

## 4.3 Residential Centre

The structure plan for this precinct considers the need for growth as well as the protection of the Town's character. New residential areas are proposed to the west, interspersed with tree and vegetation belts that maintain an enclosed and sheltered character to the Town. The development of a common effluent system, road resal programme as well as a small industrial estate strengthens the infrastructure of the Town. Upgraded entrances to the Town capitalise on natural assets of the bay, shoreline and coastal vegetation to create a contextual gateway for Port Vincent.

### Actions for Residential Centre

1. Upgrade Town entrances. Review Tidy Town signage to present a chronological sequence. Consider removing the signage within the gateway landscape of Lime Kiln Road.
2. Improve the condition of roads, footpaths and street lighting. Develop a road resal programme for the Town and upgrade footpaths including pram ramps and drop kerbs.
3. Protect and enhance important areas of vegetation. Maintain the unique landscape character of Port Vincent.
4. Enhance existing vegetation areas to create a natural gateway that reinforces the Town's character.
5. Improve the intersection of Lime Kiln Road and Marine Parade. Maintain views to the sea and along the foreshore. Provide clear signage to the Town and Marina. Use the existing landscape and visual character of the bay as a dramatic entry statement rather than introducing constructed elements, public art or other forms of development.
6. Develop the ruined lime kiln site as a historic location. Provide interpretation that demonstrates the importance of the kilns in the development of the Town.
7. Consider the potential expansion of the Town to the west, to cater for future residential demands.
8. Develop the concept of 'growth rings', landscape buffers that will increase amenity within the future residential development areas, draw on the existing landscape character of the Town.
9. Undertake street tree planting programme to road verges and front gardens to increase the amenity of the residential streets.
10. Develop landscaped streets that promote biodiversity habitat value between the coast and surrounding open spaces.
11. Increase the streetscape character to the Main Street through tree planting, landscape verges and footpaths upgrades.
12. Develop a new industrial area to support the commercial growth of the Town. Consider needs of service industries, aquaculture and storage (boats and caravans).
13. Consider the potential for a small recycling centre and composting facility to increase the sustainability of the town.
14. Develop common effluent system for the entire Town. Use the recycled water for irrigation of public open spaces and key landscapes such as the School, Caravan Parks and tourist areas.
15. Discuss opportunities with DTEI (Department of Transport Energy and Infrastructure) to provide new slip lanes at the intersection with Adelaide Road.

The proposed structure plan for the Marina and coastal cliffs aims to balance the needs for development with the fragility of the coastal escarpment.



## 4.4 Marina and Coastal Cliffs

The development of Marina and the surrounding coastal cliffs has created a new focus within the Town. The proposed structure plan for the Marina and coastal cliffs aim to balance the needs for development with the fragility of the coastal escarpment. Existing reserves and areas of native vegetation are protected and enhanced. Greater access is provided particularly along the coastal edge. New environmentally sensitive development is proposed along the coastal escarpment capitalising on the unique aspect. While additional commercial development in the Marina will reinforce the significance of the area as an important part of the Town's developing urban fabric.

### Actions for Marina and Coastal Cliffs

1. Redevelop the Town lookout as designated tourist destination.
2. Review potential to increase the depth of entry channel to Marina to improve boat access.
3. Develop commercial/light industrial area with opportunities for marine related development (consider tourist potential).
4. Tourist opportunities linked to commercial/industrial development (aquaculture, chandlers, workshops, studios, restaurant or tavern).
5. Maintain function of Marina boat ramp. Review the gradient of the ramp and accessibility issues.
6. Consider future function of the breakwater potential for tidal swimming pool, passenger ferry berth or future development site for Marina expansion.
7. Review impact of longshore drift against breakwater and potential to create new beach.
8. Increase significance of Aboriginal sites as part of the Town's cultural heritage.
9. Provide a continuous footpath connection to the Marina and complete the residential footpath network.
10. Upgrade and reseal the Old Coast Road as part of cliff top development.
11. Potential residential development. Consider development of single storey dwellings with the generous side boundary setbacks to reduce the visual impact on the cliff edge and views from the bay.
12. Protect and enhance coastal vegetation to ensure stability of coastal escarpment and landscape backdrop to the Marina.
13. Modified the design of the stormwater detention basins. Review the capacity of the basin and outfall into the bay and develop appropriate landscape treatments to enhance habitat value.
14. Develop a cliff top walk to provide continuous access between the Town lookout, Golf Club and Lime Kiln Road.
15. Upgrade footpath network to provide accessible connections through Water Reserve, including handrails, upgraded paving surfaces and seating areas.
16. Develop Water Reserve (the gully) as a unique 'coastal transect' demonstrating important vegetation associations within the Port Vincent area.



A new link between the Oval and the Foreshore provides a stronger connection between these important open spaces



## 4.5 The Town Oval

### Actions for the Town Oval

The Town Oval represents the recreation and social heart of the Town. Over the last few years, the significance of this important open space has been eroded. The structure plan for the Town Oval aims to create a multifunctional recreation resource that caters for young and old, resident and tourist alike. The sports focus of the Oval is reduced, allowing greater opportunities for informal recreation and additional landscaping. A proposed wetland capitalise on stormwater collection as well as providing opportunities for water storage. The community focus of the Bowls and Tennis clubs is enhanced through an upgrade of the clubrooms and the provision of new public toilets. The cultural heritage of the area is recognised through the upgrade of War Memorial with new paving, seating and lighting.

A new link between the Oval and the Foreshore provides a stronger connection between these important open spaces and the development of redundant land to the south east corner of the Oval, potentially for age care, creates a greater activation for the site as a whole. This combination of redevelopment and upgrade ensures that the Town Oval will once again become an important cultural, social and recreational centre for the Town.

1. Maintain and enhance the historic and cultural significance of the War Memorial including new paving, seating and lighting.
2. Increase the tourist potential of Oval in relation to recreation facilities.
3. Implement new multi-purpose court (as proposed by Port Vincent Progress Association).
4. Provide shared use path connection through the Oval to link residential areas and School.
5. Develop direct link between the Oval and the Foreshore, connecting the two most important open spaces in Port Vincent.
6. Develop a multi-use open space. Increase the amenity of Oval through landscape planting and provide footpaths, barbeques and seating. Reduce formal sports focus of the Oval and replaced with informal recreation opportunities.
7. Integrate and upgrade the Bowling and Tennis Clubs to create a multifunctional community and social centre including public toilets.
8. Manage and progressively replace the historic avenue of trees, ensuring that the cultural significance of the avenue is retained.
9. Explore the potential for the partial development redundant land to east of the Oval. Consider aged care facility.
10. Remove existing toilets.
11. Develop wetlands in response to stormwater runoff opportunities from the Oval and surrounding road network. Modify existing drainage of Germen Street as part of the wetland design. Develop underground water storage tanks.

**“**Signage and interpretation will tell the story of the town with the foreshore becoming a ‘timeline’ representing the Narrunga habitation of the area; through to the hay days of fishing and shipping to the tourist town of today **”**



## 4.6 Foreshore Walk

### Actions for Foreshore Walk

The foreshore is an important asset for the town, defining the junction between the land and the sea. The shoreline creates a continuous link through the town from the north to the south. The structure plan for the Foreshore reinforces the importance of the area as a linear connection for Port Vincent. The development of a continuous shared use path (pedestrians and cyclists) links the Town with the Marina. Seating areas with shade structures provide opportunities to sit and enjoy the views and scenery of the bay.

Signage and interpretation will tell the story of the town with the foreshore becoming a ‘timeline’ representing the habitation of the area; through to the hay days of fishing and shipping to the tourist town of today.

Weed clearance and revegetation programmes will ensure that appropriate landscape settings are created along the Foreshore and that noxious weeds are removed. The introduction of small detention swales along the Foreshore and in areas surrounding the Esplanade will assist in the detention and retention of stormwater and reduce erosion.

1. Increase signage and levels of interpretation in relation to the natural and indigenous history of Port Vincent.
2. Develop seating and shelters along the foreshore to provide greater activation and amenity.
3. Removal of weed species and the revegetation with coastal species along the foreshore.
4. Increase significance of the Town cemetery and improve the landscape setting. Develop additional columbaria to cater for future burial needs and identify potential location near the Town for future burial plots.
5. Provide stronger residential footpath connections. Develop pram ramp access and increase lighting.
6. Redevelop redundant road access and create small foreshore Park, capitalising on the existing trees to provide a shady landscaped open space.
7. Increase landscape amenity of Correll Park. Increase footpath connections to the foreshore and cliff top walks. Consider the park as part of the natural entry statement for the Town.
8. Develop continuous footpath connections along the foreshore. Develop the concept of the Port Vincent ‘storyline’ - a progressive history of the town starting with the indigenous heritage of the Narrunga people, continuing along the foreshore with the sailing and fishing heritage of the bay and wharf ending with the future stories of the town.
9. Improve signage.



## 4.7 The Town Beach, Main Street and Wharf

The buildings and activities that surround the Esplanade and Main Street of Port Vincent provide a rich collection of tourist and community facilities. The combination of the bay, beach and Town create a mecca of tourists each year, seeking the perfect beach holiday. The proposed redevelopment of the Main Street and Foreshore aims to amplify the existing character of the area, creating a robust yet adaptive facility that will cater for the future needs of the Town.

The objective for the precinct is the reconnection and refocusing of the Foreshore. The separated Wharf, Foreshore and Town beach are reconnected by new boardwalk, which provides continuous access throughout the area.

### Actions for Town Beach, Main Street & Wharf

1. Develop Foreshore open space as designated recreation area, remove parking and relocate toilets to increase usable area.
2. Upgrade wharf and jetty to provide greater access to the water for swimming, boat moorings and fishing.
3. New parking and integrate new toilets.
4. Maintain significance of historic properties along the Foreshore. Review local heritage listings.
5. Consider the potential to develop a multi-use community facility including Library, Internet connection, Rural Transaction Centre and Religious Hall (multi-denominational).
6. Review existing vegetation both Eucalypts and Norfolk Island Pines. Consider progressive removal of Eucalypts and the additional planting of Norfolk Island Pines to maintain the shade while removing issues associated with cormorant roosting.
7. Establish outdoor dining areas as part of the Main Street and the Foreshore upgrade. Recognise the community focus of the Ventnor Hotel and Deli within the Town.
8. Improve pedestrian access and modify intersection between Marine Parade and the Main Street to reduce vehicular conflicts. Develop formalised intersection with the central medians, protuberances and the tram ramps.
9. Increased access between Town Beach and Wharf area through development of boardwalk and stepped access.
10. Consider future opportunities for the Institute Building, in relation to tourism and the development of a small Information Centre/Museum.
11. Relocate and redevelop Kiosk, shelters, barbecues and playground to maximise the Town Beach.
12. Upgrade Sailing Club to create a new community and aquatic sports centre.
13. Relocate and redevelop play area as part of Foreshore upgrade and provide a greater activation within the Foreshore Caravan Park.
14. Redevelop the Town boat ramp on the southern side of the Sailing Club to limit vehicular conflicts and maximise public access to the beach.
15. Increase access to the beach from the Foreshore Caravan Park. Replace concrete wall with permeable barrier to increase physical and visual connections.
16. Review impact of breakwater on longshore drift, beach erosion and build up of seaweed.
17. Establish a continuous footpath connection along the Foreshore between Town Beach and Back Beach.
18. Develop one-way road access from a Foreshore Caravan Park entrance south along the Esplanade, to simplify access, provide pedestrian connections and create landscape areas and boat parking.

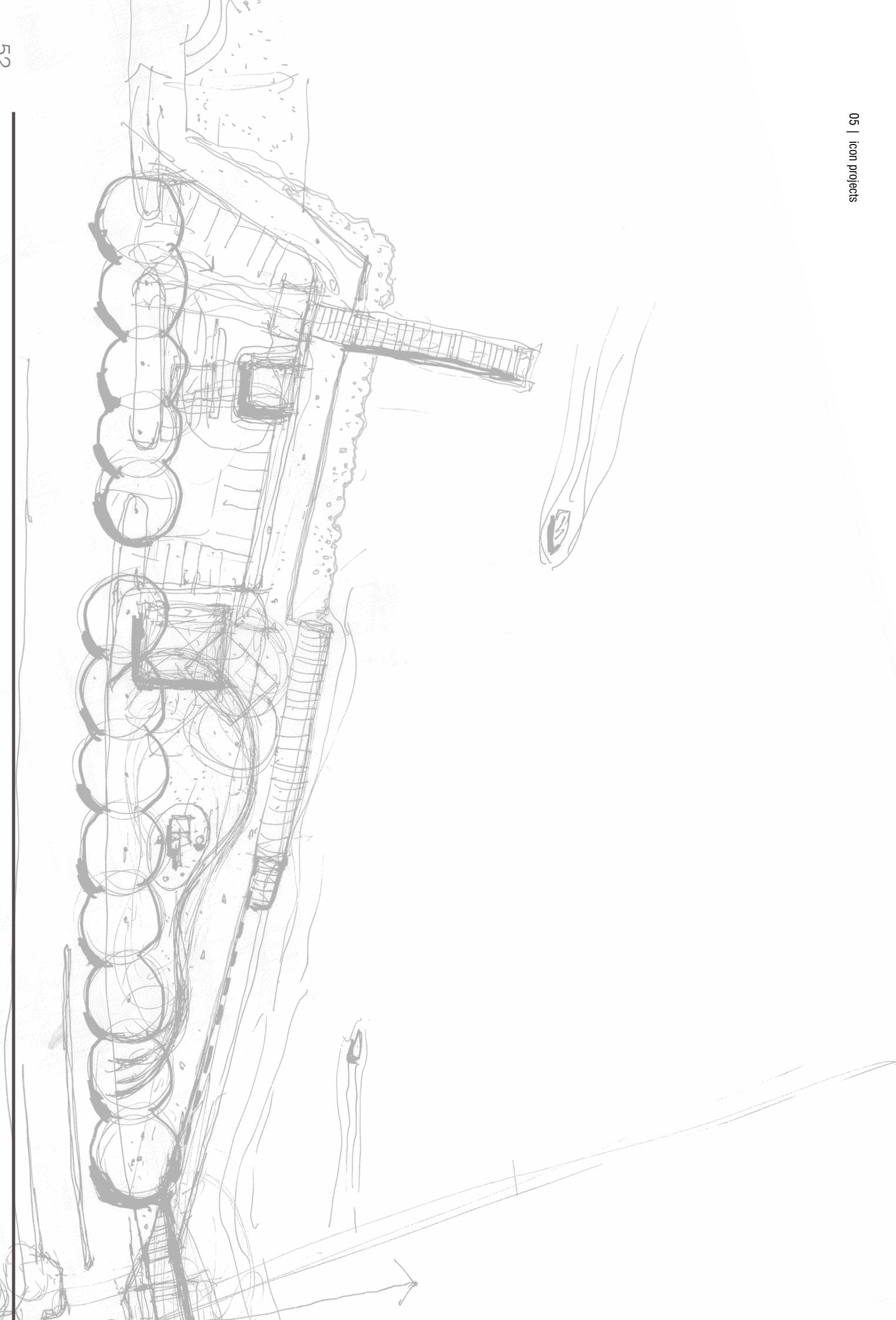
The upgrade of the sailing club provides opportunities to consolidate ageing facilities such as the Kiosk, barbecue area and seating. By rationalising the car parking adjacent to the wharf, a large open space can be provided including new play equipment, toilets, seating, and shade and barbecue facilities. The redesign of the Main Street and Esplanade intersection will improve access and provide opportunities for outdoor dining in front of the Ventnor Hotel and Deli.

The redevelopment of community and tourist facilities ensures that the future public realm of the Town will become a vibrant and dynamic space, reinforcing Port Vincent's position as one of the best coastal destinations in South Australia.

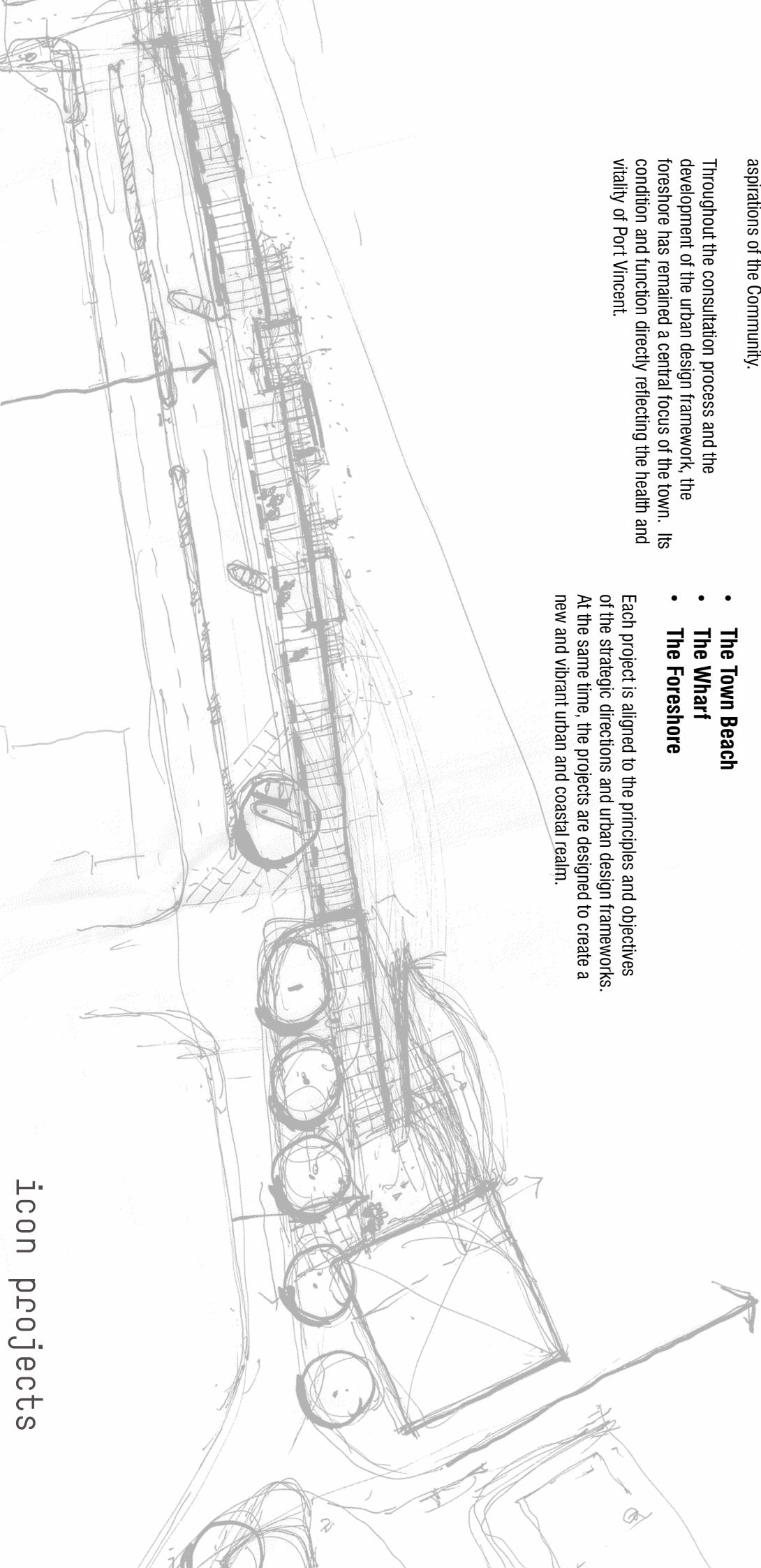


**STUNNING  
BROOK**





## icon projects



### 5.1 Icon Projects

The development of the urban design framework for Port Vincent identifies a number of strategic directions and urban design initiatives for the town. The realisation of these objectives and actions can be delivered through the implementation of key projects that encapsulate the future vision of the town and the aspirations of the Community.

Throughout the consultation process and the development of the urban design framework, the foreshore has remained a central focus of the town. Its condition and function directly reflecting the health and vitality of Port Vincent.

The proposed icon projects for the town aim to physically represent the recommendations of the urban design framework report and ultimately satisfy the expectation of the community.

The icon projects consider the redevelopment of:

- **The Town Beach**
- **The Wharf**
- **The Foreshore**

Each project is aligned to the principles and objectives of the strategic directions and urban design frameworks. At the same time, the projects are designed to create a new and vibrant urban and coastal realm.

### The Foreshore.

The upgrade of the foreshore focuses on the reactivation and reconnection of the town and the bay. The development of new coastal infrastructure will improve accessibility and provide new destinations along the coastline of Port Vincent.

### Marine Parade

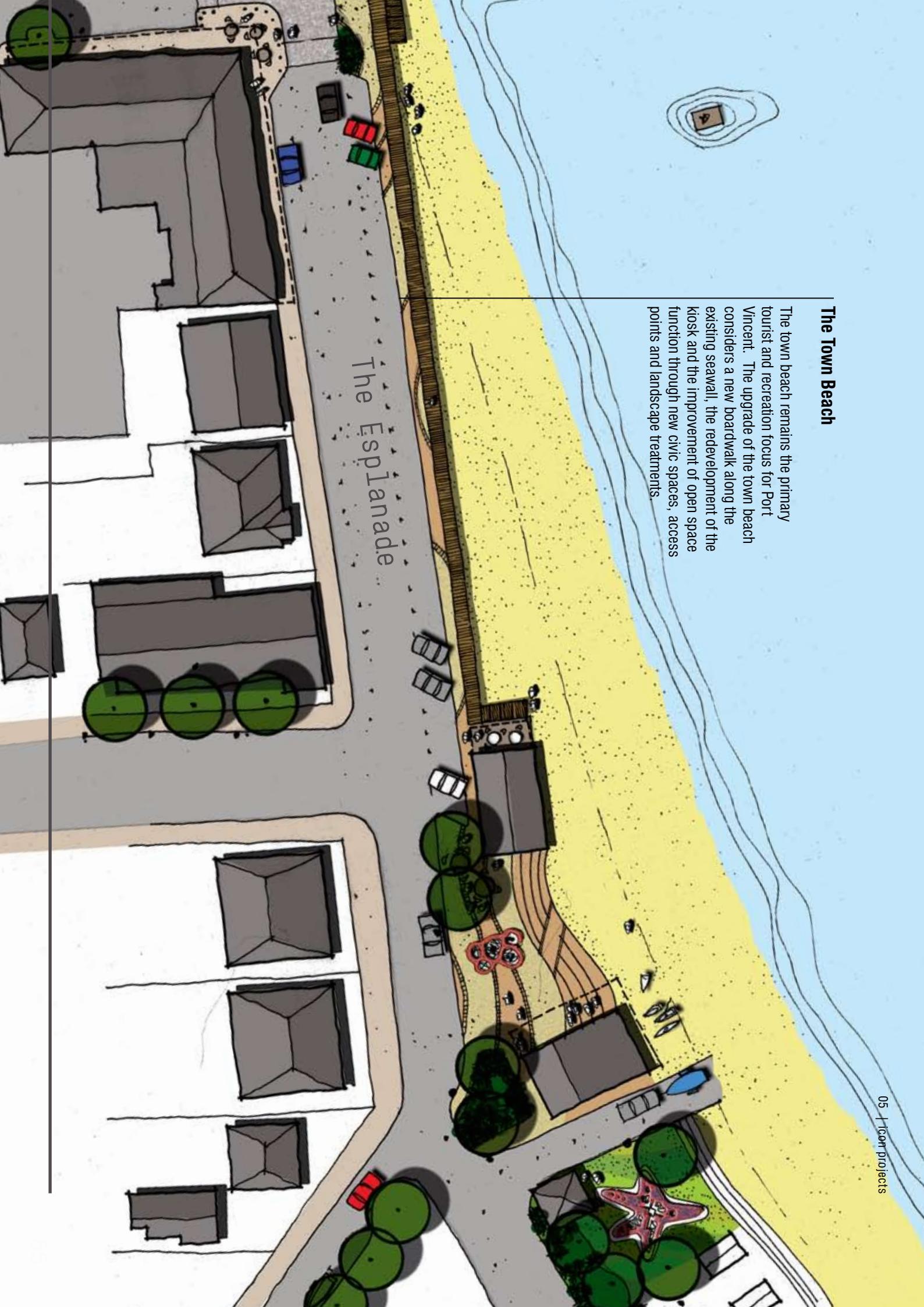


### The Wharf

The redevelopment of the wharf aims to create a new recreational centre for the town. This includes the creation of new open spaces, car parking, toilets, civic spaces, as well as improved aquatic facilities and upgrade of the Wharf.

### The Town Beach

The town beach remains the primary tourist and recreation focus for Port Vincent. The upgrade of the town beach considers a new boardwalk along the existing seawall, the redevelopment of the kiosk and the improvement of open space function through new civic spaces, access points and landscape treatments.



## 5.2 The Wharf

The revitalisation of the Wharf uses the existing function and structure of the area, but responds to the needs of the community and tourists alike in relation to open space provision, access to the water, car parking and the provision of facilities.

The central focus of the revitalised wharf is a new foreshore park. The redevelopment and consolidation of the existing parking areas creates greater open space with the existing fragmented car parks redesigned to facilitate lawns, play areas, seating and footpaths.

The foreshore park will be extensively landscaped with front line coastal species and Norfolk Island Pines (**1**) (*Araucaria heterophylla*) that will provide shade, while deterring roosting cormorants. It is recommended that the existing Eucalyptus gomphocephala (Tuarts) are not removed immediately, but as part of a phased removal programme as the proposed Norfolk Island Pines mature.

Proposals for the park includes a new shade structure (**2**) and an event space that can be adapted to provide a stage for civic events and other functions. Throughout the park are a number of play spaces (**3**) catering for different ages and abilities. These play spaces will be a combination of conventional equipment and play features that combine adventure, exploration, art and interpretation.

The existing pier (**4**) is upgraded and extended into the deeper water offshore, providing greater access for fishing and other aquatic activities.

The wharf (**5**) is to be upgraded, with repairs to its structure and new handrails, while a boardwalk (**6**) will provide a continuous link from the wharf along the sea wall to the town beach.

The introduction of a raised tabletop crossing (**8**) at the intersection of Main Minton Road, Marine Parade and The Esplanade provides traffic calming opportunities, while improving pedestrian accessibility. The introduction of kerb protuberances and kerb widening (**9**) will create new outdoor dining areas in front of the deli and pub, increasing the function of these important community establishments.

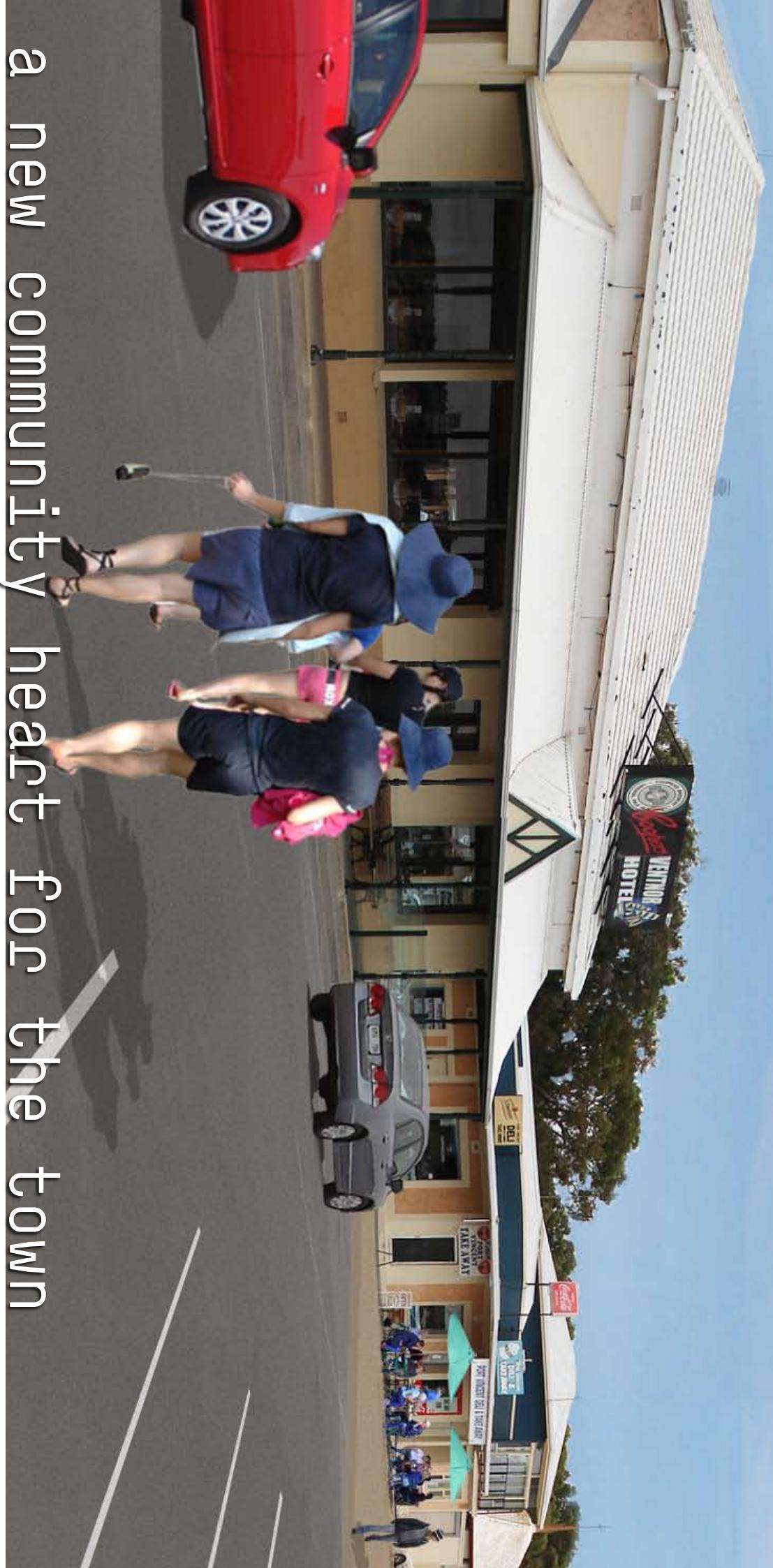
The development of dropped kerbs, seating, new toilets (**10**) and landscaped parking areas (**11**) further add to the redesign of the wharf and will create a new town centre for Port Vincent.

In the evenings, feature lighting will be used along the shore and in the water to encourage greater activation, providing a safe and exciting environment to be enjoyed at night (**12**).

A new footpath network (**7**) will reinforce the redevelopment of the wharf, connecting it to the town and the wider foreshore environs. A wide paved promenade connects the car park, Foreshore Park and Marine Parade. Concrete paving panels, stone detailing, integrated art and lighting are used to create a new dynamic urban realm.



a new community heart for the town



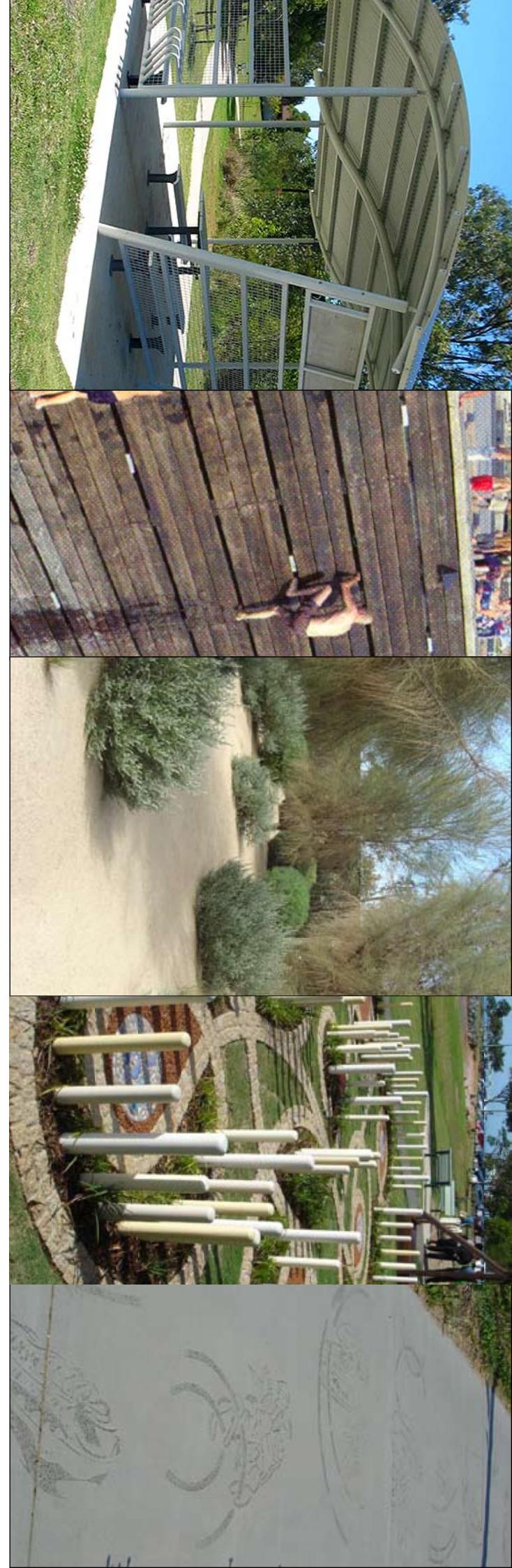




#### **Actions for the Beach, Main Street & Wharf:**

1. Modification to intersection to promote shared use between vehicular and pedestrian traffic.
2. Road adjusted to include additional pavement area for outdoor dining.
3. Bollards and paving treatment for pedestrian and cyclist safety.
4. Progressive planting of Norfolk Island Pine trees to provide additional shade to foreshore open space.
5. 'Storyline' paving to represent Port Vincent's history.
6. Relocated foreshore playground.
7. Boardwalk for improved pedestrian access along foreshore.
8. Shade structure incorporating barbecue and event facilities located in place of existing toilet facilities.
9. Upgrade to wharf.
10. Lengthening of existing jetty.

Wharf and main street



## 5.3 The Town Beach

The town beach is the social and tourist centrepiece of Port Vincent, creating a link between the town and the bay that provides amenity, open space and recreational value.

The narrow footpath along the Esplanade, coupled with the condition and location of the kiosk limit the function of the town beach. By reconfiguring this important asset and updating the existing facilities, the town beach can be reprogrammed to reinforce the significance of the foreshore as one of South Australia's premier coastal destinations.

The implementation of a new (1.5 m wide) timber boardwalk (**1**) and upgraded footpath creates a continuous promenade along The Esplanade. The awkward connection between the wharf and the town beach will be replaced with a seamless link of timber, concrete and stone detailing with stairs (**2**) from the boardwalk directly onto the beach.

The primary focus of the design is the redevelopment of the kiosk (**3**) and the creation of a new beachfront plaza (**4**). The Port Vincent kiosk is an iconic establishment that is much loved by the community and tourists alike. The building while providing a unique destination is well past its best. The proposed redevelopment reorientates the kiosk towards the bay with sea views and entrances to the north and south. This design ensures that the building engages with the beach frontage and scenic beauty of the coast. Outdoor dining areas and decks (**5**) create greater engagement with the foreshore and its relocation 50 m to the south reduces its visual impact on the historic facade of the Institute building.

Between the kiosk and the sailing club will be a new entrance precinct (the Foreshore Plaza). This new urban space combines access, seating, gathering spaces, play features and landscape areas, creating a single design statement that provides a new sense of vitality to the southern end of the town beach.

The Foreshore Plaza uses large format steps (**6**) to provide access and areas for congregation. A ramp (**7**) provides additional levels of accessibility as well as adding a sculptural form to the plaza. Small play areas (**8**) provide recreation opportunities for younger children without dominating the beach frontage. Landscaped areas provide shade and amenity, offsetting the urban form of The Esplanade.

The town boat ramp (**9**) is to be relocated as part of the town beach redevelopment. This modification is designed to remove potential conflicts between vehicles, boats and pedestrians. Its relocation also provides a greater engagement with the sailing club and caravan park, while maximising the open space of the beach.

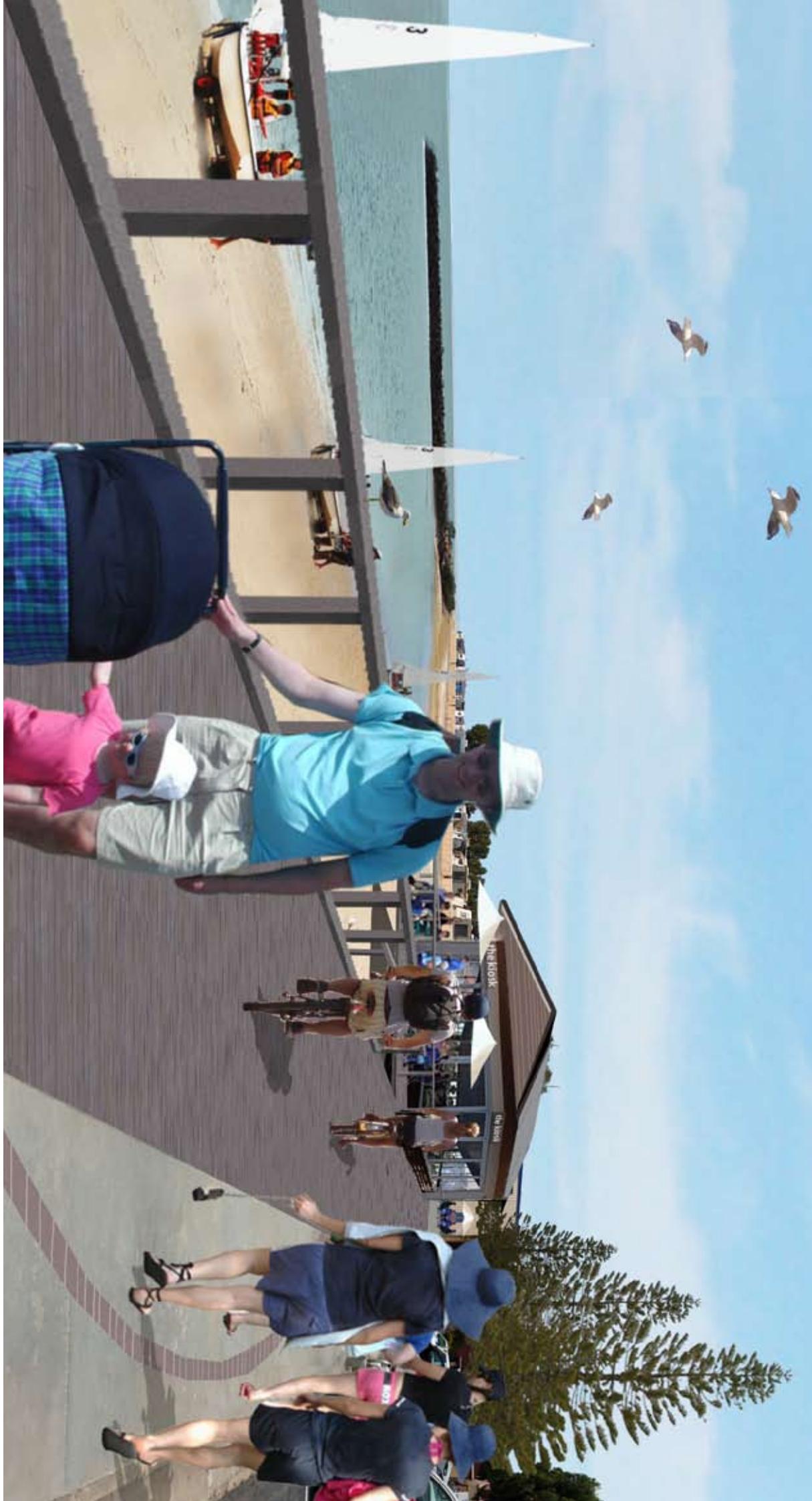
The reconfiguration of the boat ramp and caravan park creates a new entrance (**10**) with parking, boat access and community open space. The playground (**11**) and barbecue (**12**) facility are redeveloped as part of a larger caravan park upgrade.

Finally, the extension of The Esplanade to Back Beach is reduced to one-way traffic (travelling south) (**13**). This still allows access along The Esplanade and to the caravan park, while creating opportunities for additional boat parking, landscaping and footpath connections to Back Beach.

Parking and vehicular access is to be maintained with minor modifications, to facilitate a number of new landscaped areas.

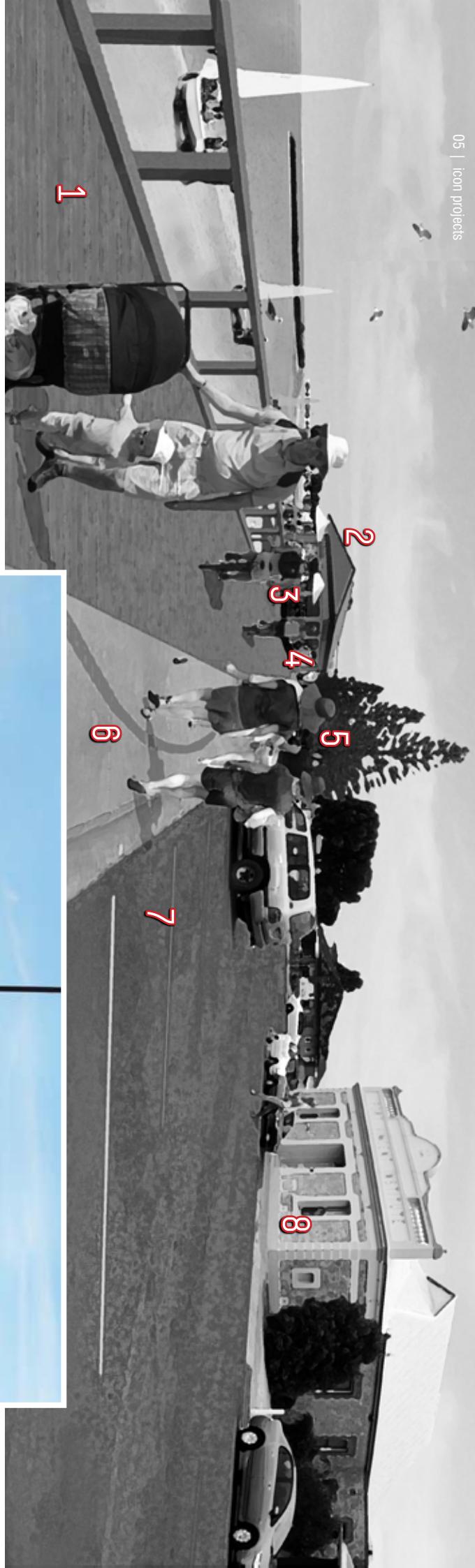
Additional landscaping (**14**) to Curramulka Road and around the Institute building provides a stronger setting to this important heritage building.





# Reconnecting the foreshore





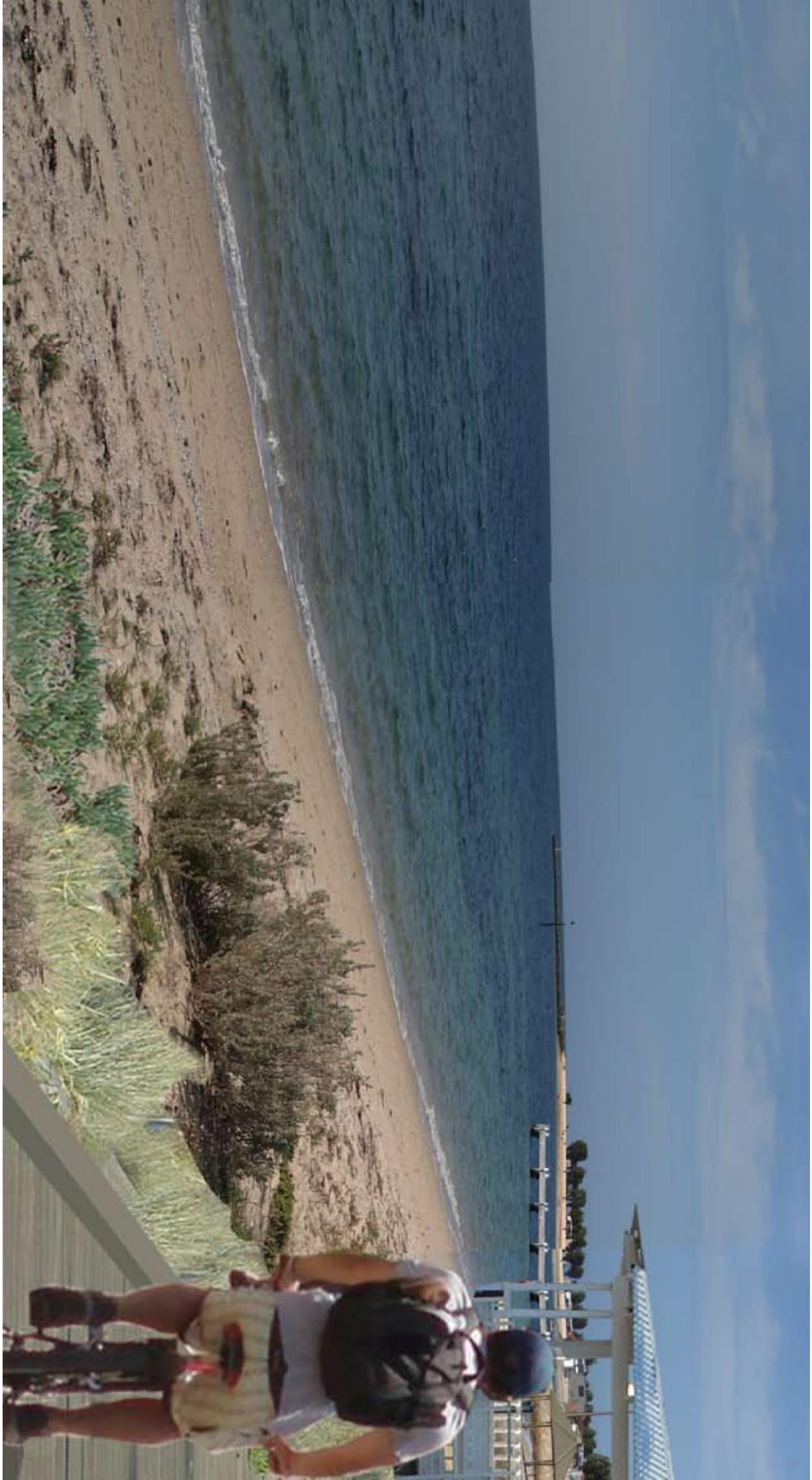
### **Actions for the Beach, Main Street & Wharf:**

1. Foreshore boardwalk from Wharf Area to Sailing Club.
2. Kiosk relocated and redeveloped closer to the sailing club to improve beach accessibility and allow for improved coastal views from both the Kiosk and Institute building.
3. New beach access stairway.
4. Potential upgrade of sailing club to include multi-purpose community facilities.
5. Planting of Norfolk Island Pines to provide additional shade.
6. Upgrade of footpath.
7. Improvements made to road camber.
8. Potential establishment of Institute Building as tourism information centre and museum.

town beach reconnection

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# the foreshore walk





### Actions for the Foreshore Walk:

1. Establishment of foreshore walkway, including paved and boardwalk sections, to improve pedestrian and cyclist safety conditions.
2. Improved beach access at key points along the foreshore from the Wharf to the Marina.
3. Shelter structures to provide shaded gathering areas along the foreshore.
4. Provision of seating within shade structures.
5. Revegetation of the road verge and shoreline with native coastal species.



## 5.4 The Foreshore Walk

The foreshore walk will be designed to create a much needed community asset on the edge of the bay. Public access along the foreshore remains problematic with no formal access and while many people use the foreshore for walking, cycling and to recreate; conflicts with vehicles and a lack of facilities reduce the function of this important local asset.

The foreshore walk will provide a new shared use path that connects the marina to the wharf and includes a number of seating and shelter structures designed to provide access and activation, while preserving the unique beauty of the bay.

The shared use path consists of a 3 m wide concrete path. The colour and finish of the path is designed to reflect the character of the coastal setting, mimicking the textures and colouration of the beach.

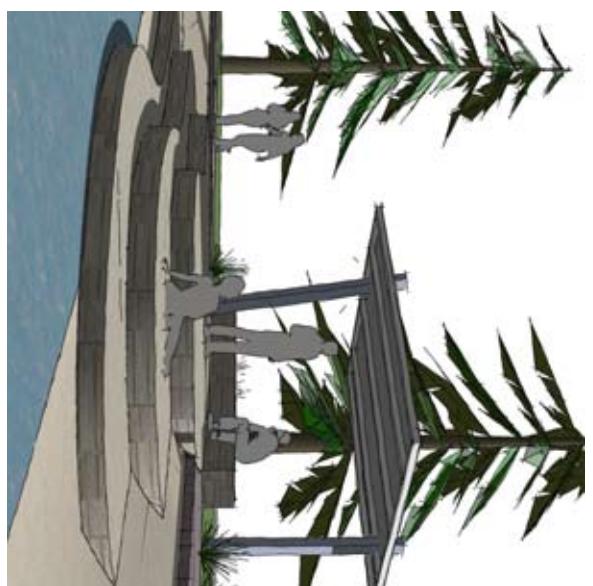
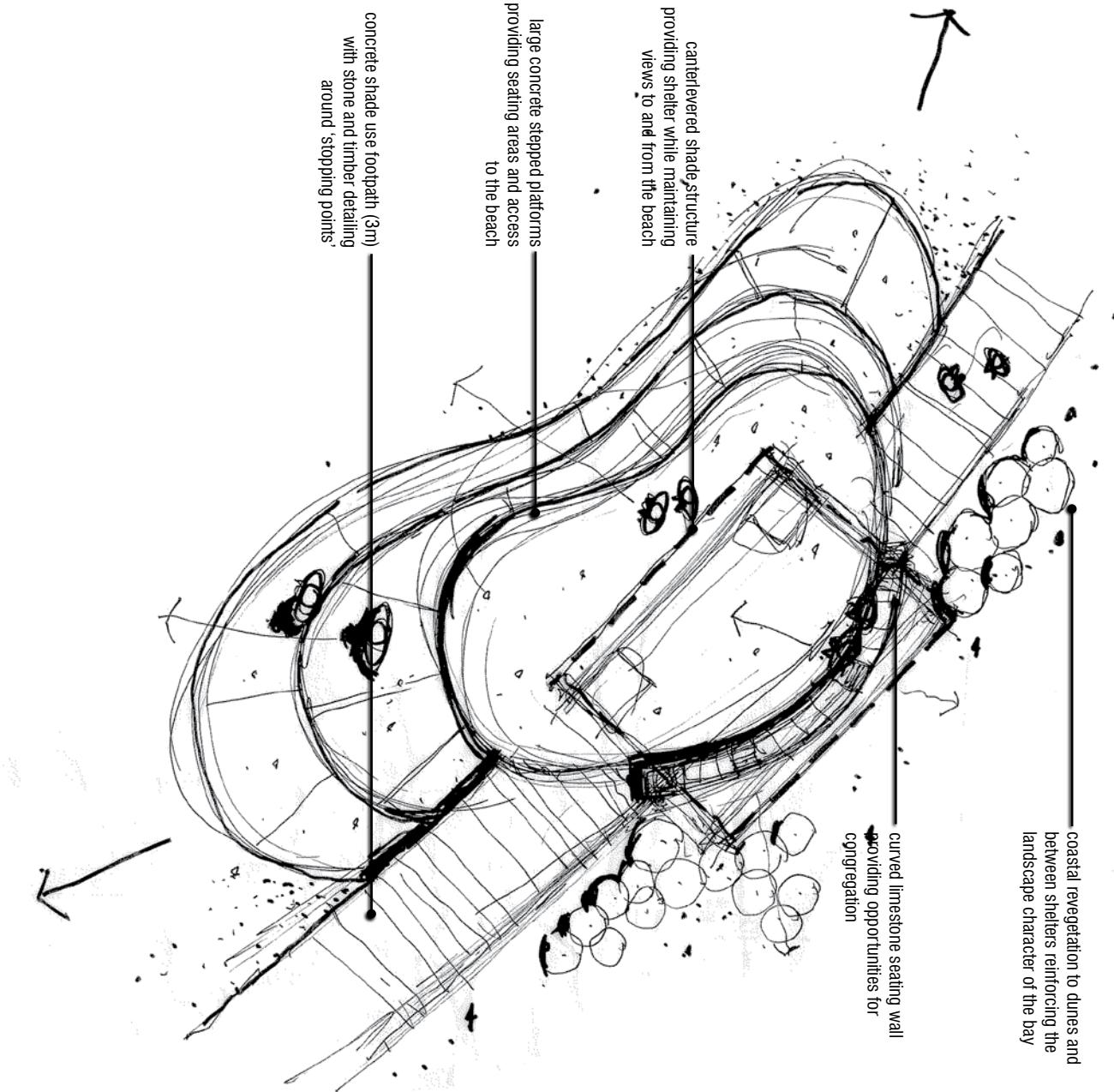
Strategically located along the walk are five 'stopping points' designed to provide access to the beach and amenity in terms of shade and shelter. These areas consist of a curved seating wall, shade structure and stepped access. The seating walls are designed in response to the limestone of the local area and the historic stonewall that exists on the beach. Integrated lighting provides nighttime activation and security without destroying the ambient qualities of the foreshore.

Between the beach and the path are a series of large stepped platforms, which provide informal gathering areas. Designed to reflect the eroded forms of the beach, the steps will be constructed from concrete with granite and limestone aggregates. The intent of the design being to create a landscape feature that appears as if part of the beach, half covered by sand or washed by the tides.

The shade structures respond to the local landscape character, using a simple cantilevered design that allow access and provides shade without interrupting the views to and from the bay. The shade structures and steps aim to capture the existing qualities of the beach, particularly the much loved, partially submerged gazebos, which are so unique to Port Vincent.

As part of each 'stopping point', public art will be used to convey the history of the town. The foreshore walk will become the storyline of Port Vincent. Starting at the marina and the Aboriginal history of the area before pausing at the cemetery for the stories of early settlement, on to Limekiln Road intersection and the industrialisation of the town through to the fishing and port history of the wharf.





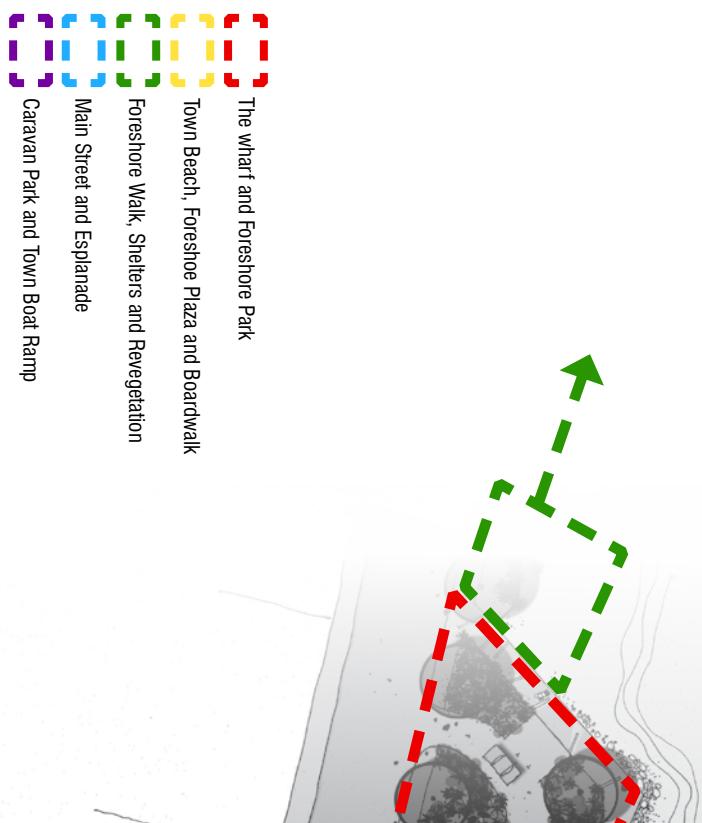


Implementation  
Plan

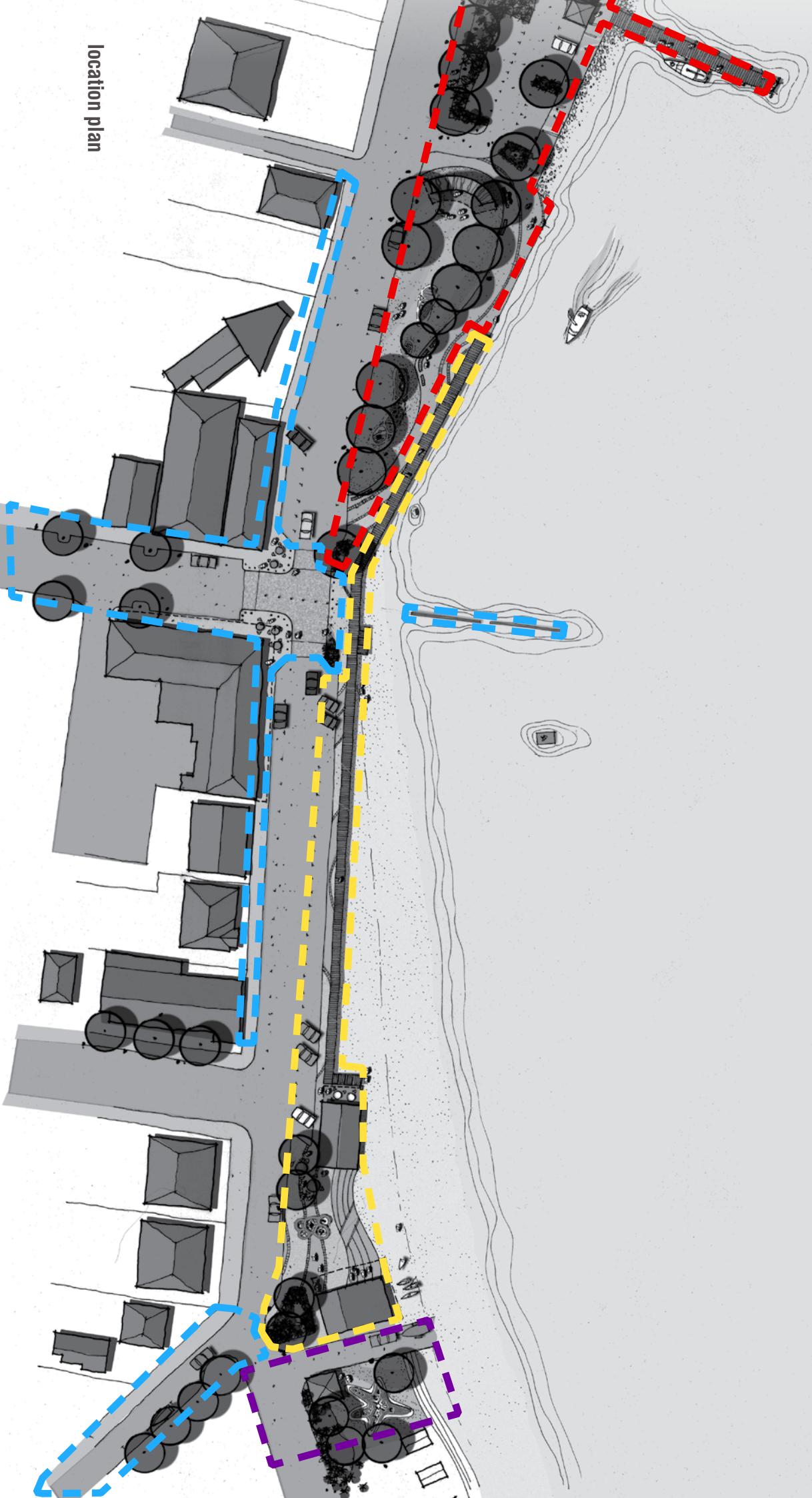
## 6.1 Implementation Plan

In order to facilitate the delivery of the icon projects an implementation plan has been developed. The plan identifies key actions that will be required over the next 10 years and the probable opinion of costs. This information will provide the community and Council with both a budget and a programme for the works.

While the implementation plan focuses on the icon projects, it is anticipated that other actions relating to the urban design framework will be undertaken at the same time, creating a cohesive approach to the redevelopment of the town.



location plan



Project	Year 1 (09/10)	Year 2 (10/11)	Year 3 (11/12)	Year 4 (12/13)
	Scope of Work (qty) Cost	Scope of Work (qty) Cost	Scope of Work (qty) Cost	Scope of Work (qty) Cost
<b>The Wharf and Foreshore Park</b>	1.1 New Toilet including demolition of existing and services relocation (item) \$35,000 1.2 Exposed aggregate footpath with stone detailing (1400m <sup>2</sup> ) \$150,000 1.3 Proposed car park (23 spaces)including disabled bays and kerbing (1200m <sup>2</sup> ) \$95,000 1.4 Landscape treatments the car park including shade trees and replacement of Eucalypts (4800m <sup>2</sup> ) \$30,000 1.5 Landscape & lawns (800m <sup>2</sup> ) \$75,000	2.1 Seating to wharf and foreshore park (item) \$15,000 2.2 Repair and upgrade of wharf including handrails, signage and lighting (40 lim) \$30,000 3.1 Proposed shade structure to foreshore park with integrated seating, paving and barbecue facilities (item) \$75,000 3.2 Play space to park (item) \$60,000 3.3 Street and feature lighting for the park (item) \$30,000	4.1 Extension and upgrade of existing pier (200m <sup>2</sup> ) \$120,000	
<b>The Town Beach, Foreshore Plaza and Boardwalk</b>	2.3 Timber boardwalk with stair connections to the beach, handrails and integrated lighting (300m <sup>2</sup> ) \$180,000 2.4 Refurbishment of seawall (140 lim) \$30,000	3.4 Upgrade of concrete path to The Esplanade with new kerb, drainage, stone detailing and colour treatments (270m <sup>2</sup> ) \$28,000		
<b>Foreshore Walk</b>	1.8 Concrete shared use path with timber detail (300 lim) \$35,000 1.9 Cantilevered shade structure with metal and timber detailing and integrated lighting \$35,000 1.10 Limestone seating wall with timber seating detail \$20,000 1.11 Large concrete stepped platforms \$75,000	2.5 Concrete shared use path with timber detail (300 lim) \$35,000 2.6 Cantilevered shade structure with metal and timber detailing and integrated lighting \$35,000 2.7 Limestone seating wall with timber seating detail \$20,000 2.8 Large concrete stepped platforms \$75,000	3.5 Concrete shared use path with timber detail (300 lim) \$35,000 4.2 Concrete shared use path with timber detail (300 lim) \$35,000 4.3 Cantilevered shade structure with metal and timber detailing and integrated lighting \$35,000 4.4 Limestone seating wall with timber seating detail \$20,000 4.5 Large concrete stepped platforms \$75,000	
<b>Main Street and The Esplanade</b>			4.6 Paved raised table top crossover to Main Street intersection \$38,000 4.7 Kerb protuberances to Deli and Pub including paving and bollards (175m <sup>2</sup> ) \$32,000 4.8 Footpath widening to Marine Parade and The Esplanade \$10,000	
<b>Caravan Park and Town Boat Ramp</b>				
<b>Foreshore revegetation</b>	1.12 Revegetation of coastal dune landscape (250 lim) \$10,000	2.9 Revegetation of coastal dune landscape (250 lim) \$10,000	4.9 Revegetation of coastal dune landscape (250 lim) \$10,000	
<b>Cost per Annum</b>	<b>\$560,000</b>	<b>\$430,000</b>	<b>\$228,000</b>	<b>\$375,000</b>

<b>Year 5 (13/14)</b>	<b>Year 6 (14/15)</b>	<b>Year 7 (14/15)</b>	<b>Years 8 and beyond</b>	<b>Total Project Cost</b>			
Scope of Work (qty)	Cost	Scope of Work (qty)	Cost	Scope of Work (qty)			
				<b>\$715,000</b>			
5.1 Redevelopment of kiosk including covered decking and glazed façade orientated to the coast (150m2)	\$425,000	6.1 Development of paved plaza with stone detailing (525m2) 6.2 Development of seating steps and ramp connecting the plaza with the beach (240m2)	\$55,000 \$75,000	7.1 Upgrade of sailing club including activation and shading to northern façade (item) 7.2 Landscape areas and tree planting (80m2) 7.3 Play areas using sculptural elements (item) 7.4 Integrated lighting (item)	\$150,000 \$15,000 \$55,000 \$50,000	<b>\$1,063,000</b>	
6.3 Cantilevered shade structure with metal and timber detailing and integrated lighting	\$35,000	7.5 Cantilevered shade structure with metal and timber detailing and integrated lighting	\$35,000		<b>\$650,000</b>		
6.4 Limestone seating wall with timber seating detail	\$20,000	7.6 Limestone seating wall with timber seating detail	\$20,000				
6.5 Large concrete stepped platforms	\$75,000	7.7 Large concrete stepped platforms	\$75,000				
5.2 Landscape treatments to Main Street including new tree pits and planting beds (250m2)	\$12,000						
5.3 Feature lighting to footpaths, table top crossover and boardwalk (consider aquatic lighting) (item)	\$50,000						
6.6 Revegetation of coastal dune landscape (250 lim)	\$10,000	7.8 Development of new town boat ramp (240m2)	\$54,000	8.1 Alter southern end of The Esplanade to create a 'one-way' street to increase pedestrian access, boat parking and landscaping (400m2)	\$38,000	<b>\$180,000</b>	
				8.2 Development of new open space and entrance including shelters, barbecues, play area and landscape (500m2)	\$95,000	<b>\$149,000</b>	
		7.9 Revegetation of coastal dune landscape (250 lim)	\$10,000			<b>\$50,000</b>	
	<b>\$487,000</b>		<b>\$270,000</b>		<b>\$464,000</b>	<b>\$133,000</b>	<b>\$2,947,000</b>



Port Vincent remains one of the most iconic coastal destinations in South Australia. The town's combination of scenic beauty, history and the quality of life reinforce the social, environmental and economic potential of the town. Only by understanding Port Vincent's character, its issues and opportunities, both subtle and obvious, can appropriate actions be generated that will enhance and progress the unique qualities of the town.

The community of Port Vincent has been instrumental in providing the strongest possible foundations for this report. Their insight, commitment and vision has created an urban design framework that responds directly to the needs and aspirations of the town.

The development of seven strategic directions provides an overarching focus for the town that will inform planning policies and development proposals in the future. The urban design framework gives the town a robust urban structure with interrelated actions delivering the objectives of the report.

## Conclusion

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Finally, the icon projects will act as catalysts for the town, seeding the foreshore with new ideas that will revitalise the town's heart and soul and reconnect the town with the bay.

The recommendations of the Port Vincent Urban Design Framework report will require the continued commitment of the local community, Council and State Government. The community's enthusiasm for their town is evident. The winning of numerous state and national Tidy Town awards demonstrates the passion that exists in the town.

By tapping into this passion and delivering the actions contained within this report, and with the support of the public and private sectors, a new vision for Port Vincent can be achieved.

