in advance of the visit and was available on the Council website for review by members of the community.

The visit involved meetings with Council staff and Elected Members, further site inspections and ground truthing and a community meeting held on Wednesday night at the Thevenard Sports and Community Hall which was attended by 25 participants.

At the community meeting a presentation was

made on the proposals and then structured feedback was sought from the community.

In addition, written and verbal feedback was sought from the community at large, either through the use of structured feedback sheets or through unstructured submissions or discussions with Council staff.

Following the consultation process and the closure of the timeframe for the lodgement of submissions, the consultant team reviewed and collated the feedback received from the community. Based on this feedback changes were made to the proposals to arrive at the proposals set out in the following sections of this final report.

5.4 CONSULTATION OUTCOMES

The general tone of feedback from the consultation process on the draft urban design framework was that whilst the precinct proposals had generally captured the desires of the community there was insufficient focus on the small things, such as ongoing maintenance and management issues, that are required to be done on an ongoing basis to make improvements to Thevenard. This issue was specifically reviewed by the consultant team with further ground truthing and further consideration of such issues during the preparation of the final report.

During the community meeting Participants were asked to express their views in respect of the following:

- Improved footpaths and pedestrian facilities within the township
- Proposed Welcome Park upgrade
- Proposed Pinky Point upgrade
- Proposed Thorpe Street upgrade
- Maintenance, improvements and extension to the Coastal Trail
- Water recycling, effluent water extension, recycled water for parks
- Proposed Triangle Park upgrade
- Improvement of street tree plantings
- Improvement of Town entrance signage

- Improvements to public toilet accessibility and quality
- Development of a Heritage trail
- Improved lighting within township, in open spaces and along coastal trail
- Improved fencing along railway line
- Better manage air quality issues emanating from industrial uses
- Improve roads, particularly signage and line marking
- Improved pedestrian crossings in key locations
- Improved traffic management, particularly for heavy vehicles
- Resolve drainage issues

5.5 KEY AREAS OF FOCUS

Participants were asked to express their views in respect to the maintenance and management of existing assets and the following previously identified key areas of focus:

MAINTENANCE AND MANAGEMENT

A key desire of the community expressed during the consultation was for an improved maintenance regime for existing assets. Participants expressed a view that the draft urban design framework focussed too much on capital investment and not enough on the management of existing assets.

Whilst it is important that an urban design framework be a forward looking document which provides guidance for capital investment over an extended timeframe, the consultant team, on the basis of the feedback undertook further investigations as to the maintenance and management of existing infrastructure and assets.

In particular, community members nominated footpaths and pedestrian facilities, vegetation management and the management of community infrastructure as areas where maintenance was not at a level they considered sufficient. They also highlighted traffic management, particularly in respect of signage and line marking as areas which require improvement.

As a result of this feedback, the consultant team has added a section to the proposals in respect of ongoing maintenance and management and some practical ways that this could improve amenity and integrate with proposed capital upgrades.

FOOTPATHS/RAILWAY CROSSINGS/ PEDESTRIAN ACCESS

As previously discussed, the upgrading of footpaths and new footpaths where needed was determined as the highest priority for the participants.

In terms of pedestrian access, it was stressed that a new crossing was required between the existing rail crossing and the school. A location opposite the Puckridge Boat Ramp entrance was suggested.

Other traffic access issues were pointed out by the participants at the meeting which have been taken on board in the final plans. There is also an existing pedestrian path, north of Thevenard Road which is well used and needs to be improved at the eastern end, approximately from the weighbridge building to Seaview Road. Such an upgrade would provide significantly improved connectivity between Thevenard and the Ceduna town centre.



WELCOME PARK

Participants still highly rated the upgrade of Welcome Park in their list of priorities.

The proposals put forward were generally supported but there were a number of suggested amendments. It was highlighted that the area was heavily used for parking during the harvest season and there was an idea for an indented carpark off Railway Terrace, which could also act as a carpark and rest area for tourist traffic including RV/Caravans.

Participants suggested that attention to safety issues at the adjoining traffic intersections and plans for any shelters to be more central to the site.

Participants also advised that the community has the resources to proceed with upgrades, in collaboration with Council in the immediate future rather than proceeding through further design and grant funding processes. It was agreed that the Welcome Park presents a key opportunity for some 'small wins' to be achieved early in the implementation process.

PINKY POINT

The upgrade of the Pinky Point area was still rated by participants as a high priority for a precinct redevelopment.

There are a number of initiatives that could be implemented to improve the existing facilities and the car park area including general maintenance, more planting, interpretive signage, line marking

and bollards at the carpark. A shelter and reasonable seating was suggested on the existing concrete pad, a popular meeting area for ship spotters. Ideas for the new redevelopment were put forward including the location of the playground, shelter and toilet facilities.

It was suggested that a shade shelter should not be located on the beach at the end of the steps but rather resources should be put into the upgrade of the existing shelter next to the wharf beach.

The key comments from the community were that the concept presented was appropriate in terms of the facilities and infrastructure proposed, but occupied too large an area and would potentially be visually disruptive for dwellings located in the locality. It was suggested by participants that the concept be reconfigured to occupy a smaller overall area.

“THE TRIANGLE”

The upgrade of the Triangle was still rated as being important but of a lower priority compared to the other precinct projects.

Participants did not see a need for a large grassed irrigated kick-around ball area but rather expressed a desire to aim for a more native and natural landscaped park. An arid lands botanical garden similar, albeit on a much smaller scale, to the Port Augusta example was mentioned.

Participants liked the idea of the eastern end being a youth orientated park in the place of the old playground and agreed that the area should eventually be irrigated. However, this project was not rated as a particularly early priority and could be revisited as a proposal in the future.



It was also suggested by participants that a new name be identified for the park to link in with the Greek heritage of the area and in recognition of the Greek Orthodox Church adjoining the site on Kent Street.

THORPE STREET

The ideas presented to activate the street frontages of the existing IGA Supermarket building were discounted but plans to upgrade parking and access within Thorpe Street were supported by participants.

It was emphasised that Thorpe Street provides parking for the supermarket but also needs to function properly as a street.

Options to provide a combination of angled and parallel parking were put forward for the consideration of the consultant team. It was generally agreed that two-way traffic access should be retained if possible. As a result of this feedback the concept for Thorpe Street has been substantially revised to reduce the proposed extent of streetscape works and better manage the access and car parking issues.

HERITAGE/COASTAL TRAILS

Participants were generally supportive of the ideas for the existing coastal trail upgrade, general improvements to connection points and the potential extension of the coastal path to the southern side of Thevenard. The coastal trail was seen as a key asset of Thevenard which has very

high levels of usage. Participants highlighted the important of maintenance and vegetation management for the existing infrastructure.

It was noted that there was a lack of lighting along the existing coastal path and the area of highest priority was on the main thoroughfare between Seaview Terrace and the Sailing Club. It was also noted that the placement of seating and shelters was limited and not always logical, with the potential for additional seating at regular intervals and some further shelter opportunities in key locations.

A number of suggestions were put forward in relation to the proposed heritage trail, taking into account such areas as the old wharf and the Greek Orthodox Church on Kent Street.

6.0 URBAN DESIGN FRAMEWORK & MASTER PLANS



Having regard to all the feedback received, a broad set of proposals have been developed for the improvement of public places within Thevenard. These are represented on the **Heritage and Coastal Loop Trail Plan** and the **Footpaths Improvement Plan**. These plans have been developed to address the key areas of focus identified in the consultation process.

The Urban Design Framework also includes **Precinct Master Plans** prepared for the specific sites identified as key areas of focus. These include the following:

- the Welcome Park,
- the Pinky Point area,
- the Triangle Park and
- the redevelopment of the Thorpe Street and Thevenard Road corner adjacent to Jims IGA

The location of these are summarised on the **Heritage and Coastal Loop Trail Plan** and the **Footpaths Improvement Plan**.

To assist with the greening of Thevenard streets with appropriate species a draft **Street Tree Planting Palette** has been prepared with recommended street trees.

The aims of the short and long term strategies of the urban design framework and the specific precinct master plans have evolved from the desires of the community as expressed in both rounds of consultation and include:

- tidying up the approach to Thevenard
- appropriate maintenance and management of existing assets
- greening and beautifying Thevenard

- improvements to the lifestyle and amenity as a place to live for the residents of the township;
- township improvements and initiatives to encourage visitors to stay, revitalise the township and promote economic activity; and
- improvements that do not alter the essential character of Thevenard.



MAINTENANCE & MANAGEMENT IMPROVEMENTS

Feedback from the community on maintenance and management improvements during the second round of consultation was significant. Following this feedback, the consultant team undertook further ground truthing to determine the extent of such issues and where opportunities existed for practical improvements. Frequently, there are small changes to management practices that can make substantial improvements to amenity.

Maintenance and management issues expressed by the community focused on a number of key issues in the following themes:

- Pedestrian amenity;
- Traffic management and safety;
- Vegetation management;
- General tidiness; and
- Asset maintenance and renewal.

PEDESTRIAN AMENITY

The provision of footpaths and pedestrian amenity was the strongest desire of participants in the consultation.

It is recognised that the extent of hard surfaced footpaths in Thevenard is limited and resource constraints mean it will not be possible to provide such a standard of infrastructure everywhere.

However, some key improvements to footpaths have the potential to make a significant improvement.

Key recommendations include:

- Audit and report on quality of footpaths on a regular basis;
- Prioritise repair of trip hazards and safety issues;

- Improve the quality of pram ramps and connection to hard surfaced footpaths along Thevenard Road;
- Clear overhanging vegetation along key pedestrian desire routes on an annual basis;
- Define a maintenance and renewal schedule for crusher fine footpaths;
- Define priority crossing locations and develop a plan for upgrades; and
- Communicate progress with the community on a regular basis.



TRAFFIC MANAGEMENT AND SAFETY

Whilst some of the more substantive upgrades have recommendations for improved traffic management in key locations, some straightforward upgrades should also be considered by Council, in conjunction with DPTI as required.

In particular, the wide streets and verges in Thevenard can lead to some confusion as to traffic priorities.

Key recommendations include:

- Audit and report on the quality of road signage and line markings;
- Renew line markings where faded or obscured;
- Consider additional signage at key intersections;
- Maintain vegetation where sightlines are restricted; and
- Identify individual car parking bays in locations of high demand.

VEGETATION MANAGEMENT

Recommendations are made in the following sections for additional planting of vegetation along key streets and in key open spaces.

In respect of the existing vegetation, some additional management can improve amenity significantly.

Key recommendations include:

- Trimming vegetation along the coastal trail to ensure that width of the sealed pathway is maintained;
- Clear overhanging vegetation along key pedestrian desire routes, particularly along Thevenard Road;
- Manage vegetation where it limits accessibility to seating, street furniture and other facilities.



GENERAL TIDINESS

Participants made comments about the general tidiness of public spaces in respect of issues such as litter, street sweeping and cleanliness of street furniture.

Resource limitations will always pose a significant challenge in this regard and frequently there will be a gap between community expectations and what is capable of being achieved with the resources that are available.

What is possible is to engage the community by providing a clear pathway for members of the community to report concerns and providing for rapid response to resolve minor issues.

Key recommendations include:

- Prioritise sweeping of Thevenard Road;
- Seek to partner with community groups and other local organisations to 'adopt' public infrastructure to improve cleanliness and tidiness; and
- Provide a clear avenue for the community to report problems and provide for rapid response to address minor requests.

ASSET MAINTENANCE AND RENEWAL

There are a number of assets in Thevenard which are at, or past, their economic life, have damage or do not add value or amenity to public spaces.

In such cases, these assets would be better removed, even if it is not possible to renew them immediately.

Key recommendations include:

- Review all street furniture and remove and replace, or remove, any broken or obsolete objects; and
- Review the utility fencing along the edges of the railway corridor with a view to renewing or removing as deemed most appropriate.



1:6000 @ A3
1:3000 @ A1
0 100m

- Heritage Trail
- Eco Trail Extension
- Key Heritage Point (Seats + Signage)
- Key Pedestrian Connection Points
- Heritage Buildings

- See Precinct Plan
- Existing Shared Path (Trail) to be upgraded items include:
 - New Lighting (Poles, In-situ)
 - Interactive Signage
 - Line Marking (Cycle + Pedestrian)
 - Footpath Edge / Border to be defined (Horse Riding Edge, Snake and Cat Prevention)
 - Cluster Shade (Hard or Soft)
 - Seating, Picnic Tables at key Trail Points + Lookouts

PINKY POINT

THE TRIANGLE

THEVENARD OVAL

THORPE STREET

WELCOME PARK

FAR WEST ABORIGINAL SPORTS COMPLEX

MANGROVES

PINKY POINT

CUSTOMS HOUSE

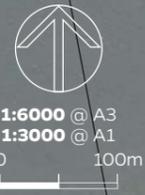
WHARF

WHARF
← BOAT RAMP

CAPE THEVENARD

**HERITAGE & COASTAL
'TRAIL LOOP'**

DISTRICT COUNCIL OF CEDUNA
THEVENARD
URBAN DESIGN FRAMEWORK & MASTER PLAN



- Footpath Improvements
- Proposed Footpath
- Future Footpath Improvements
- Priority
- Conflict Area
- Train Crossing Point
- New Pedestrian Crossing





WELCOME PARK

The proposed development of the Welcome Park has evolved from the consultation process and are summarised as follows.

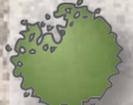
The Welcome Park is seen as a 'small win' with the potential to achieve a 'big impact' for visitors to Thevenard and locals alike. Located on the diverging major streets (Thevenard Road and Railway Terrace) this site marks the departure away from Ceduna, and in so doing, acts as a good location for the entry statement to Thevenard. Planning for its future will involve the provision of safe off-street parking spots for visitors/locals to pull over and explore the park which will function as an introduction to the port town.

In terms of identity and this particular site, local residents expressed a desire that with any physical improvements there is no need for a revised logo/branding; rather, for them the name is the place – you're in "Thevenard".

Despite this, there is a need to physically reinforce this change of place (local vision), achieved through a series of small community projects which celebrate the town's history, culture and natural heritage, including:

- Welcome sign with low level native planting (colourful);
- Native sculptural gardens (planting, boulders, local gravels and sands);
- Narrative / sculptural walk (series of wayfinding/ totems which guide and describe moments, memories and places of significant events etc.);
- in association with the above noted sculptural walk, various "collections" of found/hard objects (such as gantry, lighthouse sculpture) and other sentimental objects/remnants which local residents have collected over the years (reinforcing ownership/stewardship of public space);
- Information Shelter (secure maps, old plans and photograph collections) and seating; and
- Key footpath improvements to allow this park to be safely and visually connected as an 'event' within the broader Coastal/Heritage Trail.



-  Irrigated Small Shrubs to end of Reserve - 'Native Colour'
-  Existing Trees to be Retained
-  New Low Level Amenity Planting
-  New Off Street Parking
-  Sculpture Walk
-  Themed Shelters



PINKY POINT

The upgrade and improvement of Pinky Point has been identified as the most prominent site within Thevenard given its elevated aspect/views capturing the natural beauty/coastal identity of the town.

Currently, this is a place which is often visited daily (either by car, or by the coastal trail) by a range of age groups. It is a place where locals visit to relax, eat their lunch, watch shipping activity or, simply take in the view at sunset. Future development of Pinky Point seeks to support and reinforce these uses by providing additional infrastructure.

Similarly, tourists frequently visit this site; hence, traffic improvements have been included to allow carpark access (including caravans) which is close to facilities i.e. existing and proposed shelter and

public toilets, BBQ area which is close to carpark (convenience) as well as a shelter located at the base of the steps so visitors can sit in a shady spot on the beach. As a secondary function, the redevelopment would include a junior focused play space which is intended to be the key place space in Thevenard and a significant play space in the whole of Ceduna.

This redevelopment (which given its scale would require two stages) includes a number of key infrastructure/facility improvements:

- Additional off-street car parking in close proximity to proposed facilities, noted below;
- Proposed paved BBQ area (appropriate lighting, shelter, seating/tables) with perimeter planter boxes with coastal grasses, acting as a visual buffer/defined edge to the neighbouring proposed carpark (timber bollards to be used also);
- Improved lighting (amenity/safety) and CCTV (TBC) to key seating areas/nodes;
- Junior Play Space (fenced): Range of coastal themed textures/finishes to be incorporated in its design (nature play, sculptures), and in terms of space planning, located close to BBQ area for parent supervision;
- Include a signage/ wayfinding strategy (coastal trail) as well as signage specific to the Pinky Point 'lookout'. This site must be well connected and a key 'point' in the proposed revitalisation/ upgrade of the associated 'Coastal Trail' network; and
- Additional Public Toilets (local and tourist requirement) for a key/heavily visited site.



not to scale

IMPROVED LIGHTING

PROPOSED NEW ACCESS & CARPARK

EXISTING SHELTER

EXISTING DISABLED CARPARKING

EXISTING LOOKOUT AREA AND UPDATE INTERPRETIVE SIGNAGE

EXISTING CARPARK

NEW SHELTER TO EXISTING CONCRETE SLAB



-  New Shade Trees with Irrigated Tree Planting
-  Edge Planting
-  Sitting Node with Lighting and Signage
-  Shelters
-  Bollards to Carpark Edge
-  BBQ Area Includes Parking with Defined Edge, Shelters, Seating and Toilet
-  Play Area with Fenced Play, Junior Focused Coastal Theme, Robust and Natural Materials
-  Upgrade / Extend Existing Shared Path

PINKY POINT LOOKOUT & LEISURE

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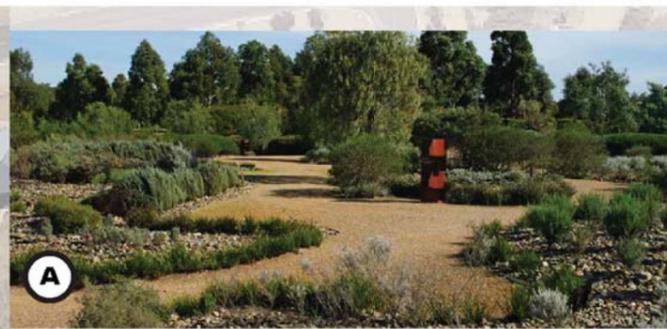


THE TRIANGLE

This local park referred to as The Triangle contains the Hambridge Street Playground and a large expanse of vacant land.

This area is to act as a dominant youth/active play space (comprising two main spaces described below; and secondly, to provide passive cluster areas for picnics/sitting on the park 'edges' where native amenity planting (watered with reclaimed water) providing a green 'buffer' from the streets and shade for visitors.

- Contemporary hard / urban play space including well-constructed/reinforced and robust brick/hollow core 'feature wall' with painted ball game symbols, public art and basketball hoop. The existing playground to be removed. In association with the above, potential to include outdoor gym equipment 'circuit'; and
- The remainder of the triangle being vegetated as a botanic space, showcasing plant species indigenous to the area and providing the space with a level of structure and definition which is currently lacking.





THORPE STREET / THEVENARD ROAD

Based on its function the IGA Supermarket site on corner of Thorpe Street has been identified as an integral locally visited place which has the potential to act as a social/gathering space for the community. Essentially, through appropriate urban design the area around the supermarket has the potential to act as a platform for social engagement – drinking a coffee after grocery shopping, parking the bicycle, tying the dog up whilst you pop-in to buy some milk or having an ice cream after school or a run on the Thevenard oval.

In terms of context, the IGA building is located on the corner of Thevenard Road and Thorpe Street. It is well placed, directly across the road from key existing sporting/recreational facilities. Currently, car parking is provided on Thorpe Street, however, it is an extremely wide, linear space which could

be re-designed to provide plenty of accessible car parking, and additionally, a public/precinct space which ‘wraps’ the building – acting as a landscaped/plaza space between the shop and the carpark.

A key focus of the proposal is a median/pedestrian connection from Thevenard Road. A few key sculptural landscape planter boxes (Water Sensitive Urban Design -WSUD), as well as a timber pergola between the building and the carpark with a colourful ornamental vine planting (bougainvillea is a favourite in the community) would provide a protected and pleasant place for locals and tourists alike.

In summary, key items of this precinct / shop frontage design include:

- relocated car parking/re-design;
- signature row of native tree planting to each side of Thorpe Street for aesthetics (softening) and amenity;
- secondary cluster/planter box planting (key watering areas/WSUD) to street edge/s;
- feature timber pergola with vine providing shaded access/connection and acting as a threshold between shop/car park;
- paved area around the shop perimeter for universal access (disability access) and reinforcing the ‘plaza’ space;
- bench seating to the shop front wall/s facing the plaza/gardens; and
- potential for a café &/or umbrella/seating space facing Thevenard Road, providing views to tennis/play space and oval (opportunity for private investment).



-  New Shade Trees - Irrigated Tree Planting - 'Native Colour'
-  Existing Shrubs to be Retained
-  New Low Level / Amenity
-  New off Street Plaza Space / Waiting Area (Paved)
-  New Pergola to Replace Existing Bullnose Verandah (or Retro-fit to Existing) - Bougainvillea or Similar Creeper
-  Timber Bench Seating



HERITAGE/COASTAL TRAILS AND FOOTPATHS

The coastal trail located on the northern coastline frontage is the only established pedestrian cycle route within the township. Known as the Encounter Coastal Trail, the shared pathway extends from Pinky Point to Ceduna and is used extensively on a daily basis by the community. The existing shared path route is shown on the Heritage and Coastal Trail Loop Plan together with key pedestrian connection points.

The Coastal Trail is a major asset which can be further improved with new lighting, interactive signage, line marking and improved seating and shade at selected points. The plan shows two other trails including a Heritage Trail and an extended Coastal Trail.

The Heritage Trail is intended to link well known heritage places like the old Customs House on Thevenard Road, the Thevenard Hotel, the Waterside Workers Hall, the old cinema complex and the row of railway worker's cottages on Railway Terrace.

It is recommended that the existing Coastal shared path be extended to follow the western and southern coastal frontages. Eventually it is hoped that the coastal path will link the commercial wharf and jetty with Cape Thevenard, the Fishing wharf and the mangrove swamps. Access to certain parts is currently restricted due to the location of industrial land uses but the challenge is there to provide a continuous link back to the existing coastal path. As well as the proposed trails the areas where footpaths could be improved are shown on the Footpath Improvements Plan.



Jacaranda mimosifolia
JACARANDA
H:8-10m S: 8-10m



Cupaniopsis anacardioides
JACARANDA
H:7-8m S: 4-5m



Acer negundo 'Sensation'
SUNSET BOX ELDER
H:12-14m S: 7-9m



Pistacia chinensis
CHINESE PISTACHIO
H:7-8m S: 5-6m

EXOTIC



Eucalyptus leucoxyloides 'Rosea'
PINK-FLOWERED BLUE GUM
H:8-20m S:8-18m



Banksia marginata
SILVER BANKSIA
H:8-20m S:8-18m



Hymenosporum flavum
NATIVE FRANGIPANI
H:2-10m S:3-5m



Corymbia ficifolia
RED FLOWERING GUM
H:2-10m S:3-5m

NATIVE

**STREET TREE
PLANTING PALETTE**

DISTRICT COUNCIL OF CEDUNA
THEVENARD
URBAN DESIGN FRAMEWORK & MASTER PLAN

7.0 IMPLEMENTATION



7.1 STRATEGIES FOR IMPLEMENTATION

The Thevenard Urban Design Framework and Master Plan is an overarching reference document providing high level guidance for a number of projects to be implemented in the future. The Footpath and Streetscape Improvement Plans and the Master Plans for the specific precincts have provided greater detail for the specific identified projects. Together a large number of projects have been recommended which is far beyond the capacity of the Council and the community to implement. In the short term there are a number of small projects that are recommended for implementation which are summarised in the next section.

The intent of the whole process was to translate the vision of the community into a tangible set of built form outcomes that are capable of being broken down into individual projects. The bigger projects are designed so that they can be managed by the Council and the community over a long period of time.

The key strategies for Council in the implementation of the recommendations of the report are as follows:

- Determine project priority
- Seek short term benefits leading to long term outcomes
- Start with overdue maintenance upgrade of existing facilities
- Breakdown larger projects into manageable components

- Fund identified projects during the annual budget cycle
- Seek partnering funding (grants) at appropriate times
- Implement funded projects
- Continually review the project priority list.



7.2 PROJECT PRIORITY AND COSTING

PROJECT	DESCRIPTION	PROJECT TYPE	INDICATIVE TIMING	INDICATIVE COST
MAINTENANCE PROGRAM REVIEW	Review program for ongoing maintenance of existing assets and facilities in Thevenard to address issues identified during consultation. Undertake consultation with the community on outcomes.	EXISTING PROGRAM REVIEW	IMMEDIATE	Internal
FOOTPATH UPGRADE PROGRAM	Based on project outcomes and community submissions, develop program for upgrade of footpaths in Thevenard, recognising resource limitations.	DESIGN GUIDELINES PREPARATION	IMMEDIATE	Internal
WELCOME PARK UPGRADE DESIGN	Prepare concept design for Welcome Park upgrade with a focus on the proposed car park and the location of key facilities. Detailed design for individual structures and elements is not required.	DETAILED DESIGN & DOCUMENTATION	YEAR 1	\$10,000
WELCOME PARK UPGRADE	Work with Thevenard community to confirm opportunities to construct shelters, seating and other infrastructure at the Welcome Park, funded by the community and local businesses. Implement outcomes in accordance with detailed design and community desires.	CAPITAL WORKS	YEAR 1	\$15,000 - \$20,000

PROJECT	DESCRIPTION	PROJECT TYPE	INDICATIVE TIMING	INDICATIVE COST
PINKY POINT UPGRADE DETAILED DESIGN	Together with the detailed design for Thorpe Street, Street Tree Planting and the extension of Recycled Water, obtain grant funding and undertake survey, detailed design and tender documentation for the Pinky Point upgrade.	DETAILED DESIGN & DOCUMENTATION	YEAR 1 - 2	\$70,000 (with Thorpe Street, Tree Planting & Recycled Water Extension)
THORPE STREET UPGRADE DETAILED DESIGN	Together with the detailed design for Pinky Point, Street Tree Planting and the extension of Recycled Water, obtain grant funding and undertake survey and detailed design for the Thorpe Street upgrade.	DETAILED DESIGN & DOCUMENTATION	YEAR 1 - 2	\$70,000 (with Pinky Point, Tree Planting & Recycled Water Extension)
STREET TREE PLANTING PLAN	Together with the detailed design for Pinky Point, Thorpe Street and the extension of Recycled Water, prepare a street planting program for Thevenard, providing guidance as to species selection and location. Also prepare an implementation plan.	DETAILED DESIGN & DOCUMENTATION	YEAR 1 - 2	\$70,000 (with Pinky Point, Thorpe Street & Recycled Water Extension)
RECYCLED WATER EXTENSION	Together with the detailed design for Pinky Point, Thorpe Street and Street Tree Planting, obtain grant funding and prepared detailed design and documentation for an extension of recycled water facilities to the Triangle Park and key streets for median / nature strip irrigation.	DETAILED DESIGN & DOCUMENTATION	YEAR 1 - 2	\$70,000 (with Pinky Point, Thorpe Street & Street Tree Planting)
HERITAGE TRAIL	Work with community to design the heritage trail including the preparation of brochure, website and interpretative plaques.	DESIGN GUIDE LINES, CAPITAL WORKS	YEAR 2 - 3	\$15,000
PINKY POINT UPGRADE	Obtain grant funding for and undertake upgrade of Pinky Point in accordance with detailed design.	CAPITAL WORKS	YEAR 2 - 3	\$750,000
RECYCLED WATER EXTENSION	Obtain funding and extend recycled water to Triangle Park and street median / nature strips as outlined in the detailed design.	CAPITAL WORKS	YEAR 3 - 4	\$250,000

PROJECT	DESCRIPTION	PROJECT TYPE	INDICATIVE TIMING	INDICATIVE COST
WELCOME PARK CAR PARK DETAILED DESIGN	Prepare detailed design and documentation for the car park at the Welcome Park.	DETAILED DESIGN & DOCUMENTATION	YEAR 4 - 5	\$70,000 (with Triangle Park & Coastal Trail)
TRIANGLE PARK DETAILED DESIGN	Together with the car park for the Welcome Park and Coastal Train extension and upgrade, prepare detailed design and documentation for the upgrade of the Triangle Park.	DETAILED DESIGN & DOCUMENTATION	YEAR 4 - 5	\$70,000 (with Welcome Park Car Park & Coastal Trail)
COASTAL TRAIL UPGRADE AND EXTENSION DETAILED DESIGN	Together with the car park for the Welcome Park and the Triangle Park, prepare detailed design and documentation for the upgrade and extension of the coastal trail.	DETAILED DESIGN & DOCUMENTATION	YEAR 4 - 5	\$70,000 (with Welcome Park Car Park & Triangle Park)
CAPITAL WORKS	Based on detailed designs prepared, prioritise, obtain funding and undertake capital works for one (or more) of Thorpe Street, the Welcome Park car park, Triangle Park and the Coastal Trail Upgrade.	CAPITAL WORKS	YEAR 5 - 6	\$750,000
STREET TREE PLANTING	Implement Street Tree Planting Plan to replace existing trees and plant additional trees as appropriate.	CAPITAL WORKS	ONGOING	\$8,000 - \$10,000 per annum
CAPITAL WORKS	Based on detailed designs prepared, prioritise, obtain funding and undertake capital works for one (or more) of Thorpe Street, the Welcome Park car park, Triangle Park and the Coastal Trail Upgrade(continuation of capital works from Year 5-6).	CAPITAL WORKS	YEAR 7 - 8	\$750,000
URBAN DESIGN FRAMEWORK & MASTER PLAN	Review Urban Design Framework & Master Plans in light of works undertaken and revised community aspirations and desires.	CONCEPT DESIGN	YEAR 9 - 10	\$50,000

7.3 FUNDING SOURCES

The following potential funding sources have been identified to assist the District Council of Ceduna and the community in implementing the Thevenard Township Master Plan:

- Places for People.
- Open Space Grant Program.
- Power Line Environment Committee
- Black Spot Programs.
- Public Art and Design Program.
- South Australian History Fund
- Other Funding Sources.

7.3.1 PLACES FOR PEOPLE GRANT PROGRAM

Places for People is a South Australian State Government grant program available to South Australian Councils to strategically plan, design and develop significant public places. The Urban Design Framework and Master Plan project was funded under the Places for People Program and it is likely to be a key funding opportunity for short term detailed design projects identified.

The program is aimed to help create new public places or revitalise existing public spaces that contribute to the social, cultural and economic life of the community they serve. Funds are made available under the categories of Strategic Urban Design, Design and Contract Documentation and Capital Works.

For more information, visit: www.planning.sa.gov.au

7.3.2 OPEN SPACE GRANT PROGRAM

The State Government's Open Space Grant Program provides potential financial assistance to Councils for the purchase, development and planning of open space. Funds are made available under the categories of Open Space Development, Open Space Land Purchases and Open Space Planning.

For more information, visit: www.planning.sa.gov.au

7.3.3 POWER LINE ENVIRONMENT COMMITTEE

The Power Line Environment Committee (PLEC) is responsible for assessing and recommending the undergrounding of power lines. The Committee has developed Guidelines which define the roles and responsibilities for PLEC projects and provides guidance to the PLEC process, including applications for funding.

The Essential Services Commission of SA is responsible for the administration of PLEC and the LGA have a representative.

For further information, including a copy of the guidelines contact the PLEC Executive Officer: plec@ecosa.sa.gov.au

7.3.4 BLACK SPOT PROGRAMS

The State Black Spot Program funded by the South Australian Government and the AusLink Black Spot Program funded by the Australian Government are closely integrated. The purpose of the programs are to improve road safety by providing funding to target road locations either with a history of crashes or where there is a risk of crashes occurring.

For more information, visit: www.dpti.sa.gov.au/safety/road/blackspot/funding

7.3.5 PUBLIC ART & DESIGN PROGRAM

The Public Art and Design Program is provided through Arts SA and are generally site specific projects. These can include:

- stand alone sculptural works of art;
- integrated elements within urban infrastructure or the fabric of a building; and
- works of art that may be integrated within landscaping projects or may be landscaping themselves.

For more information, visit: www.grantassist.sa.gov.au

7.3.6 SOUTH AUSTRALIAN HISTORY FUND

The South Australian History Fund including the Community Museums Program is a State Government initiative to support a range of history projects. These include:

- marking of heritage trails;
- conservation work on significant items related to a community's history;
- purchase of equipment for oral history projects;
- employment of a professional historian or editor to assist in research or preparation of a history publication;
- interpretation projects;
- digitising locally significant photographic or document collections; and
- regional collaborative history projects.

History's SA's Community History Program administers two annual grant funds, the SA History Fund and the Community Museums Program Fund.

For more information, visit:
www.history.sa.gov.au/grants

7.3.7 COAST PROTECTION BOARD FUNDING

The Coast Protection Board provides funding towards approved coastal projects submitted by local Councils. The Board can fund anywhere up to 80 percent of a project. High priorities for funding include works that address erosion or flooding hazards, including foreshore protection, dune rehabilitation, coastal fencing and maintenance.

For more information, visit <http://www.environment.sa.gov.au/grants>.

7.3.8 OTHER FUNDING SOURCES

The South Australian Tourism Commission (SATC) has a number of funding initiatives in place to assist the tourism industry in the areas of marketing, events and development.

For more information, visit:
www.tourism.sa.gov.au/grants.

SGIC Community Grants program provides grants for community projects in the areas of crime prevention, road safety and the environment.

Further Government grants and programs can be found at these websites:

www.grantassist.sa.gov.au

www.business.gov.au/Grantfinder

Examples of Federal Government or federally funded programs which may be of relevance include:

- Community Grants
www.facsia.gov.au;
- Small Grants for Small Rural Communities
www.frrr.org.au;
- Australian Sports Foundation
www.asf.org.au;
- Department of the Environment, Communities Grants and Funding
www.environment.gov.au; and
- Community Recreation and Sport Facilities Program
www.recsport.sa.gov.au

REFERENCES

District Council of Ceduna Strategic Plan

Ceduna (DC) Development Plan
Consolidated Version 18 October 2012

Department of Planning, Transport
and Infrastructure (DPTI)

Location SA Map Viewer