Venus Bay + Port Kenny
Final Master Plan

August 2025

District Council of
ELLISTON

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LINEA and the District Council of Elliston acknowledge the continuing connection Nauo, Wirangu and the surrounding First Nations people have to the land and ocean within the District and pay respect to their cultures and Elders.



Looking over the township across Venus Bay



Port Kenny Golf Course in winter

Chapter 1
Introduction + Context



Australian Pelicans (Pelecanus conspicillatus) and many other bird species are seen year-round in Venus Bay and Port Kenny

Introduction

Developed in close collaboration with the District Council of Elliston (DCE) and the community, this master plan is a framework to identify infrastructure improvements, public realm enhancements and design solutions that respond directly to feedback and observations captured during the community consultation process for the townships of Venus Bay and Port Kenny.

The master plan aims to strengthen the character and connectivity of both townships, balancing sustainable populations and economic growth with the preservation of residents' lifestyles, and natural and cultural assets. The master plan outlines pragmatic solutions and outcomes based on community priorities, sound planning principles and a deep understanding of the location and context, including awareness of local challenges including water security and power reliability.

Implementation will be staged over short, medium, and long-term priorities, with high level costings included in the master plan. This master plan is a vital step in ensuring Venus Bay and Port Kenny remain vibrant, sustainable, and attractive places for residents and visitors for years to come.



Pictured:: Flinders Highway turnoff to Venus Bay

Site Context



Venus Bay and Port Kenny are small coastal settlements located on the western Eyre Peninsula, South Australia. These towns are nestled along the sheltered waters of Venus Bay, known for its stunning natural beauty and unique marine environments, popular for fishing and other recreational activities.

This master plan looks at opportunities within each township and the places of interest between them. Both towns are situated within the District Council of Elliston, however Streaky Bay and Elliston both provide health, education and other services for the townships.

Master Plan Objectives



Objective 1
Sustainable infrastructure for sustainable communities

Ensure the coastal setting can accommodate a diverse range of activities and user needs while protecting and enhancing its natural, cultural, and recreational values. Ensuring the sustainable future of Venus Bay and Port Kenny within the Elliston district by making financially viable and environmentally sustainable decisions that address local concerns such as water shortages.



Objective 2
Attractive lifestyles and connected communities

The tranquil coastal setting and relaxed, simple lifestyle of these townships are key reasons why people choose to visit and call them home. This objective focuses on preserving these qualities while strengthening both physical and social connections through improved community spaces and accessibility. This approach can also help support local businesses and the economy.



Objective 3
A framework for future investment and partnerships

Establish a strategic framework to guide future investment decisions (for all levels of government including DCE), building on existing initiatives and informed by community insights. Prioritise projects that deliver broad and long-term benefits, strengthen township resilience, and attract external funding through a pragmatic and community-oriented approach.

Strategic References



DCE's Strategic Plan 2024-2028

Place – responsibly planned communities that are attractive, vibrant and well connected

5.2.3 Provide the development and implementation of a Masterplan for Port Kenny and Venus Bay.

What's in this Master Plan?

The Elliston Master Plan completed in 2022 outlined 5 themes, which have been listed below as a starting point for the many different things we consider in a master plan and its implementation:



ACCESSIBILITY

- Walkability & pedestrian safety
- Local connectivity
- Car parking (including caravans, boat trailer parking and disability park)
- EV charging stations
- Universal access & disability inclusivity
- Wayfinding & signage
- Safe road crossings & traffic calming



AMENITY

- Public seating & shaded areas
- Fixtures and furnishings
- Waste management
- Outdoor dining & event spaces
- Public art opportunities
- Culture and heritage initiatives
- Landscaping & vegetation



COMMUNITY FACILITIES

- Sports & recreation areas
- Event spaces
- Toilets & amenities (e.g. showers)
- Energy & water
- Cultural & historic sites
- Playgrounds



TOURISM

- Visitor experience & interpretation
- Iconic viewpoints & scenic lookouts
- Beach access (vehicle + pedestrian)
- RV/camping locations
- Indigenous tourism opportunities



ENVIRONMENT

- Coastal erosion & climate impacts
- Stormwater management & WSUD
- Biodiversity & habitat
- Water security

2025 Project Timeline

JANUARY

- Stage 1 Consultation
- Site Analysis

FEBRUARY

- Stage 1 Consultation
- Draft Master Plan

MARCH

- Council review
- Draft Master Plan

APRIL

- Council review
- Draft Master Plan

MAY/JUNE

- Stage 2 Consultation
- Final Master Plan

JULY

- Consultation review and updates to document
- Final Master Plan issued

AUGUST

- Council endorsement
- Implementation/funding can commence



Developing the Draft Master Plan

COMMUNITY + STAKEHOLDERS

Nobody knows a place like locals do. The input provided by the community and other stakeholders have been included in the draft and final master plans. The implementation strategy will provide high level costings with some of these projects or issues able to be addressed directly by DCE, while others will require substantial investment in partnership with the state government or the private sector. Community groups (e.g. progress associations, sporting, environmental groups, etc) are able to use this master plan to obtain grant funding to implement various projects in the master plan.

LOCAL GOVERNMENT (DISTRICT COUNCIL OF ELLISTON)

As the local authority responsible for implementing and driving the outcomes of this master plan, Council's Elected Members and staff provide a wealth of knowledge about past and future initiatives that can shape and implement the success of the outcomes in this master plan. Council can use this master plan to undertake further consultation in its various roles outlined on the following page, while informing future budgetary processes and funding applications.

DESIGN CONSULTANT (LINEA)

Facilitating this master plan requires a diverse understanding of a lot of different topics, from local government processes, current standards, regulations, natural systems, budgets, basic engineering and aesthetics. A landscape architect - together with the community and Council - can translate ideas and concerns into design solutions and create a pathway to a sustainable future for a connected community and better environment.

District Council of Elliston's Role in the Port Kenny and Venus Bay Master Plan

Custodian

- Protect and enhance natural and cultural assets, such as revegetation and invasive species control.
- Plan and implement climate resilience and adaptation strategies for the future
- Maintain public spaces and amenities to a high standard.

Facilitator + Provider

- Engage a design consultant to create the master plan, balancing environmental, social, and economic objectives.
- Engage with the community, local businesses, and stakeholders on various projects in the master plan.
- Actively seek opportunities for private investment for local benefits.
- Obtain grant funding to implement projects.

Advocator

- Lobby for funding and action from state and federal governments.
- Build regional alliances to boost advocacy efforts in broader issues such as health, childcare and commercial opportunities
- Strengthen the case for investment in Venus Bay and Port Kenny.

Regulator

- Enforce environmental, planning, and development regulations to ensure responsible use and maintain amenity of the towns.
- Enforce by-laws for the enjoyment of all users (e.g. dogs, vehicle parking) and adopting an educate before expiate approach as required to maintain rapport with community members.
- Engage with agencies such as SAPOL for more serious or repeated offences or offenders.

SWOT Analysis

STRENGTHS

- The townships offer a range of recreational activities and facilities to support community wellbeing and livelihoods such as fishing, trails and sports facilities.
- Engaged and proactive progress association (Venus Pt Kenny Progress Association)
- Existing facilities to support day and overnight tourism.
- Both are safe and friendly communities and visitor destinations
- Council-managed public foreshore land in Venus Bay (including Caravan Park)
- Centrally located between Streaky Bay and Elliston
- Land zoning generally supports current needs
- Laid back lifestyle
- Basic services such as fuel available
- Walkable distances around towns
- Low crime and vandalism

WEAKNESSES

- Cost of providing services
- Water availability - extended dry periods
- Some car dependency due to distance from services
- Seasonal visitation - high and low periods can be challenging to provide services for
- Venus Bay may be missed by visitors as not on highway
- Limited control of foreshore land by Council in Port Kenny
- Challenging exposed coastal conditions for establishing planting or durability of assets
- Day use facilities are not currently well used outside of sporting events.
- Seaweed odour in Port Kenny can be a deterrent for visitation and growth
- Lack of accessible infrastructure for people with a disability and other users

OPPORTUNITIES

- Potential for enhanced trails, and facilities to improve biodiversity and amenity.
- Design consistency across public space
- Partnerships with progress and state government to improve public land
- Enhance Wirangu Nauo understanding
- Improved accessibility and inclusivity
- Address low-cost high impact improvements in short term
- RV/overnight stays to cater for market different to caravan park users to increase visitation between townships
- Shared vehicle-pedestrian movement in Venus Bay
- Affordable property in both townships
- Potential to enhance community interaction and wellbeing through well-designed public spaces and amenities.
- Availability of grants and funding opportunities for a range of projects from different government initiatives and programs.

THREATS

- Funding availability (from DCE, DIT, grant opportunities)
- Water security
- Possible opposition from local residents concerned about traffic, views or other changes
- Ongoing odour from seaweed and debris in Pt Kenny not resolved in near future
- Development not consistent with the surrounding local character can have impacts on the entire township.
- Increased risk of extreme weather events could impact the usability and maintenance of outdoor facilities.
- Loss of population to the district
- Lack of implementation from the master plan by DCE may result in skepticism or resistance towards future initiatives.

Land Tenure

Land tenure plays a crucial role in the implementation and feasibility of the master plan for Venus Bay and Port Kenny. The master plan study area features a mixture of Crown land, public reserves, DCE freehold land, state and local owned road infrastructure, and private holdings. Understanding tenure is vital to balance the role that state and local government have in managing land and infrastructure, as well as partnering with key private landowners to create better outcomes for regional communities.



- Crown Land - Dedicated (District Council of Elliston)
- Crown Land - Unalienated
- Minister Environment and Conservation Land
- District Council of Elliston freehold land
- Crown Leases - Miscellaneous
- State Government Road (Department for Infrastructure + Transport)
- District Council of Elliston road reserve
- Outside of project scope (excl. freehold DCE land not shown)

Venus Bay



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- Department for Infrastructure & Transport

Port Kenny

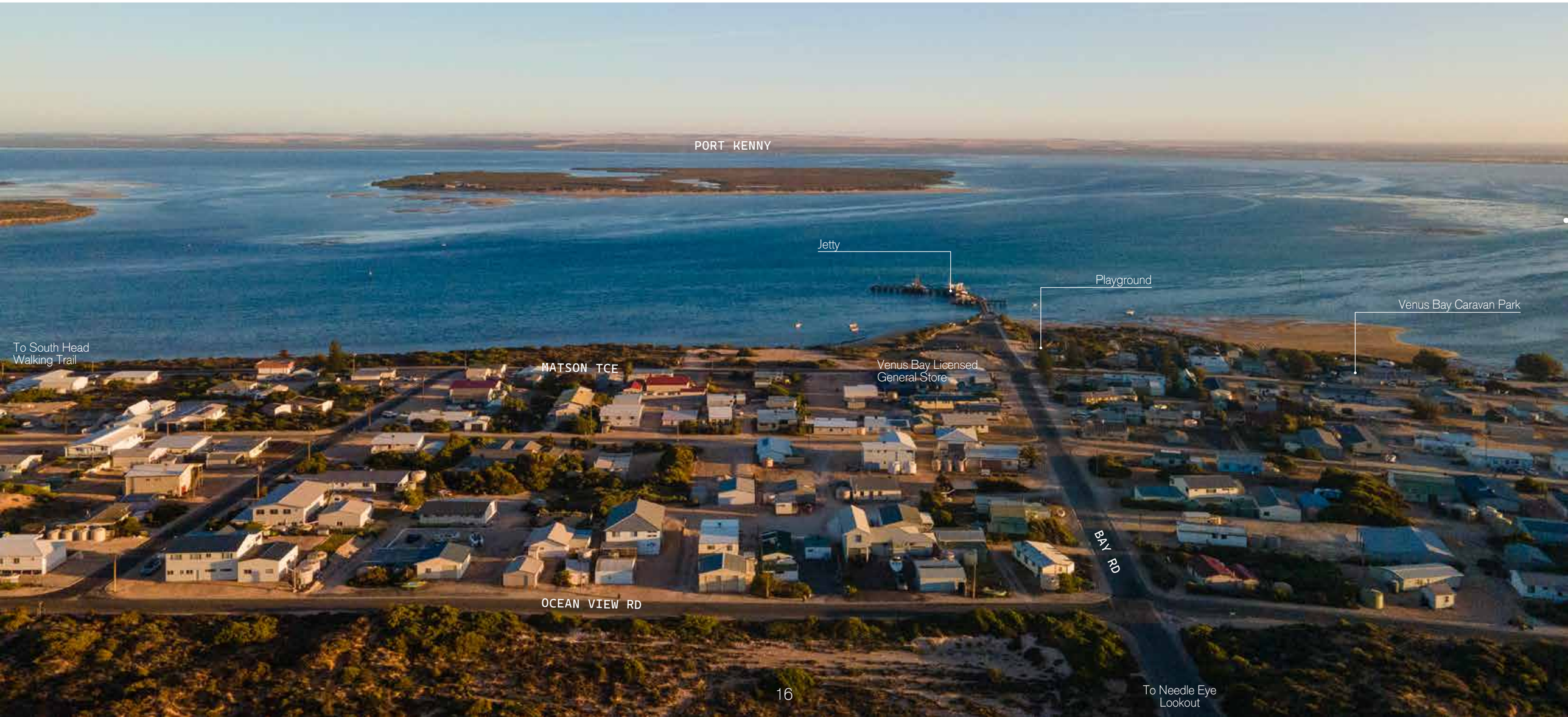


Chapter 2 | Venus Bay



Venus Bay Overview

Venus Bay is a small coastal township located a short drive from Flinders Highway. It lies on a peninsula less than 1 kilometre wide, where the steep cliffs of the Southern Ocean meet the sheltered waters of Venus Bay. The town offers basic facilities including a general store, caravan park, boat ramp and a playground and its safe swimming opportunities and fishing makes it a popular holiday destination.



Master Plan Focus Areas
Venus Bay

Stage 1 Consultation | January 2025

PURPOSE

Identify site priorities, hear stakeholders' concerns, and use this understanding to inform the master plan and staging. Key focus sites can be identified from this analysis to create more detailed plans and artist's impressions.

Focus 2: Trails Strategy + Connectivity within and beyond Venus Bay township

Focus 4: Needle Eye Day Use Area + Lookout

Focus 3: South Head Walking Trail

Focus 1: Town Centre/ Foreshore/Jetty Precinct

The main points of attraction and the connections between them form the basis of the Venus Bay master plan priority areas. Issues such as pedestrian safety, vehicle movement and amenity require further design resolution, topographic surveys and consultation, however the following pages provide recommendations and solutions at a planning level, based on an understanding of the site and a two stage consultation process.

Stage 2 Stakeholder Feedback | Venus Bay
What we heard and what we've changed

The second stage of consultation enabled stakeholders to attend an information/drop-in session and review the draft master plan, ask questions, complete a survey and learn more about the project before a formal 28 day consultation period in May - June 2025.

- Drop-in session at Venus Bay Licensed General Store on 21 May
- Printed copies of the draft master plan booklet and a feedback survey were available in various businesses around town
- Posts from DCE on social media about the consultation opportunity
- Posters across town with a QR code linking to DCE's website. Survey questions included what stakeholders liked about the master plan, and what they believed needed more thought or their concerns.

Below is a summary of how the feedback from in-person discussions and survey responses has informed the revised master plan in this document:

PARKING + VEHICLE MOVEMENT

- Adjusted parking along Matson Tce, including in front of residences on southern side, to encourage pedestrians and vehicles to use northern side.
- Reconfigured check-in and entry to caravan park with parking reconfigured to better cater for short-term parking and pedestrian movement.
- Removed some trees from around boat ramp parking area, instead using line marking to delineate circulation/parking areas, minimising obstructions while keeping one section to guide one way movement. More durable line-marking approach recommended in high-use areas.
- Gained 2 additional boat parking spaces by reconfiguring two-way Bay Rd at northern end to one-way. Parking spaces to the south of the boat ramp parking area extended by 2m to be the same dimensions as the central parks, reducing confusion and discouraging non-towing vehicles from using boat trailer parking areas.
- Added 90 degree parking near playground, including disability access park, increasing overall number of carparks to precinct. Realigning footpath to improve safety for small children using playground and discourage people from parking on verge and damaging/blocking footpath.
- Adjusted beach access road following conversation with nearby landowners and other stakeholders

PEDESTRIAN MOVEMENT

- Prioritised existing foreshore walking trail between Matson Tce and foreshore, that is well defined and preferable to take people off the road, providing a full town loop linking to the Needle Eye Lookout. Reduced footpath on Matson Tce (west) to caravan parking area only.
- Added more detail and revisited the alignment of South Head Walking Trail (draft master plan route was indicative only).
- Developed a circulation and trails strategy for in and around the township, on land under DCE's ownership and custodianship (predominantly Crown Land).

ENVIRONMENT

- Reduced overall number of proposed (drought-tolerant) trees in key circulation areas, however some remain to enhance canopy coverage and comfort during the warmer peak visitation periods. Noting observations of people's preference to park or sit under the few existing trees where available in summer, while still responding to stakeholder feedback.
- Detention basin at stormwater outlet points to improve water quality/reduce sediment runoff.
- Reviewed stormwater inlet and outlet points with stakeholders on site.
- Discouraging vehicles driving along beach west of jetty and along most of the cliffs on the southern side to protect native vegetation through landscaping and installations such as boulders.

FACILITIES + INFRASTRUCTURE

- Added a freezer to the fish cleaning station (based on a recent initiative completed in Arno Bay by the District Council of Cleve) - electrical connection with battery necessary during power outages for Venus Bay due to unreliable power supply issues yet to be fully resolved by SAPN.
- Improvements around playground and BBQ shelter for enhanced amenity and comfort.
- Added large anchor to site at corner of Matson Tce and Bay Rd and artwork around toilet block to add vibrance and interest to area, based on stakeholder input.
- Further consultation on Indigenous storytelling aspect to be completed at the time of project implementation.







Stage 2 Community Consultation



Stage 2 Consultation | May-June 2025

PURPOSE

Obtain feedback from stakeholders about various aspects of the proposed master plan in a variety of platforms (drop-in sessions, online and hard copy surveys and view the document in person and online), have more specific conversations, fill in information gaps and learn more about the context of the town and the proposed solutions to fine tune the details.

Discussions between stakeholders, DCE and LINEA at the Venus Bay General Store, May 2025



Venus Bay General Store drop-in session, May 2025



Stakeholders provide valuable insight into shaping the plan



Site walks to discuss details that influenced the final master plan

28 day printed/online survey for stakeholders

District Council of ELLISTON

Port Kenny + Venus Bay

Draft Master Plan Feedback Survey

Following the first stage of consultation that started in January 2025 has been developed for both Port Kenny and Venus Bay, and we need feedback will help Council and the project team ensure the final mast community priorities and outcomes that can inform future budget all projects, grant funding opportunities and upgrades.

Please note: This survey closes at 5pm on Friday 20 June 2025

Which of the following best describes your connection to Venus that apply)

- [ ] I regularly visit Venus Bay
- [ ] I am a visitor to Venus Bay
- [ ] I live in Venus Bay part-time (or seasonally)
- [ ] I live in Venus Bay full-time
- [ ] I own a business in Venus Bay



Focus 1: Town Centre/Foreshore/ Jetty Precinct

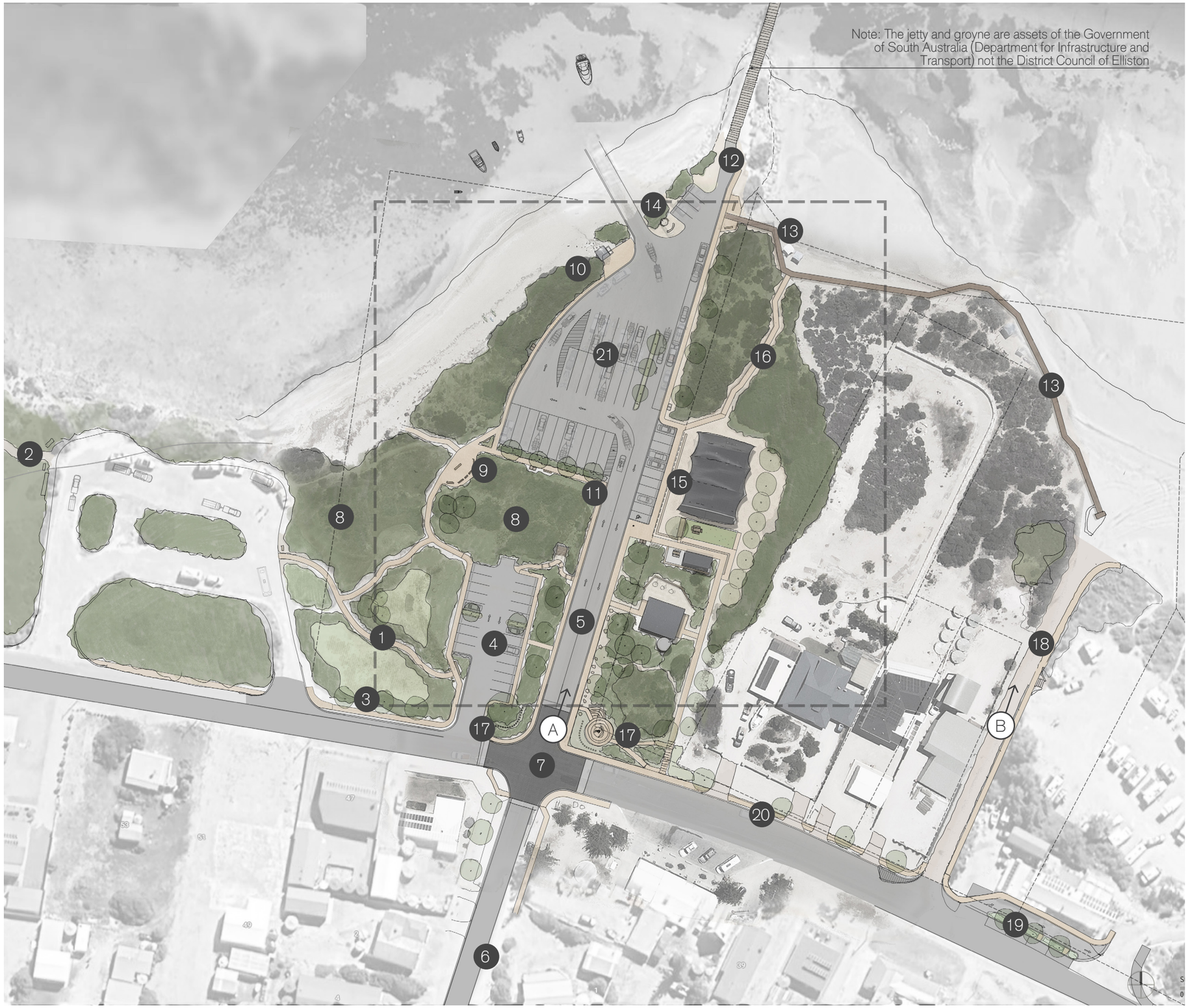
VISION:

A pedestrian-friendly vibrant foreshore destination for locals and visitors. Shared and consolidated facilities and public spaces that cater for families, locals, tourists and industry.

PRIORITIES:

- Parking (including for playground and boat launching access)
- Improved pedestrian safety (in particular at intersection of Matson Tce and Beach Rd, and beach access road by caravan park)
- Safe swimming
- Water use
- Shelter and shade during summer (peak time)
- Connection to other key areas of town

Foreshore Precinct Master Plan



1. Coastal trail extension with wayfinding signage to South Head Walking Trail, stormwater detention basin with indigenous grasses to improve stormwater quality
2. Coastal trail, linking to South Head walking trail.
3. Informal footpath and parallel parking area, mountable kerbing and footpath extended to caravan parking area
4. Reconfigured parking area for standard vehicles off Matson Tce. Flush surface level with spoon drain as required for drainage, wheel stops and trees for shade. Slope stabilised and planted.
5. Two way jetty/foreshore access road with yellow line marking and lights/boulders to discourage parking on footpath.
6. Footpath and street tree planting to Needle Eye Lookout with parallel parking available along Bay Tce.
7. Trafficable paving with shared pedestrian-vehicle signage and signage to Needle Eye Lookout
8. Revegetated area (low-medium indigenous shrubs, grasses and groundcover species)
9. Memorial wall trail connection to carpark
10. Fish cleaning station with offal storage freezer and salt water wash facilities. Power (solar with battery preferable) and water connection to be confirmed on site. Battery required for power outages.
11. Tree planting with kerbing to provide shade to parking
12. Groyne removed, and pylons installed to extend jetty and remove sand and sediment buildup (State Government asset which requires external funding).
13. Remove existing boardwalk, install DDA accessible beach access with FRP structure
14. Enhanced jetty entry space including salt water shower, seats and signage
15. Refer enlargement plan - 90 degree parking with realigned path, recycled water used for irrigation to create small lawn area near playground, tree planting for shelter and improvements to existing facilities.
16. Paths to beach and jetty to improve accessibility
17. Central gathering space with seating, artwork, entry statement to jetty precinct on both sides.
18. Safety improvements to beach access road including fence at caravan park, wider area and path with boulders or bollards to create pedestrian walkway and reduce speed of vehicles on/off beach with access improvements.
19. Reconfigured Caravan Park parking with footpath to caravan park.
20. Footpath extension to beach access road with driveway crossovers and line marking to enhance visibility of driveways.
21. Refer enlargement plan for traffic improvements and details of vehicle movement in jetty/boat ramp zone.



Enlargement Plan

1. Paved seating area with access to FRP boardwalk to beach
2. 90 degree parking with wheel stops
3. Salt water shower with foot wash and seat
4. Parallel parking (to AS2890.5)
5. Large maneouvring area (existing) for boat launching
6. Existing fish cleaning shelter with offal chest freezer in secure/weather proof enclosure, signage and salt water tap.
7. Long vehicle parking (existing) - with 2 extra spaces and non-toxic thermoplastic line marking (corners, arrows and clearways at a minimum) to provide greater durability and better delineation of parking spaces and clearway.
8. No parking area (signposted/yellow line) with unpaved footpath and kerbing. Max. 4 bins to remove visual impact and discourage dumping.
9. Bin enclosure/stand- max 2 bins
10. Mountable 1.2m median to define edge of parking area and one way traffic, add shade and space for directional signage (left turn only, one way).
11. Long vehicle parking (extended by 2m - spaces are shorter than central section). Realigned fence and footpath/walkway with shade.
12. Future footpath, stabilised slope with planting and large rocks, path direct to carpark.
13. Memorial wall and seating with shrub backdrop to create sheltered feeling.
14. Trail connections (refer master plan) to South Head walking trail.
15. Standard vehicle carpark with wheel stops, access 90 degrees to Matson Tce for safety and space efficiency, with some trees for shade to enhance shelter and amenity during busy warmer months.
16. Existing footpath, boulders lined between lighting to discourage people from parking on verge. Yellow line and/or signage to ensure no parallel parking.
17. Improved disability access to toilets (DDA-compliant unisex toilet provided) with designated DDA parallel carpark that sits flush with the footpath. Upright kerb a more costly and disruptive option.
18. Medium planting to conceal septic tanks and provide windbreak to BBQ shelter. Wildlife/indigenous-inspired contemporary artwork to brighten building.
19. Sandstone block retaining wall to protect wind from blowing under shelter, providing informal seating and backdrop to activity area.
20. Tree planting (advanced trees where possible for impact)
21. 90 degree parking close to playground with realigned flush footpath (with wheel stops), spoon drain and designated DDA park.
22. Small area of drought-tolerant lawn (e.g. TifTuf) with seating, using reticulated water to soften space.
23. Path to boardwalk and beach
24. Revegetation area (predominantly low coastal indigenous shrubs)
25. Upgraded playground to include nature play and marine-themed elements complementary to coastal setting.
25. Detention basin for stormwater filtration to improve quality entering ocean.

0 10 20 50m

Perspective A Bay Road

EXISTING CONDITIONS



Parking area for standard vehicles with shade and trail connections

Kerbing to separate parking area and one way access + no entry signage

Reinstated line marking with arrows to indicate traffic direction

90 degree parking with wheel stops

Boulders to discourage parking on footpath

Disability (DDA) parking with flush kerbing/footpath

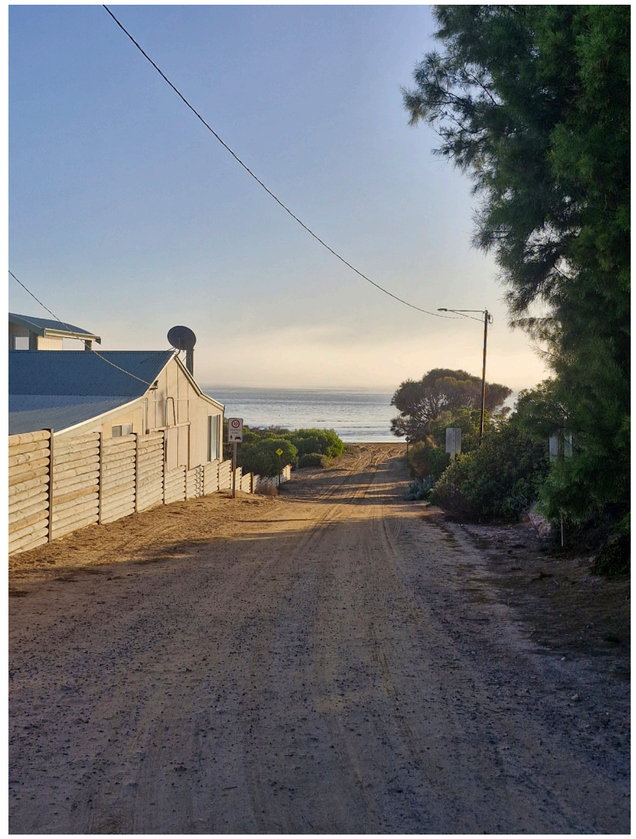
Revegetated slope

Trafficable paving to promote traffic calming and improved pedestrian safety

Paved lower seating area at corner of Bay Road and Matson Terrace. Historic anchor and Aboriginal cultural heritage (subject to further consultation) suggested to create point of interest in a prominent location that ties with local materials and character.

Perspective B Beach Access Track





Existing beach access road to west of Venus Bay Caravan Park

Concept Imagery


1


2



3


4


5



6


7


8

1 | Bin enclosures can add amenity and reduce dumping in higher use public areas 2 | Non-hazardous thermal line marking for high use parking areas to delineate boat parking and one way vehicle movement 3 | Installing an offal freezer next to the fish cleaning station will reduce odour issues with waste storage and safety concerns with offal dumping in swimming areas. Pictured: District Council of Cleve offal freezer at Arno Bay has been success, with people collecting waste for bait and burley pots, creating an environmentally-friendly system to improve visitor and fishing experience at Venus Bay. 4 | A freezer enclosure could be considered, or an extension to the fish cleaning shelter 5 | Fibre Reinforced Polymer elevated structures (with timber or timber composite kick rail) are common around coastal areas and offer a non-slip and durable solution for increased accessibility and enhanced environmental protection that is less impacted by sand and tidal movement 6 | Trailhead signage near the main activity area of the foreshore similar to the Elliston Coastal Trail (1-2 posts would be adequate) 7 | Families love flexible seating options in foreshore and waterfront public spaces, typically available in a range of materials and finishes 8 | Coastal trails (pictured: Robe) in similar clifftop settings help enhance visitor experience and local's lifestyles while improving environmental protection and accessibility consistent with the surrounding character.

Focus 2:
Trails Strategy + Connectivity

The area surrounding the Venus Bay township has a number of unofficial access tracks that provide access to coastal places of interest, however a lack of designated or multiple access points can cause environmental degradation and confusion for visitors.

The diagram recognises and maintains existing delineated tracks (no new tracks have been created) to create a walking, biking and vehicle access strategy for the township and surrounds. It is suggested that tracks outside this plan are closed from access with gates/fences to enable degraded areas to recover. Wayfinding signage and trail infrastructure similar to the Elliston Coastal Trail is recommended to increase visitation, visitor experience and environmental protection while retaining a simple coastal feel with minimal maintenance.



Elliston Coastal Trail sample wayfinding signage



Existing Tracks + Trails


A


B


C


D


E


F


G


H

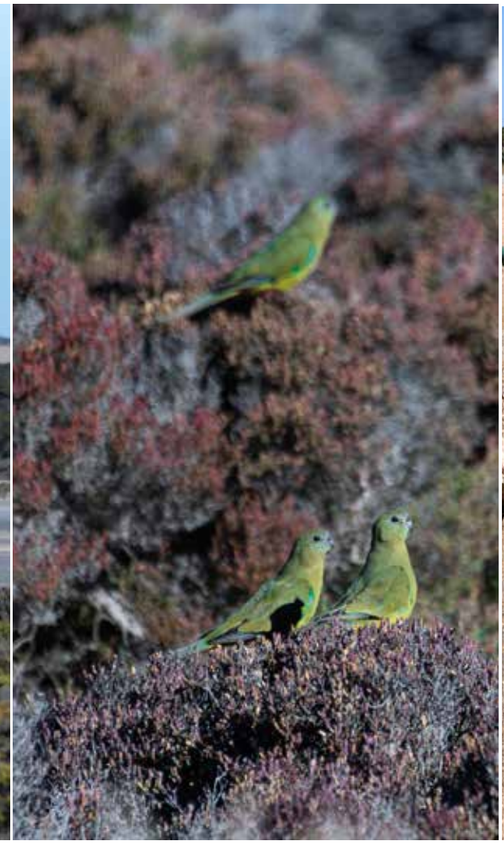
Looking beyond the township
Harbour Point, Doyle's Well + Rincon Beach



Informal walking trails around the water tanks and historic stormwater drainage wall close to town on the coastal route to Harbour Point are potential points of historical interest as part of the trails strategy.



Kangaroos are often seen around the perimeter of the Venus Bay township, and while they can be perceived as a road hazard, reduced vehicle speeds and habitat connectivity is important to ensure biodiversity remains strong in the area.



The road to Harbour Point offers frequent wildlife sightings including kangaroos and a diverse range of birdlife, including Rock Parrots. The existing tracks offer a peaceful walking or cycling experience traversing Crown land with views across the sheltered waters of Venus Bay.



The Doyle's Well site is a historic point of interest close to the main road. Both Doyle's Well and Harbour Point were raised by some stakeholders as potential locations for overnight (self-sufficient) RV/ free camping sites, however this is subject to further consultation and council input.



Rincon Beach is a powerful beach break close to town with views up and down the coast. While hazardous and not suitable for swimming most of the time, it is a scenic spot that offers a distinct experience from the calm Venus Bay, and the coastline offers surfing opportunities for intermediate to experienced surfers.

Focus 3
South Head Walking Trail Improvements

VISION:

A must-do natural walking experience in the heart of town for locals daily and visitors alike. The walk offers a balance between protecting the sensitive coastal environment while being accessible enough to enable a broad range of users to appreciate and learn about the site and its biodiversity.

PRIORITIES:

- Delineate trail (similar to Elliston Coastal Walk at Bird Rock) to discourage people from wandering off trails, helping protect dunes and clifftop vegetation.
- Wayfinding and educational signage that links to other areas of Venus Bay.
- Seating - informal and formal (e.g. seats & boulders).
- Protect coastline stability and vegetation.



Focus 4
Needle Eye Day Use Area

VISION:

A must-stop destination and local's favourite spot to watch the sunrise, sunset and explore the coastline on foot.

OPPORTUNITIES AND PRIORITIES:

- Signage at Matson Tce + Bay Rd intersection
- Pedestrian movement and connection
- Better defined parking
- Shelter with picnic setting at Needle Eye viewpoint

Plant central island to create one way loop for vehicles with parallel parking

Upgrade memorial seat and install picnic setting for sunset viewing and day use

Bike/walking trail to Rincon Beach and old grave site

Restrict access to pedestrians only, and restore vegetation

NEEDLE EYE



Restrict access to pedestrians only, and restore vegetation

Add shelter and seat at Needle Eye viewing point, linking to South Head walking trail

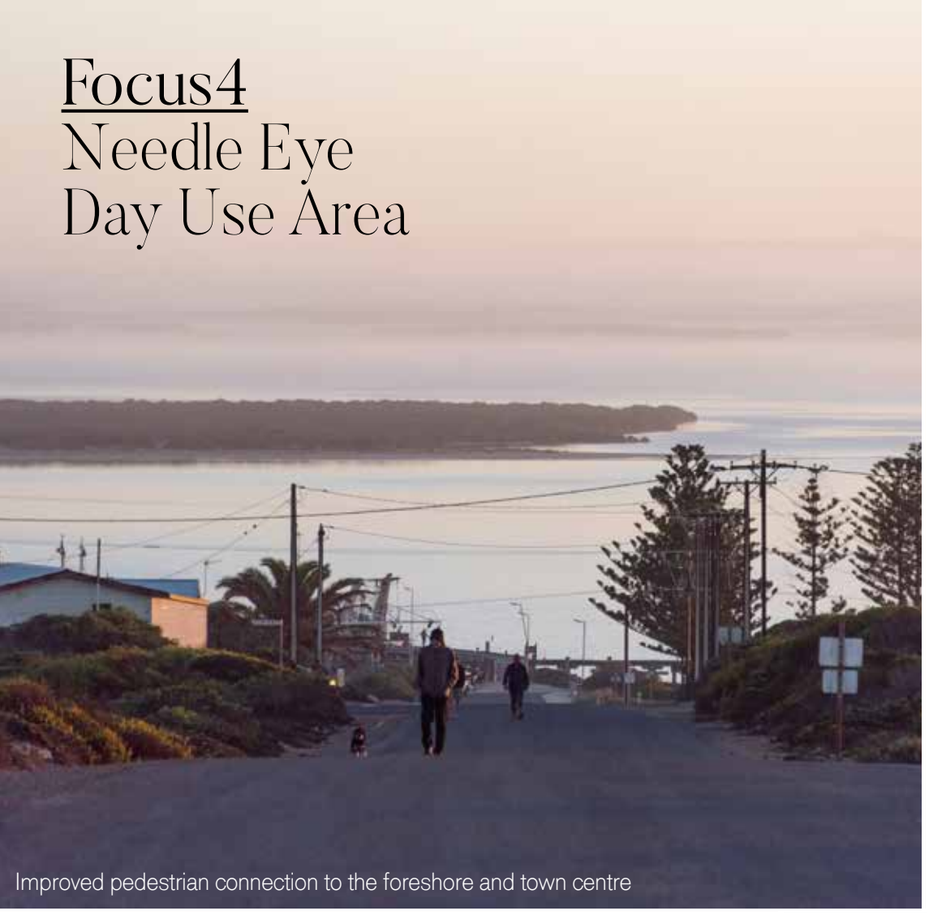
Install footpath that links to Matson Terrace with wayfinding

NEEDLE EYE LOOKOUT:

It was raised during the consultation process that many visitors miss the actual Needle Eye viewpoint when arriving to the parking/turning loop at the end of Bay Road. While the existing location provides excellent clifftop and coastal views, the viewpoint is a short walk to the north west along the cliffs, and it is recommended a simple viewing area with wayfinding signage and a clear path is installed, with a shelter and seating similar to those along the Elliston Coastal Walk e.g. Little Bay.



Focus4
Needle Eye Day Use Area



Improved pedestrian connection to the foreshore and town centre



The powerful and rugged coastline to the south of the town is a stark contrast to the sheltered waters of Venus Bay



A place to watch the sunset

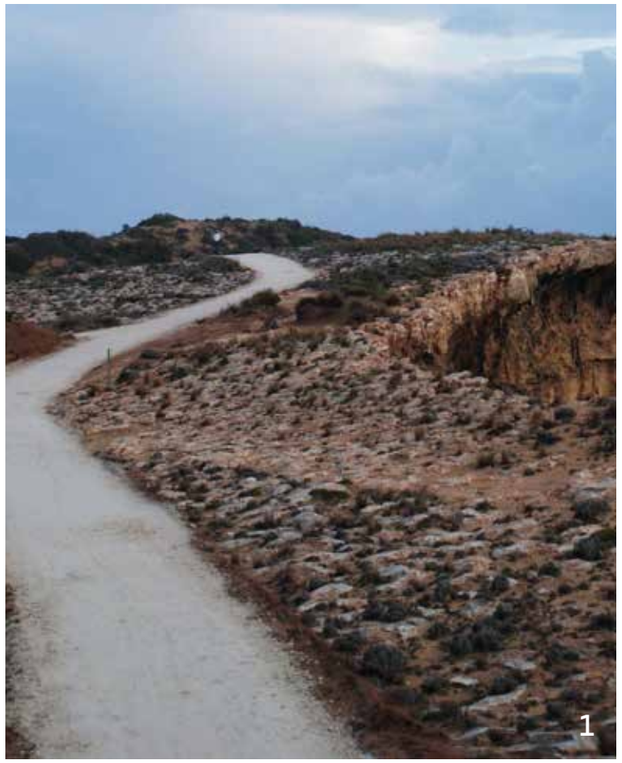


Spectacular clifftop views over the Southern Ocean



Sunset views over the cliffs of the Southern Ocean

Concept Imagery
South Head Walking Trail


1



2


3


4


5

1 | Compacted trail surface suitable for many different users to easily delineate the trail route without making it feel too ‘urban’ 2 | District Council of Elliston wayfinding signage - Elliston Coastal Trail 3 | Simple graphics can add to the visitor experience and educate trail users on fauna species 4 | Durable structures in exposed clifftop settings - pictured, Little Bay, Elliston 5 | Simple and accessible ‘street’ furniture in strategic locations along the popular trail, which can also be substituted for sandstone blocks used elsewhere in the foreshore precinct that are informal seating options (although non-DDA) to add more options.

Implementation Plan: Venus Bay

Recommendation	Timing	Cost
General		
Continue open space maintenance (e.g. mowing and spraying), maintenance of furniture and renewal per Infrastructure & Asset Management Plan (IAMP)	Ongoing	$
Annual targeted invasive species removal and revegetation of foreshore area (between trails and ocean)	Ongoing	$
Reduce speed limit to 80 kph at Harbour Point Road	Short	$
Explore location for free/low cost overnight camping for self sufficient vehicles to enhance visitation	Short	$
Trails, Infrastructure + Signage		
Enhance trail from caravan parking area to South Head Walking Trail (existing track)	Short	$$
Install path, shelter and picnic setting at Needle Eye Lookout	Medium	$$
Extended footpath with driveway crossovers and line marking on Matson Tce to enhance visibility of driveways and prevent vehicles from parking across	Medium	$$
Upgrade South Head Walking Trail carparks, installing wheel stops, trees for shade and updated signage	Medium	$$
Develop and install township wayfinding strategy (similar to Elliston Coastal Trail)	Medium	$$$
Upgrade South Head Walking Trail with signage and compacted rubble path with revegetation of informal tracks	Medium	$$$
Implement broader trails strategy for township and surrounds (in stages)	Med-long	$$$$
Install path from Matson Terrace along Bay Rd to Needle Eye Lookout	Long	$$$
Jetty/Foreshore Area		
Trim vegetation on beach access road (west of Caravan Park) to improve visibility of pedestrians and vehicles leaving/entering beach	Short	$
Construct 1.2-1.5m footpath with rollover kerbing on eastern side of beach access road to existing stobie pole, with steps and railiing down to caravan park	Short	$$
Install offal freezer at fish cleaning station (cost may vary depending on power connection/battery requirements)	Short	$
Install trees at playground and along Bay Rd to increase shade cover and improve amenity	Short	$
Install block retaining wall to block wind from BBQ shelter and plant screening vegetation between shelter and septic tank/toilets	Short	$
Install thermoplastic line marking at boat ramp area	Short	$
Install 90 degree carparks with realigned footpath and 1x DDA-compliant carpark nearest to public toilets	Short	$$
Reconfigure carpark at corner of Matson Tce and Bay Rd for standard vehicles, with wheel stops, path, 90 degree parking and trees.	Short	$$-$$$
Tree planting along Bay Rd and island planting at Needle Eye Lookout	Medium	$
Reconfigured caravan park parking with footpath to caravan park	Medium	$$
Paths to beach and jetty to improve accessibility	Medium	$$
Reconfigured parking area for standard vehicles and trees for shade	Medium	$$
Tree planting with median island and one-way signage to provide shade to long vehicle/boat trailer parking	Medium	$$
Install reticulated wastewater system to irrigate small section of lawn adjacent to playground and BBQ shelter	Medium	$$
Improve base of beach access road and drainage for vehicles entering to/from beach, with in-ground posts to delineate entry, protecting pedestrians and the environment	Medium	$$
Trafficable paving at Bay Rd/Matson Tce with shared pedestrian-vehicle signage and signage to Needle Eye Lookout	Medium	$$$
Remove existing boardwalk, install DDA accessible beach access with FRP structure	Medium	$$$$
Enhanced jetty entry space including salt water shower, seats and signage	Medium	$$$
Central area at Bay Rd/Matson Tce corner with seating, artwork, entry statement to jetty precinct on both sides	Medium	$$$
Upgrade playground to more nature-based style with local theme to add amenity and appeal to the character of the foreshore	Medium	$$$$
Sealing of beach access road west of caravan park	Med-Long	$$-$$$
Memorial wall trail connection to carpark	Long	$
Groyne removed, and pylons installed to extend jetty and remove sand and sediment buildup (State Government asset which requires external funding)	Long	$$$$$

Cost*

Minimal	($<10k)	$
Low	($10k-50k)	$$
Medium	($50k-200k)	$$$
High	($200k-$1m)	$$$$
Very High	($1m+)	$$$$$

Note: Cost estimates are not only to be funded by DCE (or ratepayers). This may be grant funded, invested privately or by the state government)

Chapter 3 | Port Kenny

Port Kenny Overview

Port Kenny (pop. 59) is a small and tranquil fishing and farming community on Flinders Highway, centrally located between the two larger towns of Streaky Bay and Elliston. The town offers basic amenities and services for the local community and visitors, including a hotel, playground, roadhouse, caravan park and sporting facilities.



Master Plan Focus Areas
Port Kenny

Stage 1 Consultation | January 2025

PURPOSE

The first stage of consultation identified the key focus areas for the master plan to address, with the amenities of Port Kenny more geographically dispersed than those in Venus Bay. Improvements are needed to enhance the appeal of the existing amenities, as well as the connections between them.

Focus 3: Flinders Hwy + Entry Statement

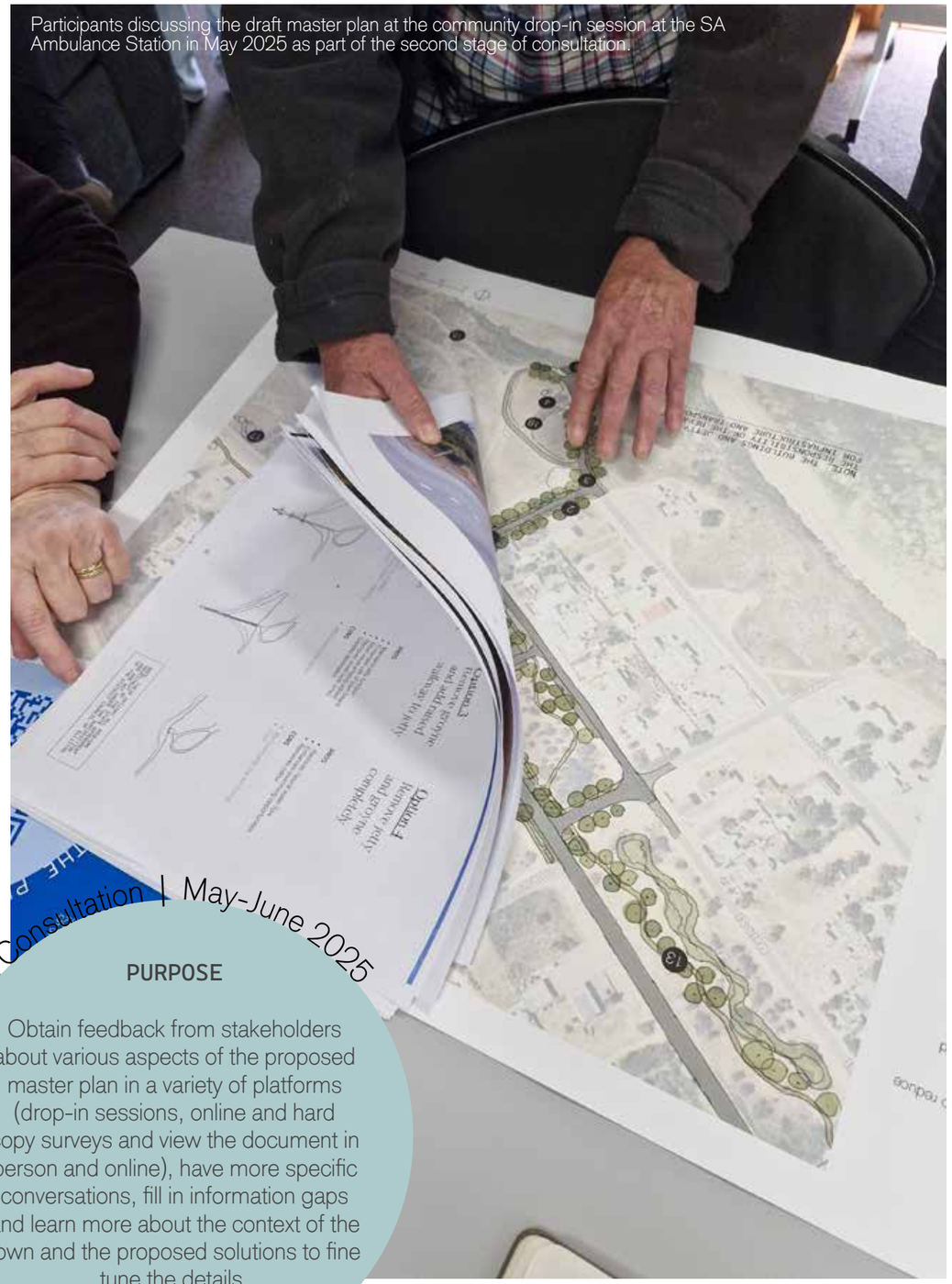
Focus 1: Pioneer Park + Surrounds

Focus 2: Jetty Zone

Historic tank

NOTE: THE BUILDINGS AND JETTY ARE THE RESPONSIBILITY OF THE DEPARTMENT FOR INFRASTRUCTURE AND TRANSPORT

Stage 2 Consultation
Draft Master Plan Feedback - What's changed?



Participants discussing the draft master plan at the community drop-in session at the SA Ambulance Station in May 2025 as part of the second stage of consultation.

Stage 2 Consultation | May-June 2025

PURPOSE

Obtain feedback from stakeholders about various aspects of the proposed master plan in a variety of platforms (drop-in sessions, online and hard copy surveys and view the document in person and online), have more specific conversations, fill in information gaps and learn more about the context of the town and the proposed solutions to fine tune the details.

The second stage of consultation enabled stakeholders to attend an information/drop-in session and review the draft master plan, ask questions, complete a survey and learn more about the project before a formal 28 day consultation period in May - June 2025.

- Drop-in session at Port Kenny Ambulance Station on 21 May 2025
- Printed copies of the draft master plan booklet and a feedback survey were available in various businesses around town
- Posts from DCE on social media about the consultation opportunity
- Posters across town with a QR code linking to DCE's website. Survey questions included what stakeholders liked about the master plan, and what they believed needed more thought or their concerns.

Below is a summary of how the feedback from in-person discussions and survey responses has informed the revised master plan in this document:

FACILITIES + INFRASTRUCTURE

- Modular pump track and half court basketball to cater for travellers and residents.
- Retain Pioneer Park as core function but adding a Botanic Trail with signage, diverse plant species and historical information for visitors to share local cultural heritage and environment.
- Sports facilities upgrades - including proposed upgrades/ extension of club house building for events as well as new courts and fencing, etc.
- Pioneer Park signage - time capsule and bicentennial monument noted in concept
- Heritage walking trail - buildings
- Caravans at pub - considered as part of RV solution / strategy more broadly for DCE.
- Playground improvements - more nature-based/themed, complementing surrounds.
- Tank historical site near jetty- important heritage site highlighted by local residents, retained and enhanced rather than removed.
- Revised wording and approach around existing buildings near jetty. Lease for local aquaculture industry in place to activate the space. Tidy up and resolving seaweed issue still a key focus to increase activity and investment in the area.
- RV Dump point raised by many stakeholders. Requires cost-benefit understanding as part of broader RV strategy to ensure water security issues will not be impacted.

PEDESTRIAN + VEHICULAR CIRCULATION

- Adjusted trees and parking on Flinders Highway to balance long vehicles (including grain trucks) and align driveways with base map.
- Revisions to proposed walking trails and footpath locations.



Drop-in session January 2025



Elliston Markets - January 2025



Draft Master Plan document

Port Kenny Master Plan



1. Entry statement at eastern and western entry to town
2. Walking trails (undesignated Crown Land) to Cheetina Beach with wayfinding signage.
3. Extension of path to sports ground
4. Street trees (groups of hardy native species) to frame town entry and improve appearance of wide streets.
5. Footpath linking playground and hotel to jetty and foreshore with parallel parking
6. Site tidy up and implementation of site leases for activation of unused buildings (Department for Infrastructure and Transport asset).
7. Infrastructure works to resolve odour and seaweed build up (refer options on following pages).
8. Family/youth activity area with 90 degree parking and shade trees, including nature play installation.
9. Corner entry treatment (stone walls, trees) to enhance town centre appearance.
10. Path and crossing to public toilet with disabled parking.
11. Sports ground upgrades including clubhouse building extension for community events and sports facility upgrades e.g. court resurfacing and fence upgrade.
12. Botanic Trail - Pioneer Park.
13. Beach access track with turn-around area.

0 20 50 100m

Materials Palette


1


2


3


4


5

CLOCKWISE FROM TOP LEFT

1 | Limestone retaining walls (shown at playground reserve) create timeless and durable features that can double as seats and edging to frame entry points and planted areas. 2 | Clay pavers (Littlehampton Bricks 'Peninsula' for paving, to provide texture and complement surrounding landscape colour 3 | Hardy local species in layered and grouped forms can create essential low water use garden beds that add to the amenity of the town 4 | Entry statements using reclaimed timber complement the character of the town in reflecting the jetty and the rural/farming character 5 | Buildings such as the jetty buildings can be lifted through vibrant and low-cost artwork that reflect the marine and farming environments of the town.

Focus 1
Pioneer Park + Surrounds

VISION:

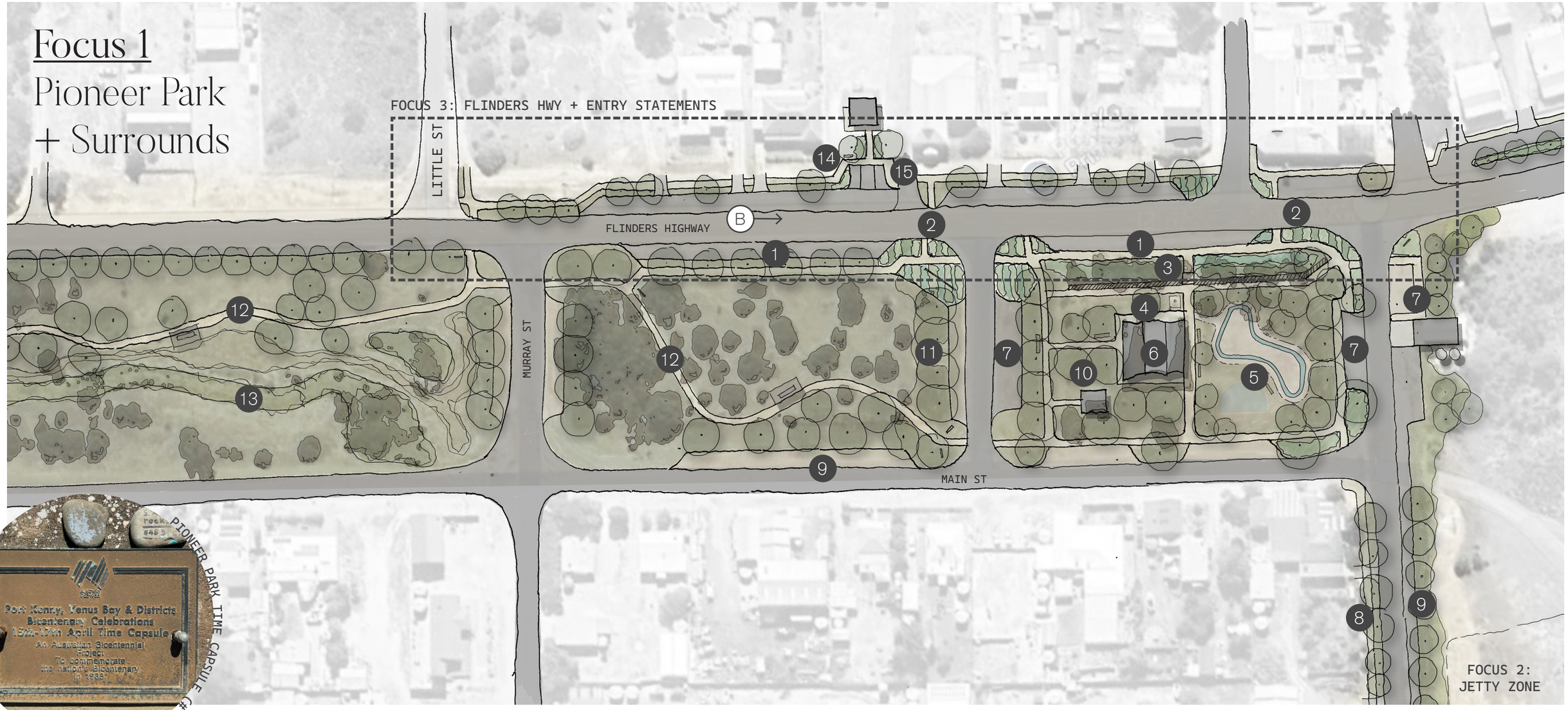
A better defined Port Kenny ‘centre’ with activities for families, a Botanic Trail and a welcome place to visit for travellers.

PRIORITIES:

- Improve appeal from highway, including activities for older children.
- Resolve odour issues (high priority) - refer Focus 2: Jetty Zone.
- Create Botanic Trail to add function and appeal of Pioneer Park while retaining green reserve and cost considerations.



Focus 1
Pioneer Park + Surrounds



1. Street trees (groups of hardy native species) with parallel parking to reduce vast appearance of streets and provide shelter and amenity, while allowing long vehicles to park easily (including caravans, heavy vehicles and farm machinery).
2. Pedestrian crossing point and corner entry treatment (planting and hardscape treatment) to enhance town centre appearance from highway.
3. Footpath with steps next to existing flagpoles to create central connection to playground from highway.
4. Proposed ANZAC memorial between existing stone wall and playground, with flagpoles to remain in existing location.
5. Modular pump track and half court basketball ring to cater for older children, with seating and shade trees.
6. Future upgrades to playground - unique/quirky nature-based play equipment with agricultural and marine theme - a 'must stop' playground known by travellers across Australia.
7. 90 degree parking with shade trees.
8. Footpath linking playground and hotel to jetty and foreshore with shade trees (between existing vegetation, keeping existing driveway access points).
9. Parallel parking with shade trees suitable for below powerlines.
10. Existing shelter (upgraded per asset management plan) with DDA-accessible path, BBQ and picnic setting.
11. Pioneer Park monument/time capsule (event October 2025) with seating, parking and native trees.
12. Pioneer Park central walking trail and Botanic Trail (with information on existing species, Indigenous and historical uses and seating). Entry signage to Botanic Trail visible from highway to increase visitation/ exposure. Low maintenance consistent with existing vegetation to reduce burden on Council, unless dedicated community group is formed to maintain the area.
13. Existing landscape berm visually enhanced with planting, swales and stormwater detention basin to prevent water flooding properties and road infrastructure.
14. Upgraded entry and parking to public toilet for DDA-compliance.
15. Electric vehicle charging station (RAA or other) - subject to resolving SAPN reliability issues, and interest by RAA to invest in the infrastructure to encourage visitors to explore the town and support businesses while waiting for charging vehicles.

0 10 20 50m

Focus 1 Concept Imagery:
Pioneer Park + Surrounds


1



2


3


4


7


6



5

CLOCKWISE FROM TOP LEFT

1 | Central walking trail with arboretum and open feeling through Pioneer Park 2 | Botanical names for semi-arid coastal species 3 | Adventure/nature-based play that is durable but eye-catching to attract visitors from highway, and draw residents from surrounding towns to visit Port Kenny with children 4 | Basketball hoop and half court to add activities for older children 5 | Information signage about local plants, including traditional Indigenous use and historical significance 6 | Arid Lands Botanic Garden in Pt Augusta is an attraction for travellers close to the highway 7 | Modular pump track on unsealed surface (pictured: Tumby Bay) with trees nearby adds a point of interest different from other DCE towns, at a relatively low cost to provide healthy activities for older children close to the highway.

Focus 2:
Jetty Zone

Difficult to ignore, the odour caused by seaweed and sediment build up on the coastlline in front of the Port Kenny township is a major barrier to growth of the population and visitor appeal. It has long been a topic of discussion (shown on the following page) and was identified as the biggest priority by stakeholders, however the largest challenge is that the state government is responsible for management and costs associated with the jetty infrastructure and adjacent coastline, not the District Council of Elliston.

VISION:

A better defined Port Kenny 'centre' with activities for families, linked to the foreshore by a tree lined path. The jetty precinct is a peaceful spot to explore, go for a fish off the jetty, a walk or have a picnic. While amenities are simple, splashes of colour, shelter and shade are abundant.

PRIORITIES:

- Resolve odour due to seaweed and sediment build up (see context and options on following pages)
- Tidy appearance of DIT buildings and repurpose for aquaculture or tourism purposes (lease in progress at time of writing), and demolish any structures deemed unsafe and/or beyond repair.
- Link foreshore to hotel, public toilets and playground via Cheetina Tce with footpath/trail, tree planting and road surface improvements.

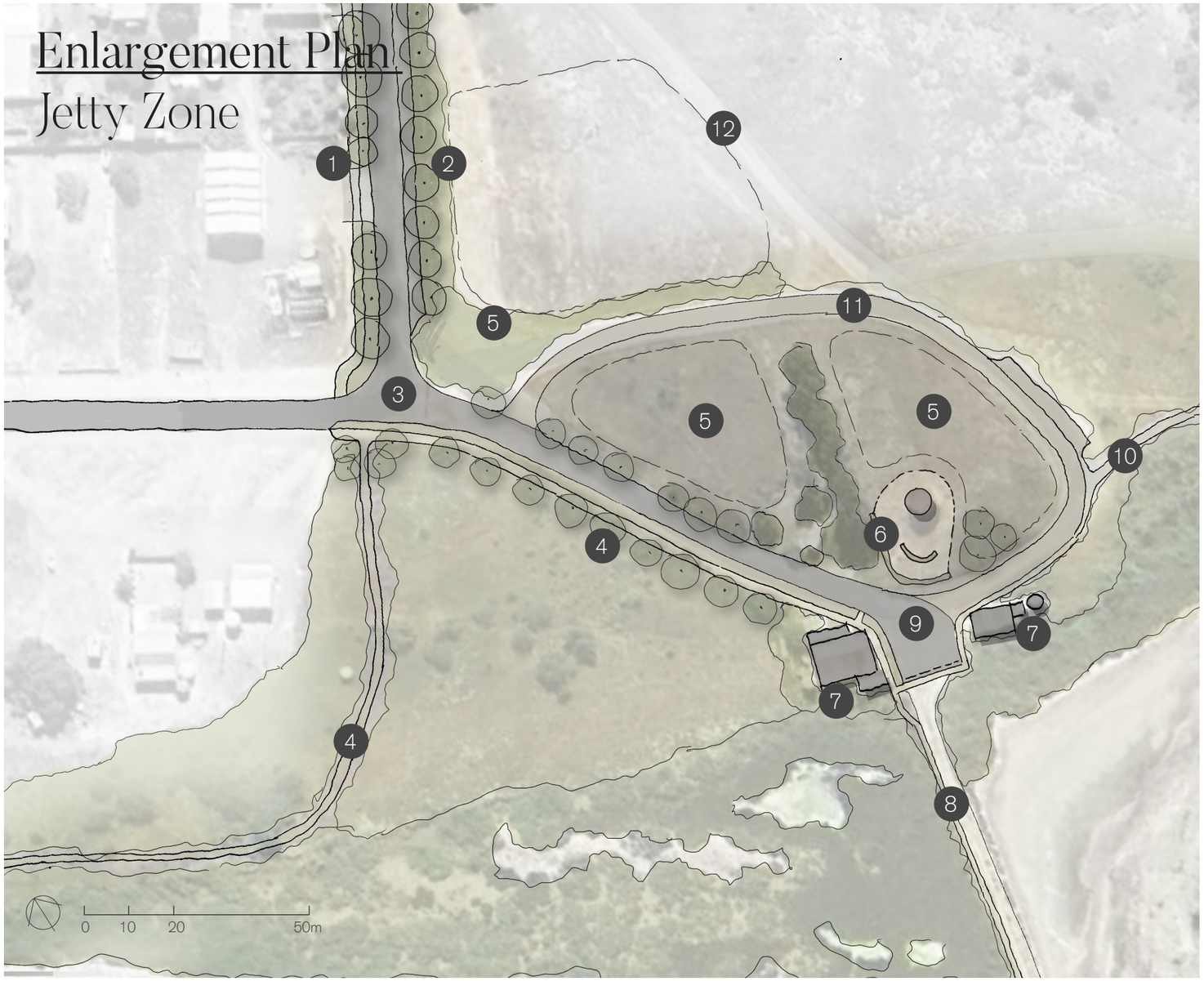
The groyne construction has resulted in build up and establishment of vegetation in this area.

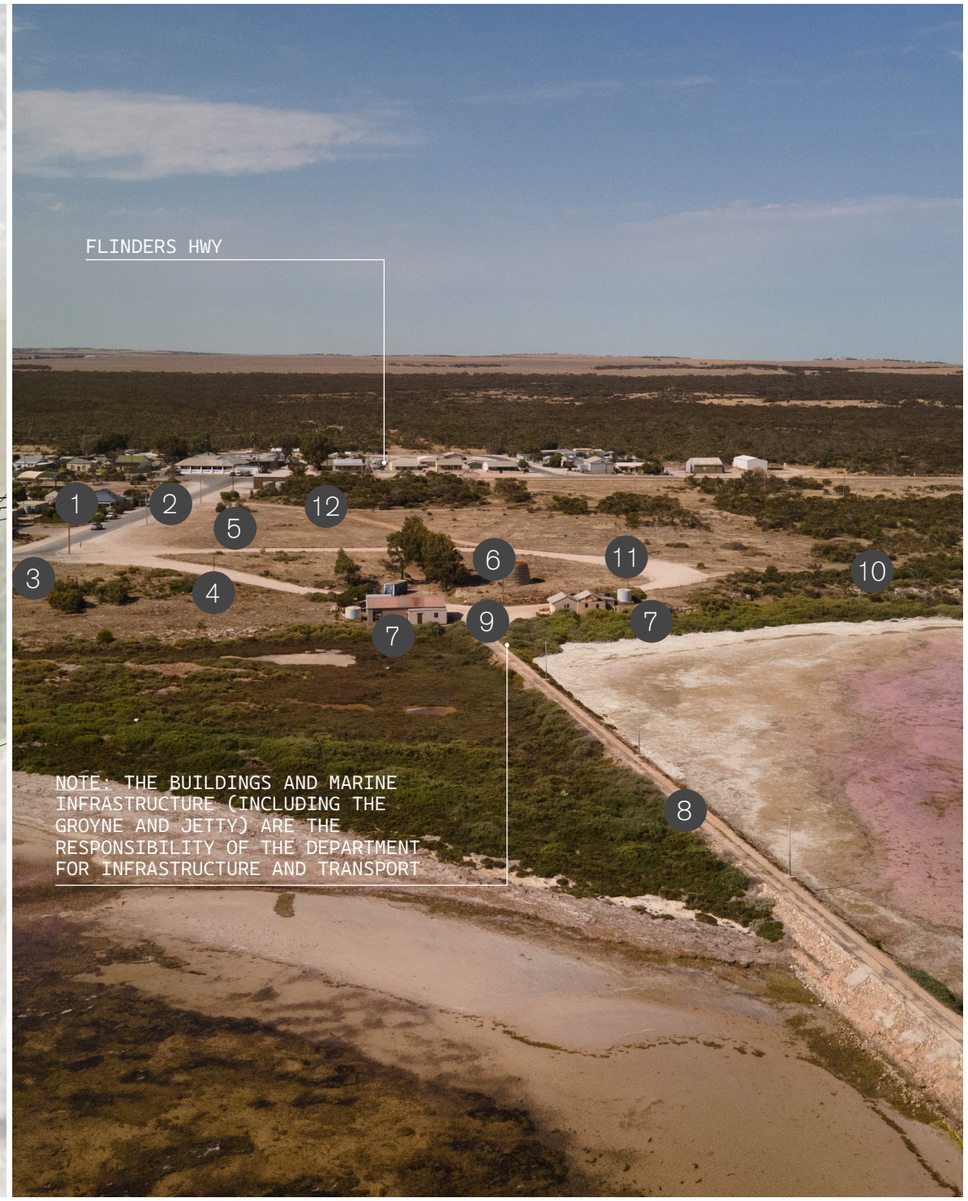
Beach impractical for swimming, fishing or boat launching

Build up of seaweed and sediment in this area is the main cause for odour and reduced usability of the beach

Poor condition of groyne access track (used by vehicles and pedestrians to access the short jetty)

Enlargement Plan
Jetty Zone



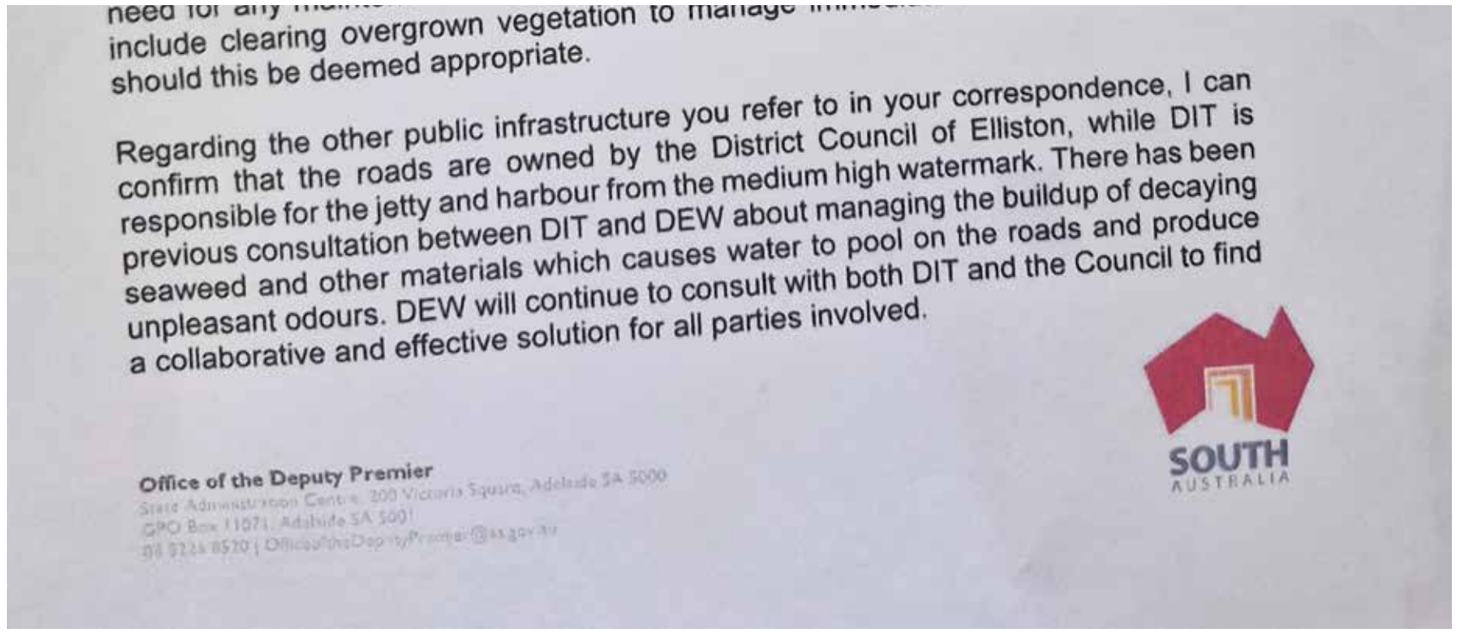


1. Footpath linking playground and hotel to jetty and foreshore with shade trees (between existing vegetation and keeping existing driveway access points).
2. Parallel parking with shade trees suitable for below powerlines.
3. Road surface and drainage improvements.
4. Walking trail linking playground to foreshore/jetty.
5. Future development site (subject to approvals) for tourism, community use or industry.
6. Tidy up of tank area, adding signage and seat with planting to improve as a site of heritage significance.
7. Repurpose buildings for commercial use, general tidy up of buildings and debris. Any unsafe or structures beyond repair should be demolished. (Department for Infrastructure and Transport asset)
8. Interim works to tidy appearance of groyne access to jetty, with major works required to resolve odour and seaweed build up (refer options on following pages) for the future of the town and growth of aquaculture industries.
9. Delineation of parking area with wheel stops.
10. Informal coastal walk/track with wayfinding signage to Cheetina Beach (for better recreational opportunities until odour is resolved near jetty) - undesignated Crown land.
11. Loop track to remain
12. Remove unrequired access track, revegetate (Crown land approval required) to enhance biodiversity and recreational opportunities such as walking, provide shelter and improve amenity of town.



2024 CORRESPONDENCE WITH GOVERNMENT OF SOUTH AUSTRALIA

Letter from Deputy Premier Hon Susan Close MP and Minister for Climate, Environment and Water; Minister for Industry, Innovation and Science; and Minister for Workforce and Population Strategy.



need for any [illegible]
include clearing overgrown vegetation to manage [illegible]
should this be deemed appropriate.

Regarding the other public infrastructure you refer to in your correspondence, I can confirm that the roads are owned by the District Council of Elliston, while DIT is responsible for the jetty and harbour from the medium high watermark. There has been previous consultation between DIT and DEW about managing the buildup of decaying seaweed and other materials which causes water to pool on the roads and produce unpleasant odours. DEW will continue to consult with both DIT and the Council to find a collaborative and effective solution for all parties involved.

SOUTH AUSTRALIA

Office of the Deputy Premier
State Administration Centre, 200 Victoria Square, Adelaide SA 5000
GPO Box 11071, Adelaide SA 5001
08 8226 8570 | OfficeoftheDeputyPremier@sa.gov.au

2005 ABC NEWS ARTICLE

Smell remains with groyne removal project on hold

Recycling and Waste Management

Fri 10 Jun 2005 at 11:33am

Elliston Council says efforts to remove the groyne that leads to seaweed build-ups at Port Kenny have stalled.

The council says the landfill groyne traps seaweed, which then decomposes on the beach and spreads a rotting stench throughout the town.

Council chairman Michael Wandel says it has been trying for years to find funding to remove the landfill and replace it with jetty pylons.

He says the staff member who worked on the funding proposals has resigned, so the groyne removal project has been put on hold.

"Removing it altogether and replacing it, and a walkway to hook up with the existing jetty that's in the water," he said.

"It's just a matter of looking for new solutions at the moment, so someone will have to pick up that job which he was doing and carry forth...and see whether we can move ahead."

The owners of the Port Kenny Caravan Park says having the landfill removed would make a big difference to their livelihood.

Owner Michael Davies says if the landfill were removed it would allow Port Kenny to flourish because at the moment people are being driven away by the smell.

"Most of the comments are 'how can you live here?'" he said.

"People don't want to go there, they drive down the jetty and have a look and they smell it and that's enough - they don't even get out of their cars, they just drive away, so it's certainly having a big impact on us."



DID YOU KNOW?

Not too long ago, a visitor known affectionately by locals as the 'Mud Man' became stuck in the sludge that has been raised as a major concern for Port Kenny by locals. Fortunately, some locals came to his rescue using a tractor and a rope to get him out, however brings to light that not only is the odour an issue, it can be a safety issue for those who are not familiar with the area.

Option 1
Retain groyne, minor ongoing dredging works

PROS

- Lower upfront cost

CONS

- *Not a long term solution*
- *Does not remove larger problem*
- *Town odour remains*
- *Ongoing environmental impact*
- *Beach still not suitable for swimming*



Option 2
Install culverts (~3) to enable water movement

PROS

- Cost effective
- Retains use of jetty

CONS

- *Visual impact*
- *Potential build up of debris around culverts/pipes - requiring maintenance*



Option 3
Remove groyne and add raised walkway to jetty

PROS

- Maintains jetty function
- Enhances use of town beach
- Most visual amenity added
- Removes smell (with time)
- Creates destination

CONS

- *Most expensive option*



Option 4
Remove jetty and groyne completely

PROS

- Restores natural water flow
- Enhances swimming opportunities
- Removes odour

CONS

- *Removes jetty use for fishing*
- *Cost*



NOTE: THESE OPTIONS ALL REQUIRE INVESTMENT BY THE STATE GOVERNMENT AND ARE NOT UNDER THE JURISDICTION OF THE DISTRICT COUNCIL OF ELLISTON

Focus 3:
Flinders Hwy
+ Entry Statements



Street trees (allocasuarina verticillata pictured, hardy drought tolerant species suggested)

Parallel parking for long /heavy vehicles

Port Kenny Botanic Trail

Protuberances to soften town appearance while meeting DIT oversize vehicle requirements

Pioneer Park planting buffer and signage with Botanic Trail

Disability (DDA) parking at public toilet

Focus 3:
Flinders Hwy
+ Entry Statements

VISION:

Create a lasting first impression that encourages visitors to stop and visit local attractions, while supporting the small but important local businesses and services of Port Kenny.

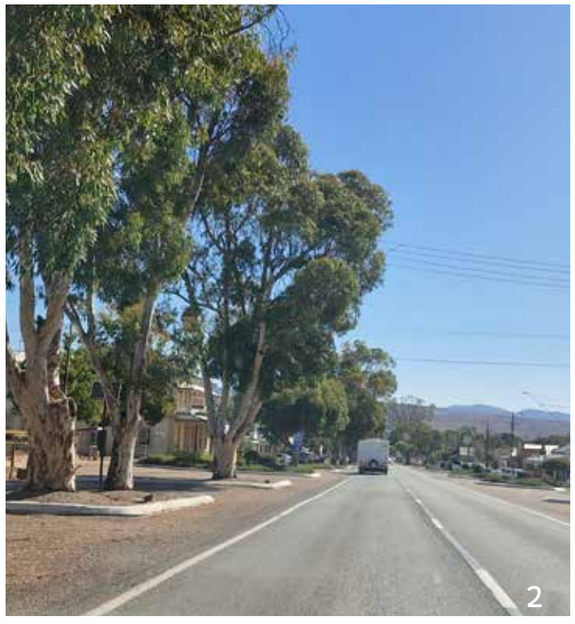
PRIORITIES:

- Memorable or quirky entry statement (popular for photos)
- Tree lined streets with ample parallel parking for long vehicles



Focus 3:
Flinders Hwy + Entry Statements













CLOCKWISE FROM TOP LEFT

1 | Simple but iconic and interactive entry statements such as Winton (QLD) can prove effective for raising the profile of small towns through social media and other platforms such as travel blogs 2 | Other towns in dry climates such as Wilmington use hardscape treatments, protuberances and hardy low planting with street trees to improve the appeal of the township for passing traffic, encouraging them to stop 3 & 4 | Small interactive attractions such as the oyster shell in Ceduna and farming sculptures in Clare reflect the local industry. 5 & 6 | The effects on small towns in dry climate through streetscape works (pictured Port Wakefield and Wilmington) while still catering for heavy or long vehicles can be simple but effective in places with wide streets in particular.

Implementation Plan: Port Kenny

Recommendation	Timing	Cost
General		
Continue open space maintenance (e.g. mowing and spraying), maintenance of furniture and renewal per Infrastructure & Asset Management Plan (IAMP)	Ongoing	$
Annual targeted invasive species removal and revegetation of foreshore areas and reserves	Ongoing	$
Develop wayfinding strategy for town (e.g. public toilets, jetty, coastal walk, sports ground etc)	Medium	$$
Upgrade sporting facilities at sports ground to boost community use and enhance Port Kenny as a destination for Venus Bay visitors (e.g. to play tennis or golf)	Medium	$$$+
Pioneer Park + Playground		
Develop Botanic Trail (including botanic information and signage, including Indigenous uses and bush medicine information with further consultation with Traditional Owners)	Medium	$$
Construct Botanic Trail trail through Pioneer Park with defined entry points from Flinders Hwy and side streets	Medium	$$$
Install modular pump track	Medium	$$$
Install basketball ring and half-court (or similar reduced size)	Medium	$$
Install wheel stops, seal parking areas and install trees at playground reserve	Medium	$$
Construct war memorial for community commemorations and ceremonies such as Anzac Day and Remembrance Day	Medium	$$
Install path to BBQ shelter with DDA-accessible picnic setting from carpark	Medium	$
Add detention basin and swales near existing landscape berm with planting to improve stormwater infiltration, reduce flooding and improve appearance of reserve	Medium	$$
Upgrade playground equipment to incorporate more iconic and nature-based play elements to make it a ‘must stop’ playground for travellers	Medium	$$$$
Foreshore + Jetty Precinct		
Tidy up and activation of buildings at jetty entrance (Department for Infrastructure and Transport)	Short	$$
Install (SAPN approved) street trees along Cheetina Terrace to jetty access road	Short	$
State Government investment in jetty/groyne area to remove odour (refer options - subject to further design and costings)	Long	$$$$$
Repair and seal corner of Cheetina Terrace and jetty access road, reconfigure intersection to direct traffic and reduce road wear and tear from drainage issues	Medium	$$
Tidy area of historic tank (formalise heritage listing) and install seat with signage	Medium	$
Seal parking areas and install footpath along Cheetina Terrace to link foreshore to main road	Medium	$$$
Extend trail by approximately 2km from caravan park to Port Kenny & Districts Sports Centre suitable for bikes and pedestrians.	Medium	$$$+
Entry Statement and Flinders Highway		
Install street trees along Flinders Highway (in compliance with Department for Infrastructure and Transport standards)	Short	$/$$
Construct paved footpath along Flinders Highway linking public toilets to playground reserve with crossing point	Short	$$$
Create iconic and unique entry statement at western and eastern ends of Port Kenny township	Short	$$$
Partner with RAA to install electric vehicle charging station near public toilet (stobie pole nearby) with upgrades to power reliability in partnership with SAPN	Short	$$
Seal southern edge of Flinders Highway for parallel parking (match northern side) between Murray Street and Cheetina Terrace	Medium	$$$
Install DDA parking and path with improved access for people with a disability to public toilets	High	$$

Cost*

Minimal	($<10k)	$
Low	($10k-50k)	$$
Medium	($50k-200k)	$$$
High	($200k-$1m)	$$$$
Very High	($1m+)	$$$$$

Note: Cost estimates are not only to be funded by DCE (or ratepayers). This may be grant funded, invested privately or by the state government)

District Council of
ELLISTON

This master plan has been prepared for the District Council of Elliston to guide the future planning and development of Venus Bay and Port Kenny. The implementation of this master plan is also dependent on the availability of accurate site survey, infrastructure services information, and topographic data, and as such may be subject to change. The concepts, recommendations, and plans presented are indicative and subject to further community consultation, Council endorsement, detailed design, funding availability, and statutory or regulatory approvals.

L/NEA
LANDSCAPE ARCHITECTURE | MASTER PLANNING | DESIGN
Kangaroo Island, SA | @linea_au | hello@thisislinea.com