



PORT LINCOLN MASTER PLAN

OCTOBER 2025
DRAFT FOR CONSULTATION

Acknowledgement of Country

We acknowledge the Barngarla People, the Traditional Custodians of the land on which the City of Port Lincoln rests and their continuing connection to land, sea, culture and community.

We pay our respects to Elders past, present and emerging, and we extend that respect to other Aboriginal and Torres Strait Islander people in our community.

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**FUTURE
URBAN**

Version

5

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Description

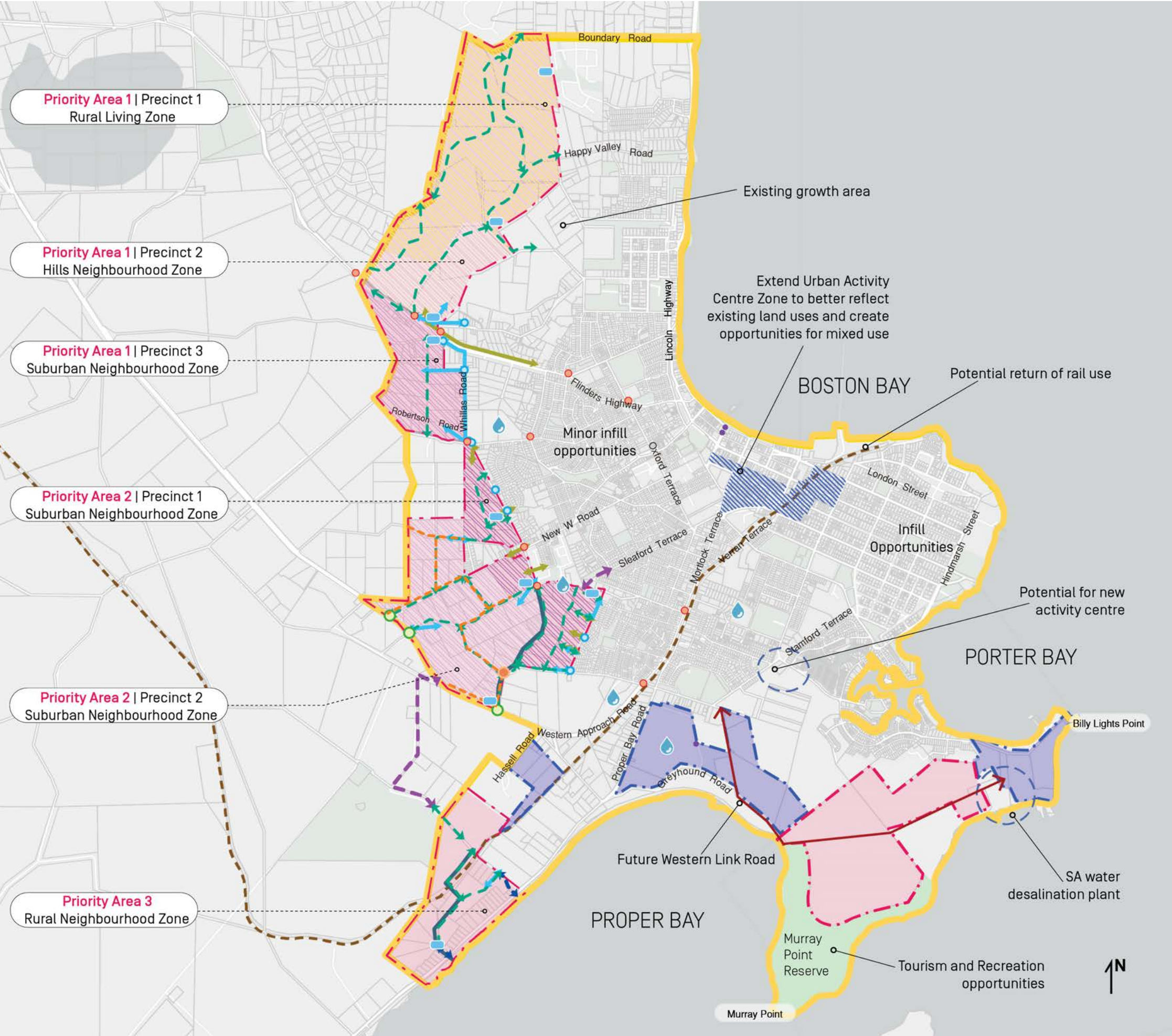
Draft for Consultation

Infrastructure Inputs WGA | Traffic Inputs CIRQA



The Port Lincoln Master Plan at a glance.

The Port Lincoln Master Plan outlines the context, key considerations, and recommended actions to guide land use development within the Council area over the next 30 years.





1.0 Introduction



Introduction

The Port Lincoln Master Plan ("the Master Plan") is a intended to guide the future development and growth of the Council area over the next 30 years.

Council has identified significant constraints in facilitating residential growth within the Council area. This largely relates to the limitation in service infrastructure and the associated cost of augmentation, which increases uncertainty and impacts the viability of development. Large areas of native vegetation are also a significant constraint to accommodating growth.

Purpose

A key purpose of the Master Plan is to identify areas to accommodate future growth.

The Master Plan will be used to

- **Identify future growth areas** for residential, employment and commercial uses;
- **Inform Council decision making** and infrastructure planning and investment;
- Respond to actions within the **Eyre and Western Regional Plan** and influence future versions;
- **Guide the future use** of any surplus Council/community land;
- Seek to ensure there is **adequate land supply** to support the current and future population and economy
- Inform future State and Federal **grant applications**.

1.1 The Study Area



Port Lincoln is approximately 30 square kilometres in area and is located on the Eyre Peninsula. It is formally identified within the State Government's Eyre and Western Planning Region. Port Lincoln is one of two regional cities on the Eyre Peninsula (the other being Whyalla) and has one of the world's largest protected harbours.

The Study Area for the Master Plan is the municipal boundaries of the City of Port Lincoln, as identified by Figure 1. The adjacent surrounding area, nearby townships and regional context has also been considered in the preparation of the Master Plan, however do not form part of the Study Area. The regional context is shown by Figure 2.



1.2 Understanding Port Lincoln | A Planning History

40,000+

The Barngarla people have lived on the Eyre Peninsula, including Port Lincoln, for over 40,000 years. Their name for Port Lincoln is Galinyala, meaning "place of sweet water".

1802

On 25 February 1802, Matthew Flinders sailed his exploration vessel HMS "Investigator" into the harbour, which he named Boston Bay.

1836

In 1836 Governor Hindmarsh, the first Governor of South Australia, gave instructions to Colonel William Light to survey the capital of the new province at Port Lincoln, but Light rejected the site in favour of Adelaide.

1839

Port Lincoln however, proved popular with pioneers and developers, with the first settlers arriving on March 19, 1839.

1880

Local Government formally began on the Eyre Peninsula on July 1, 1880 with the establishment of the District Council of Lincoln.

1921

On August 18, 1921 the Municipality of Port Lincoln was formally proclaimed.

1936

By 1936 the population had grown to 3200 and the town had a water supply. The port had become the commercial pivot for the area, providing for its many agricultural and commercial requirements.

1959

The building of bulk silos in 1959 and a deep water port in the early 1970s assured Port Lincoln's position as the leading town of the southern Eyre Peninsula.

1971

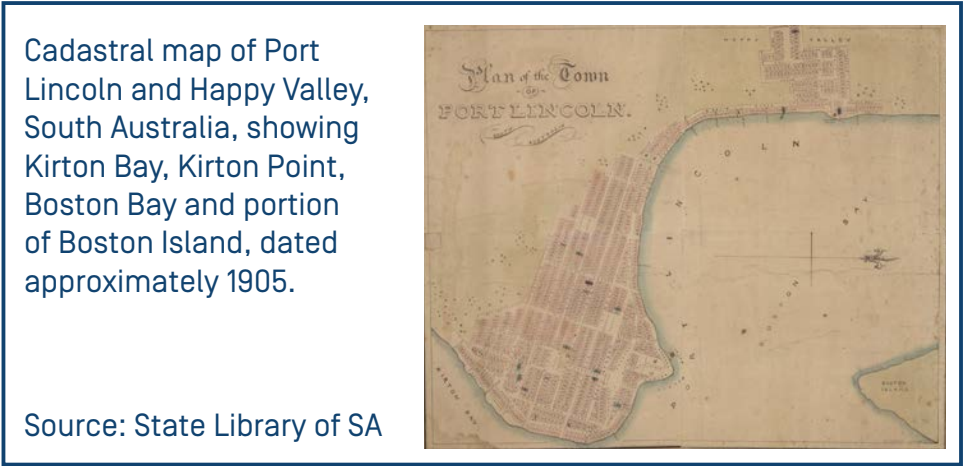
City status was granted to Port Lincoln on January 21, 1971.

2015

On 22 January, 2015 the Barngarla people were granted native title over much of Eyre Peninsula. They had applied for 44,500 square kilometres and received most of it.

2025

The Eyre and Western Regional Plan is scheduled to be implemented in 2025.



1.3 How We Got Here | The Journey So Far



Port Lincoln and Lower Eyre Planning Review (2023)

This review identified existing planning issues facing the Council, including why approved residential development was not being constructed. A series of workshops and interviews were convened with key stakeholders across two days, including staff from the Lower Eyre Council. As a result, a series of recommendations were made in relating to strategic and statutory planning improvements and/or actions.

Three overarching issues were identified as being key barriers to development, including infrastructure provision, development assessment inconsistencies and a need for growth planning.

Port Lincoln Economic Analysis and Strategic Land Use Investigations - Investigations Report (2023)

Economic and strategic land use investigations were undertaken by Planning and Land Use Services in 2023 to inform the draft Eyre and Western Regional Plan. The investigations made a number of recommendations to explore, including a detailed and considered study on how and where urban development should occur within Port Lincoln. Another recommendation related to housing options and the need for further investigation into housing supply.

Housing Strategy (2024)

In 2024, the City of Port Lincoln adopted the Housing Strategy 2024 – 2029. The development of a housing strategy for Port Lincoln was a key recommendation of Council's Economic Development Strategy 2023-2026. The Housing Strategy identified what was contributing to the town's housing shortage and recommendations by which Council can address the situation. Arising from this strategy, Council will proactively facilitate an environment which is conducive to increasing housing supply.

The Housing Strategy contains a series of goals and actions, with a number of the actions relating to the need to undertake strategic and structure planning to identify long term residential growth areas (15-30 years).

The Housing Strategy was informed by two rounds of community engagement.

1.4 Preliminary Engagement

Preparation of the Port Lincoln Master Plan began in March 2025. A review of all previous work and feedback was undertaken to inform a high-level Master Plan and identification of potential growth areas. In April 2025, a workshop was held with City of Port Lincoln Elected Member and senior staff to evaluate all of the potential growth areas and determine priority areas for more detailed investigations. The evaluation included a review of development potential, yields, constraints and opportunities. As a result, four priority areas were identified and preliminary engagement was undertaken with the community on this basis. These priority areas are identified on Figure 3. Preliminary community engagement occurred from 1 May 2025 until 22 May 2025.

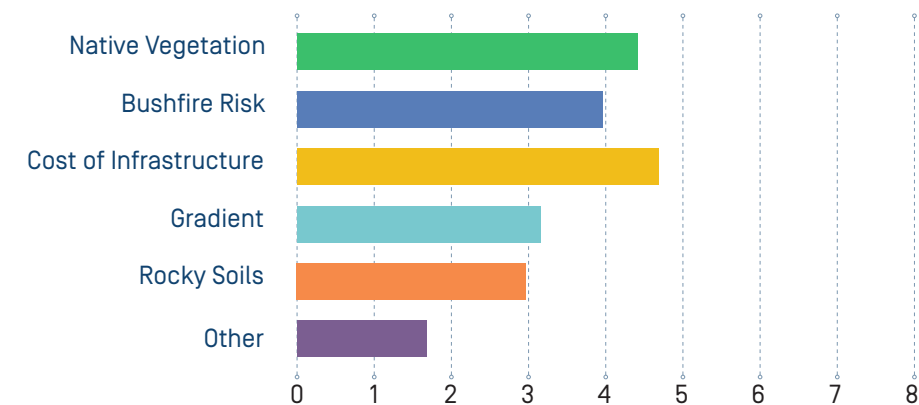


Respondents were asked to rank development constraints from highest to lowest.

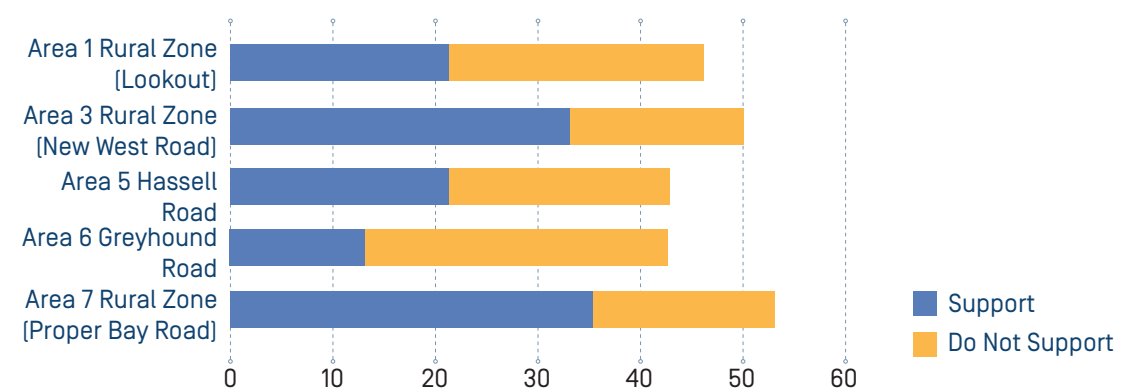
It is clear from the responses that the cost of infrastructure, native vegetation and bushfire risk are considered the three most prominent development constraints within Port Lincoln.

Other constraints identified included:

- Protection of native flora and fauna;
- Zoning of land;
- Land size;
- Complexity of the planning system;
- Lack of trades; and
- Availability of vacant land.



Area 3 (Rural Zone - New West Road) and Area 7 (Rural Zone - Proper Bay Road) received the highest level of support. Area 6 (Greyhound Road) received the least support largely due to the existing recreational uses and proximity to the wetlands.



Early agency input was sought during the investigation phase of the Master Plan. Consultation with the community and agencies has been considered in the preparation of the Master Plan. In response to feedback from the preliminary engagement, Areas 5 and 6 were removed as priority areas, however, will still remain as future growth investigation areas.

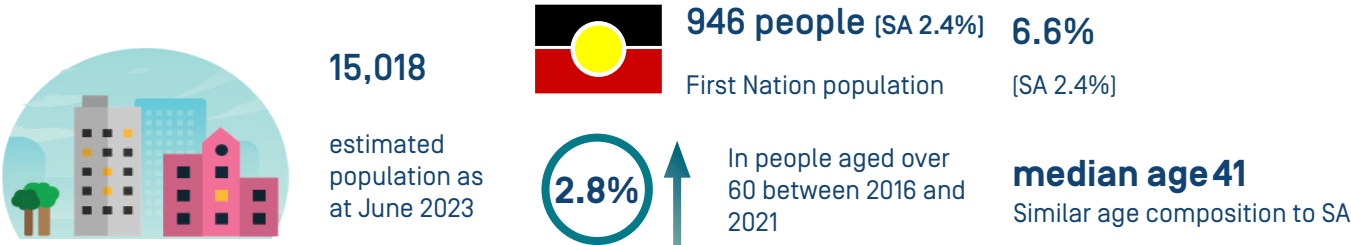
While not identified as a priority area, a new activity centre just outside the Lincoln Cove Marina area received support from the community.



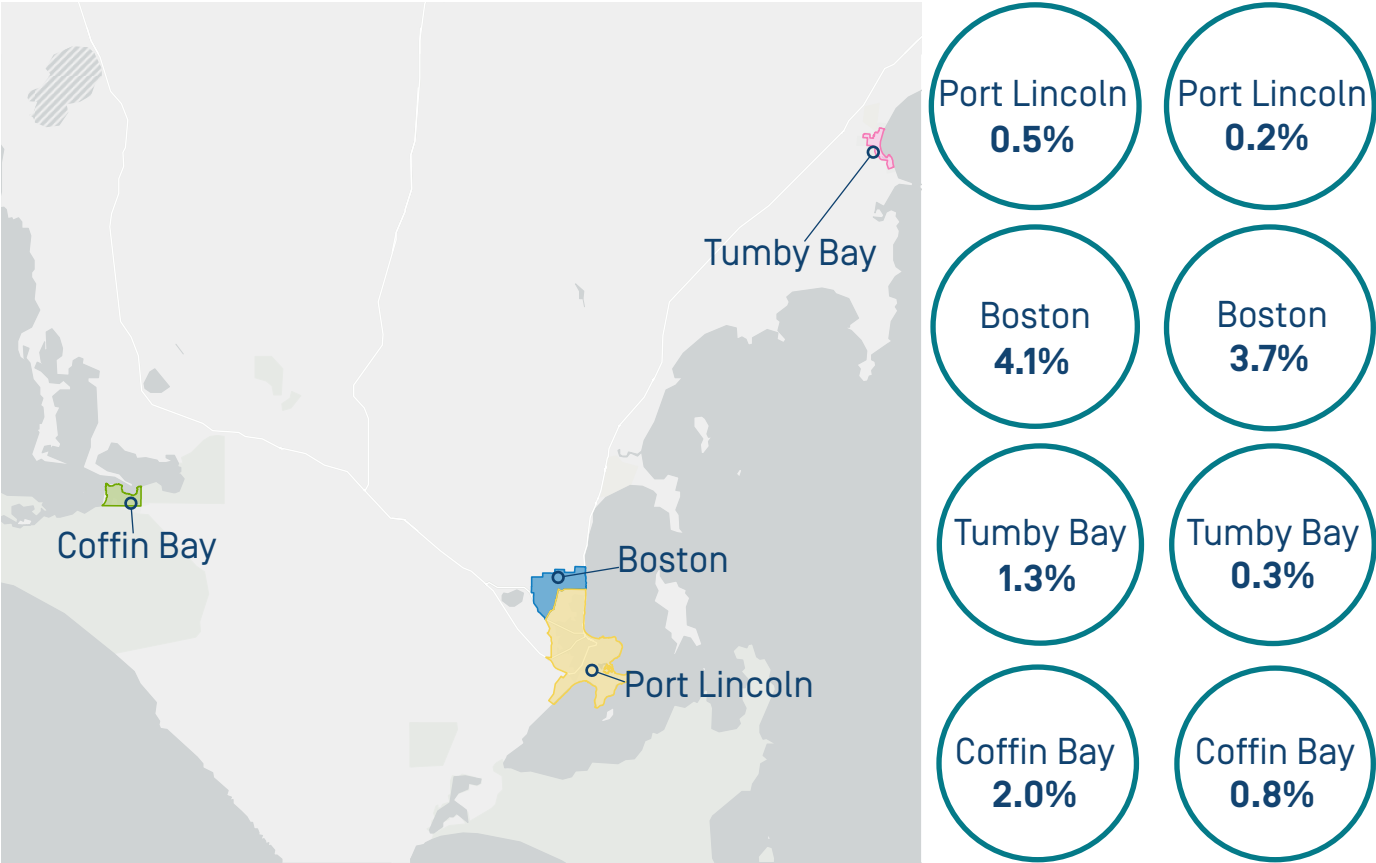
2.0 Master Plan Context

2.1 Key Statistics

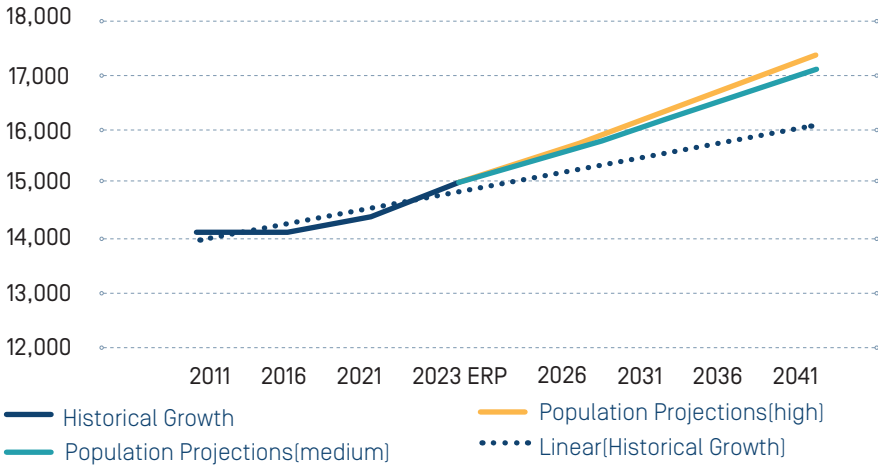
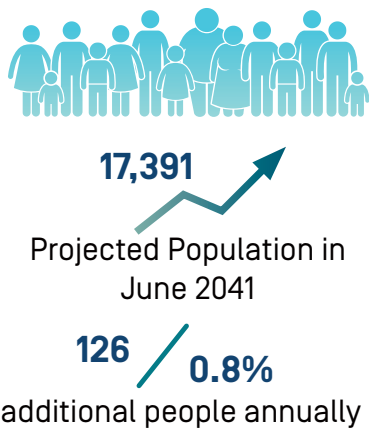
Current Population



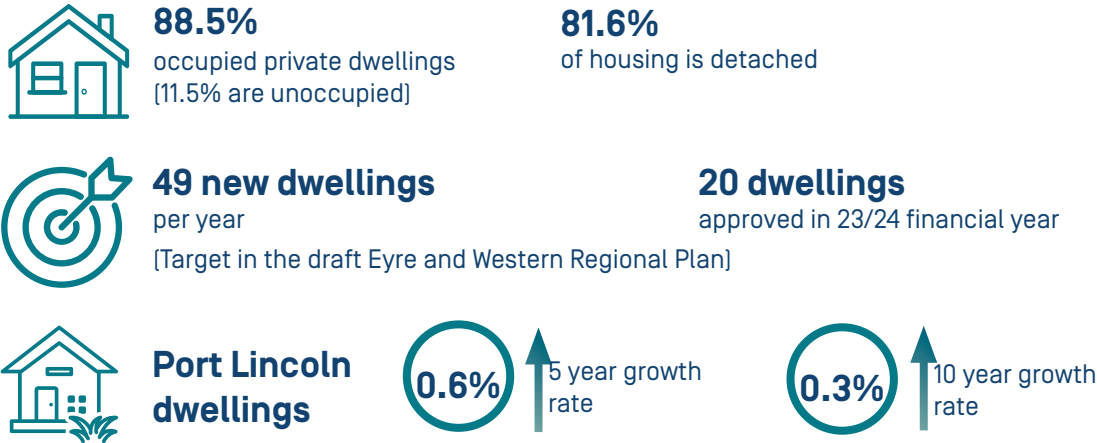
Population Growth Comparison



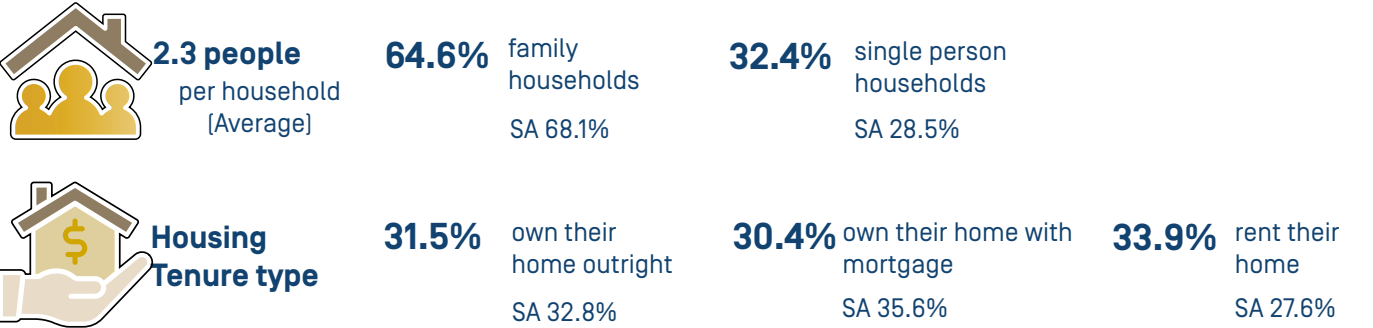
Future Population



Housing



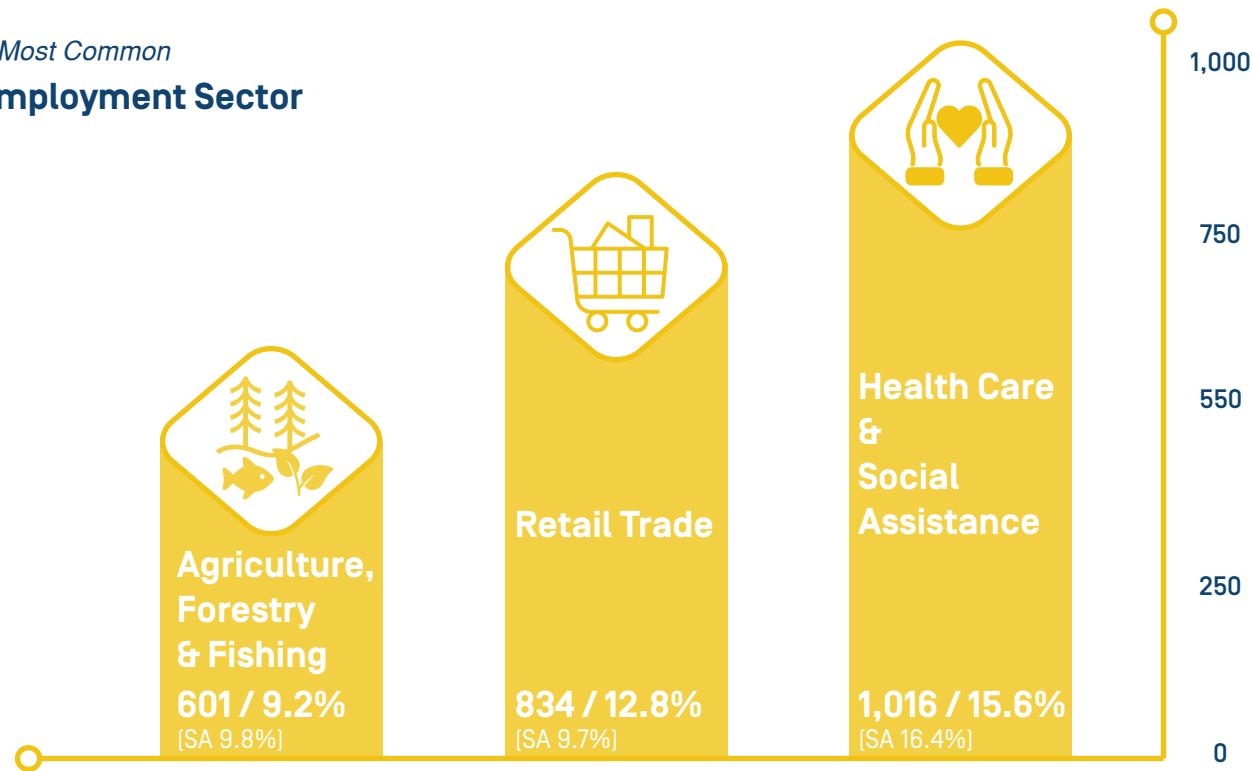
Household Composition



2.1 Key Statistics

Economy

3 Most Common
Employment Sector



Number of Jobs



10,465
[2016]

12,274
[2021]

People in the labour force



6,789
[2016]

6,819
[2021]

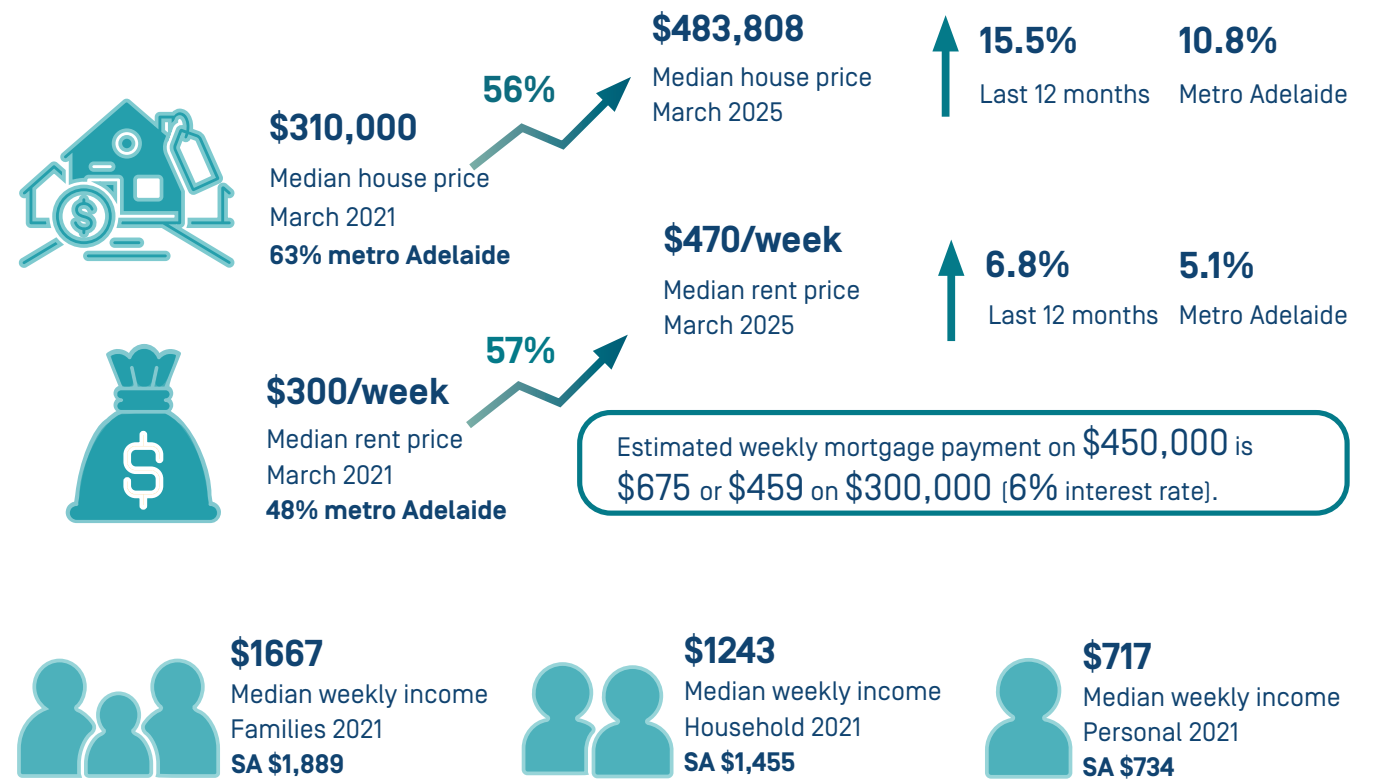
Unemployment Rate



6.4%
[2016]

2.7%
[Dec 2024]

Housing Affordability



Master Plan Considerations

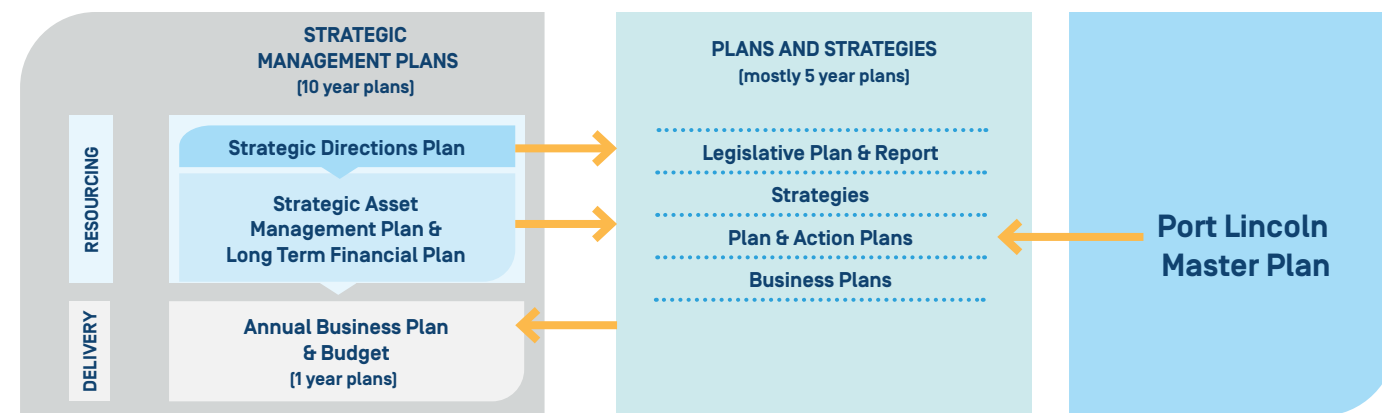
- Historic growth within Port Lincoln is relatively slow and growth is occurring in nearby townships at a much faster rate.
- Port Lincoln has a high percentage of Aboriginal and Torres Strait Islanders.
- An ageing population will require diversity in housing stock to allow people to downsize and remain living in Port Lincoln.
- Projected growth and housing target requires planning and further land supply.
- The number of jobs and people in the labour force is rising. Planning must ensure there is adequate land for continued growth and housing for employees to live.
- Housing is becoming unaffordable especially when compared to the median household income.
- Over the past 12 months, median house and rent prices are rising at faster rate than metro Adelaide.

Data sources: ABS Census, SA Government, Profile ID

2.2 Strategic Policy Context

City of Port Lincoln

The Master Plan is a key strategic document which supports the Strategic Directions Plan. The Master Plan will also support other key Council strategies and plans, including the Economic Development Strategy, Housing Strategy, Open Space Strategy, Tourism Strategy and Asset Management Plans.



State Planning Policies

These State Planning Policies (SPPs) are the highest order policy document in South Australia's planning system. They outline matters of importance to the state in land use planning and development and provide a policy environment aimed at enhancing our liveability, sustainability and prosperity.

The Master Plan seeks to achieve many of the SPPs. The following policies are of particular relevance:

- an adequate supply of land (well serviced by infrastructure) is available that can accommodate housing and employment growth over the relevant forecast period;
- provide an orderly sequence of land development that enables the cost-effective and timely delivery of infrastructure investment commensurate with the rate of future population growth;
- a well-designed, diverse and affordable housing supply that responds to population growth and projections and the evolving demographic, social, cultural and lifestyle needs of our current and future communities;
- the growth of regional centres and towns within the existing footprint or outside towns where there is demonstrated demand, and the land is serviced with infrastructure; and
- enable opportunities for employment and encourage development of underutilised lands connected to, and integrated with, housing, infrastructure, transport, and essential services.

Eyre and Western Regional Plan

This plan includes:

- a long-term vision (over a 15-to-30-year period) for the region including provisions about the integration of land use, transport, infrastructure, and the public realm;
- maps and plans that relate to the long-term vision;
- contextual information about the region or area, including forward projections and statistical data and analysis
- recommendations about the application and operation of the Planning and Design Code; and
- a framework for the public realm or infrastructure within the region or area.

The Eyre and Western Regional Plan is currently in draft form and will be finalised in 2025. The draft Regional Plan contains the following action:

Port Lincoln City Council to undertake strategic planning for Port Lincoln and surrounds to plan for future projected housing and employment growth and identify requirements and timing for local infrastructure and services to inform updates to the Regional Plan.

Planning and Design Code

The Planning, Development and Infrastructure Act 2016 (the Act) requires the State Planning Commission (the Commission) to prepare and maintain the Planning and Design Code (the Code). The Code sets out a comprehensive set of policies, rules and classifications which, when combined with mapping, apply in the various parts of the State for the purposes of development assessment in South Australia.

A Code Amendment (or 'rezoning') is a proposal to change the policies or spatial mapping within the Planning and Design Code, which changes the way future developments are assessed. Code Amendments must be prepared according to certain processes set out by legislation. A Code Amendment may be sought by various entities, including Councils. A person with an interest in the land (i.e. a landowner) may also seek to rezone land. This is commonly referred to as a privately-led Code Amendment.

Any rezoning proposal within the Council area must align with the Master Plan and the Eyre and Western Regional Plan. The Master Plan identifies priority areas for rezonings and other areas which may be pursued in the future. Alignment with the Council's long-term vision for growth as well as a comprehensive plan for the provision of required infrastructure are key considerations for any rezoning.



Infrastructure SA 20-Year State Infrastructure Strategy 2025

Infrastructure SA is an independent agency of the South Australian Government which provides expert advice to the government on coordination, planning, prioritisation, delivery, and operation of infrastructure.

This Strategy has been developed to provide evidence-based, stakeholder-informed directions, and recommendations to guide infrastructure planning and decision making by government and industry.

The Master Plan seeks to influence infrastructure investment driven by the State Government. Identification of growth plays a key role in determining the need for large infrastructure projects.

Regional Development Australia The Regional Blueprint 2024-2025

This state-wide regional investment pipeline is published annually by RDA and compiles the investment intentions of the public and private sectors over the next five-year period. The 2024 Blueprint outlines \$65.43 billion investment pipeline across regional South Australia. The Blueprint contains several Regional Priorities specific to the Eyre Peninsula Region.

The Master Plan aims to facilitate delivery of the Regional Priorities, particularly in relation to workforce attraction, the provision of economic enabling infrastructure and economic growth through improved business efficiencies and industry diversification.

The Master Plan also seeks to influence infrastructure prioritisation and priority projects.

2.3 Land Supply | Residential

The 2024 Housing Strategy found there was:

- 530 vacant residential allotments;
- 696 hectares of vacant residential land.

This analysis determined there was a theoretical supply for over 7,000 allotments within the existing zoned land, if all constraints were removed.

However, noting the known constraints to developing land, the actual number of allotments likely to be delivered is substantially less, due to both environmental constraints and lack of feasibility due to the cost of servicing.

Vacant Allotments

Vacant lots which have an existing dwelling approval or application, or covered in native vegetation have been removed from the analysis, resulting in approximately 120 vacant developable allotments being identified within Port Lincoln. Greenfield size allotments were not counted and are discussed further below.



Terminology

Residential-type Zones refer to the Suburban Neighbourhood Zone, Hills Neighbourhood Zone, General Neighbourhood Zone and Rural Neighbourhood Zone.

Greenfield

Greenfield land supply is land is broadhectare land which is residentially zoned, greater than 4,000 square metres, and satisfies certain land use and ownership criteria.

There is approximately 530 hectares of greenfield land supply in the City of Port Lincoln. This has a theoretical supply of approximately 1,800 allotments. However, of the identified greenfield sites, just 113 hectares (approx.) is vacant or not covered with native vegetation. This reduces the theoretical supply to approximately 470 allotments

Infill and Redevelopment

Previous work undertaken by the State Government analysed redevelopment opportunities from sites with capital value to site value ratio (CV:SV) ratio between 1:00 and 1.29. This analysis determined there is a probable dwelling yield of 105 additional dwellings for infill development based on current planning policy within existing residential zones.

There are potential additional redevelopment opportunities if land parcels are amalgamated, however it is understood such has not typically been a feature of development activity in Port Lincoln.

Flats, apartments and mixed use development is anticipated within the Urban Activity Centre Zone and Suburban Main Street Zone, with maximum building heights of five to 12 levels. There are a number of allotments within these zones which have very low CV:SV ratios and these have been reviewed with consideration of the maximum building height policies currently in place. This analysis determined a probable yield of 120 dwellings.

Summary

When factoring the known development constraints, the existing residential land supply, based on current planning policies equates to:

Vacant Allotments	Greenfield	General Infill	Activity Centre/Main Street	Total
120	470	105	120	815

With consideration of the State Government's annual dwelling target of 49 per year, the current residential land supply is approximately 16.5 years.

2.4 Land Supply | Employment and Commercial

The draft Eyre and Western Regional Plan states that Port Lincoln has:

- 226 hectares of occupied employment land;
- 30 hectares of vacant employment land.

A review was undertaken of the vacant land parcels within the employment and commercial type zones to remove vacant allotments with recent development approvals or applications and non-vacant allotments.

This resulted in 12 hectares of vacant employment land being identified. There is also approximately 1 hectare of vacant employment land adjacent to the City of Port Lincoln, within the Lower Eyre Council.

Additionally, there are only 4 vacant allotments which are over 1 hectare in size, with the median allotment size of the vacant lots being just 842sqm.

There has been approximately 55 applications for new employment and commercial type uses since 2021, averaging around 13 per year. Of these applications, approximately 60% are for commercial sheds (such as light industry and storage) and 10% are change of use applications. Other uses include warehousing, general industry, commercial buildings, showrooms and shops.

Given the number of applications per year and the case study below, it is considered appropriate to adopt a high growth scenario of 6250 sqm per year. This means that the City of Port Lincoln has approximately 19 years of employment land supply.

Terminology

Employment-type zones refer to the Strategic Employment, Employment and Employment (Bulk Handling) Zone.

Commercial zones within Port Lincoln are the Urban Activity Centre Zone and Suburban Main Street Zone.



Case Study

The land bound by St Andrews Terrace, Kooyonga Avenue and Seaton Avenue shows a significant increase in development activity between 2022 and 2025. It demonstrates an example of when employment land is offered to the market, it is quickly absorbed.

These allotments range from 2,000 to 3,000sqm in size. This represents a land take up of approximately 6,250 sqm per year.

Feb 2021 Aerial



March 2023 Aerial



March 2025 Aerial



2.5 Development Constraints and Opportunities

Native Vegetation

The entire Council area is subject to the Native Vegetation Act / the Native Vegetation Overlay. This means that several large zoned development sites have native vegetation challenges. Without this constraint, there is potential for more than 1,000 additional residential allotments to be created within existing zoned land. A further 2,000+ allotments could be unlocked through rezoning the Deferred Urban zoned land.

Any proposed development involving the clearance of native vegetation requires separate approvals under the *Planning, Development and Infrastructure Act 2016* and *Native Vegetation Act 1991*.

Case Study

The example below is an application from 2019. The financial contribution required for the level of clearance highlighted in blue would have been \$126,008. This demonstrates the significant impact native vegetation clearance can have on the economic viability of development.



Master Plan Opportunities

Native vegetation is an important natural asset which can improve amenity and hold significant biodiversity and conservation value. The Master Plan can identify areas where native vegetation should be preserved and enhanced as well as identify additional land for development which is not constrained by vegetation. It can also identify an action to advocate for changes to native vegetation legislation in order to make areas earmarked for growth economically developable.

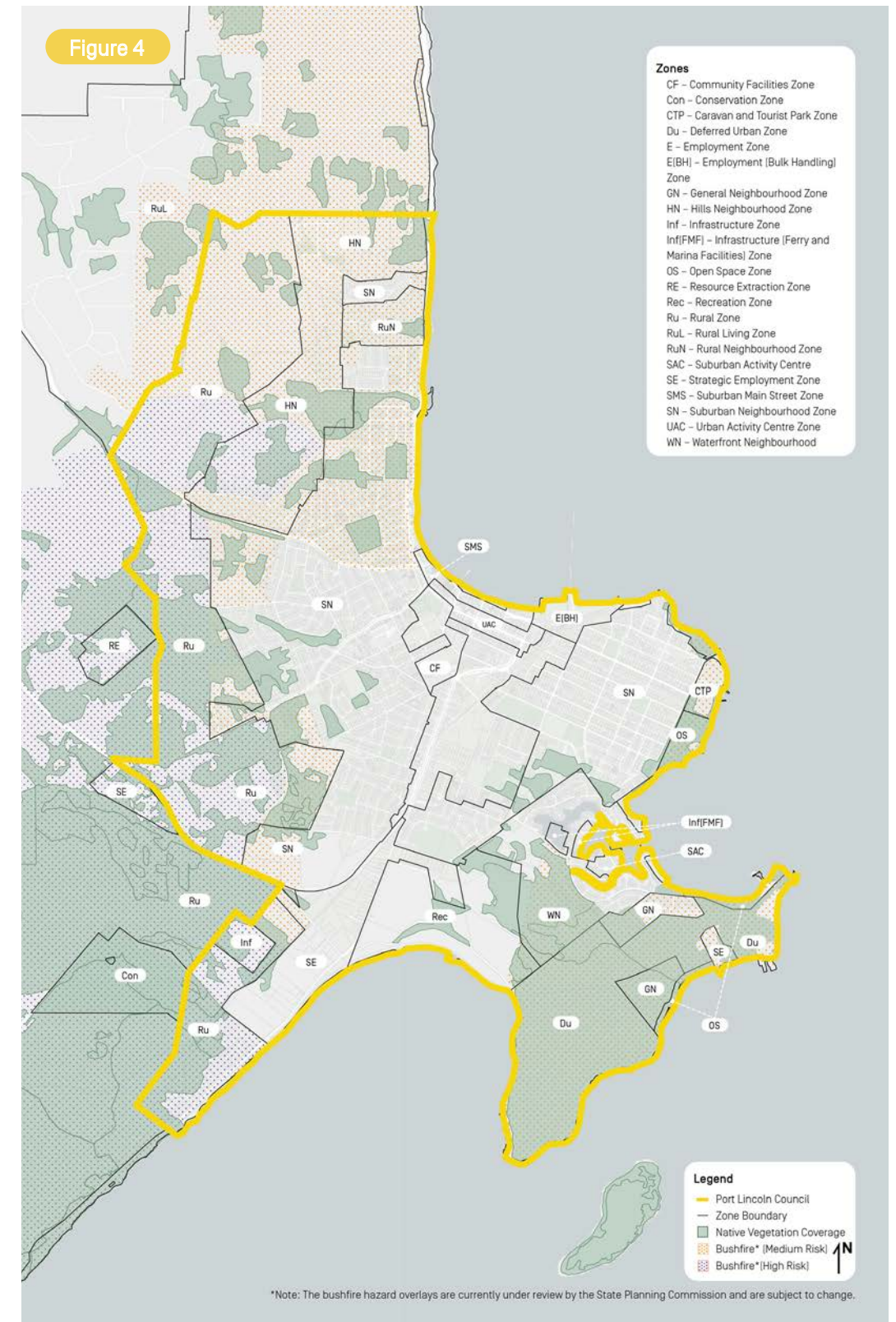
Bushfire Risk

There are various bushfire risk ratings across the Council area, with medium and high-risk ratings along the periphery.

Specific planning and building requirements apply in these areas. Additional planning and development requirements can include increased water supplies, buffer zones and increased dwelling requirements.

Master Plan Opportunities

The Master Plan has regard to the bushfire constraints noting that future rezoning, land division and dwelling applications will need to be designed to respond to the specific risk. The Master Plan seeks to promote best practice principles for strategic land use planning that minimise risk to people, property, and the environment from exposure to hazards, including bushfires.



2.5 Development Constraints and Opportunities

Infrastructure Cost

The City of Port Lincoln is relatively well serviced by electricity and telecommunications infrastructure. However, water and sewer infrastructure are limited.

SA Water infrastructure exists in Port Lincoln, however it is generally limited to the lower lying areas within the city. A constraint exists due to steep gradients and the cost of extending water and wastewater infrastructure to areas at higher elevations. Properties at higher elevations generally rely on rainwater tanks and onsite wastewater treatment systems.

Infrastructure within Port Lincoln is also ageing, with the majority of water and wastewater mains dating back to the 1940's. Even when infrastructure is available nearby, some new connections require an upgrade of existing infrastructure (i.e. pipes), which adds cost to the development.

Land gradients and rocky soils have cost implications for extending infrastructure, and economically developing land. It is generally more expensive to develop sloping land due to increased earthworks and non-standard dwelling designs. There are also planning provisions which seek to limit the amount of cut and fill.

Master Plan Opportunities

Infrastructure costs are an unavoidable cost when developing land. The Master Plan can assist by identifying high level infrastructure requirements and responsibilities, opportunities for cost sharing (including grants) and identifying actions for the Council to pursue to promote and facilitate development which is economically viable. The Master Plan can respond by increasing the area of land for future development, although the feasibility of individual developments can only be verified on a case by case basis.

Character and Landscape Amenity + Restrictive Overlays

The Port Lincoln landscape incorporates elevated land that rises upwards from Happy Valley Road towards the apex of the ridge line at Winter Hill, forming an attractive township backdrop. This landscape is generally undeveloped and contains stands of native vegetation and trees that punctuate the landscape.

The natural scenic features and rural character is currently preserved by the Significant Landscape Protection Overlay and the Limited Land Division Overlay, which currently forms a constraint to certain land uses and land division.

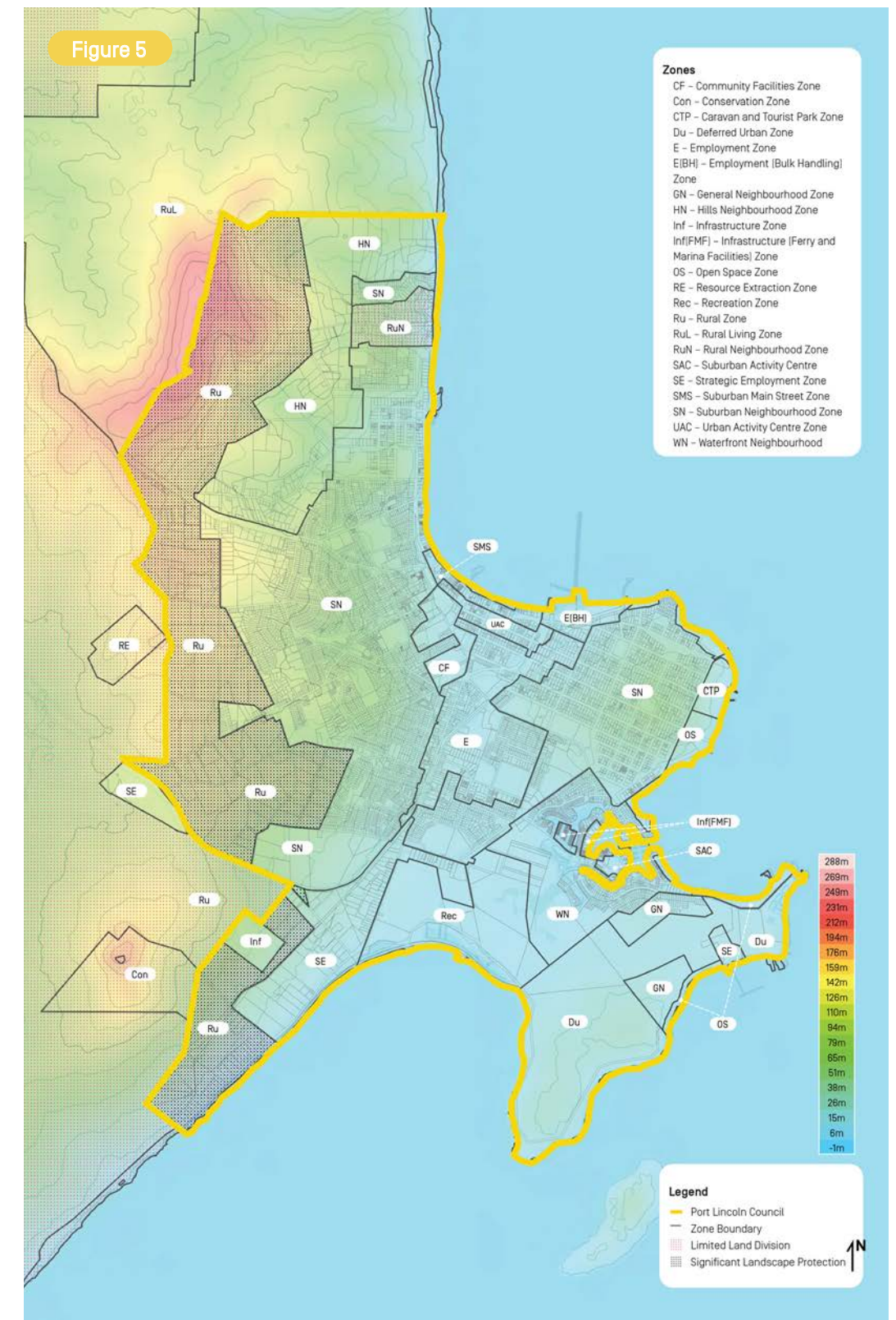


View from the Port Lincoln Hotel towards Winter Hill Lookout

The Limited Land Division Overlay applies around the perimeter of the Council area and restricts land division to boundary alignments only, meaning no new allotments can be created. The Resource Extraction Protection Area Overlay applies over the DK Quarries site and a 500-metre buffer. This Overlay provides protection for state significant resource extraction activities and Overlay policies are generally unsupportive of new dwellings.

Master Plan Opportunities

The Master Plan can identify where it might be appropriate to pursue removal of certain overlays, in particular, the Limited Land Division and Significant Landscape Protection [subject to relevant investigations].



2.5 Development Constraints and Opportunities

Land Availability

The current Council boundary restricts the amount of land available for development within the Council area. While Port Lincoln has strong connections with neighbouring suburbs given their location and growth, Council should work collaboratively with the neighbouring Council to investigate a boundary realignment to reflect communities of interest. Expanding the boundary to include them could also allow the identification of additional growth areas with fewer development constraints.

Land is not being used at its highest and best use

Many land parcels are occupying less than 10% of the land, leaving significant areas underutilised. With a lack of available land, landowners should be encouraged and motivated to make better use of the land available to achieve the highest and best use.

Land use and zoning are incompatible.

The Employment Zone, particularly south of the Urban Activity Centre Zone, contains a large number of residential properties. This creates land use conflicts and reduces the development potential for employment uses.

Fragmented Ownership

Fragmented land ownership can reduce the ability to develop land orderly and economically. The provision of infrastructure and expected yield can be limited when land parcels are not consolidated and parcels are developed individually.

Master Plan Opportunities

The Master Plan can identify future growth areas and promote site amalgamation and more coordinated development outcomes.

The Master Plan can identify areas of land use incompatibility and underutilisation and seek to remedy these through relevant actions and rezonings.

The Master Plan can identify an action to investigate a council boundary realignment.



2.6 Current Zoning

Neighbourhood - Residential areas envisaging primarily housing.

Employment - Envisages primarily commercial and industrial activities, as well as supporting employment-generating uses.

Activity Centre - Centres providing shopping, business, entertainment and recreation facilities (depending on intensity/location of the centre).

Main Street - A centre in a main street or high street context, providing a mix of land uses such as retail, office, commercial and community facilities (depending on intensity/location of the main street).

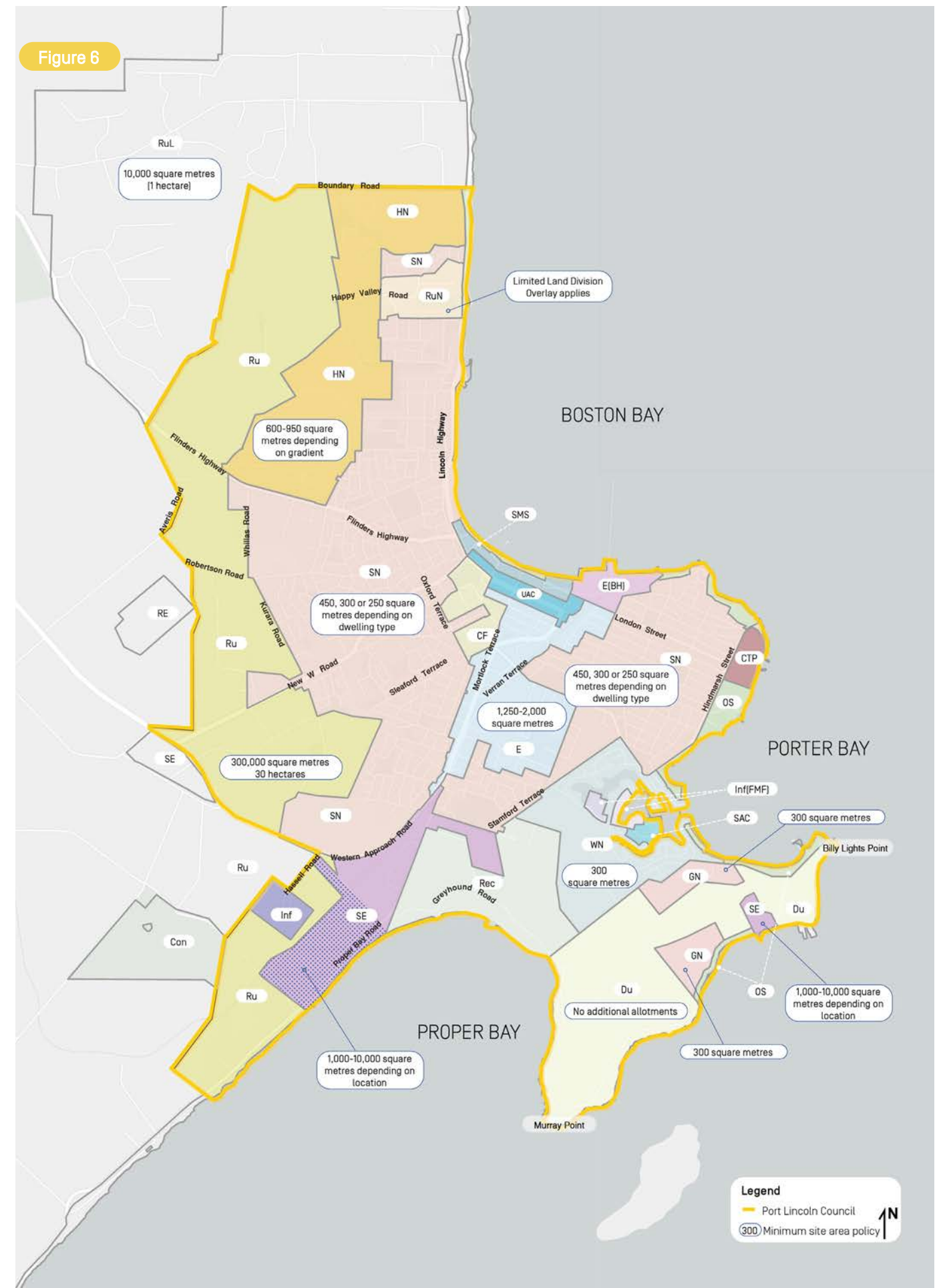
Infrastructure - Area for the provision of infrastructure such as electricity, landfill/waste, water treatment/supply, airports, marinas.



Zones

CF – Community Facilities Zone
 Con – Conservation Zone
 CTP – Caravan and Tourist Park Zone
 Du – Deferred Urban Zone
 E – Employment Zone
 E(BH) – Employment (Bulk Handling) Zone
 GN – General Neighbourhood Zone
 HN – Hills Neighbourhood Zone
 Inf – Infrastructure Zone
 Inf(FMF) – Infrastructure (Ferry and Marina Facilities) Zone
 OS – Open Space Zone
 RE – Resource Extraction Zone
 Rec – Recreation Zone
 Ru – Rural Zone
 RuL – Rural Living Zone
 RuN – Rural Neighbourhood Zone
 SAC – Suburban Activity Centre
 SE – Strategic Employment Zone
 SMS – Suburban Main Street Zone
 SN – Suburban Neighbourhood Zone
 UAC – Urban Activity Centre Zone
 WN – Waterfront Neighbourhood

Figure 6



2.7 Land Use

Existing land uses within the council area generally align with zoning, with the exception of the land to the south of the Urban Activity Centre Zone (refer to magnified view).

This area contains a mix of retail, commercial and residential which generally does not align with the intent of the Employment Zone and may impact future employment uses due to interface issues.

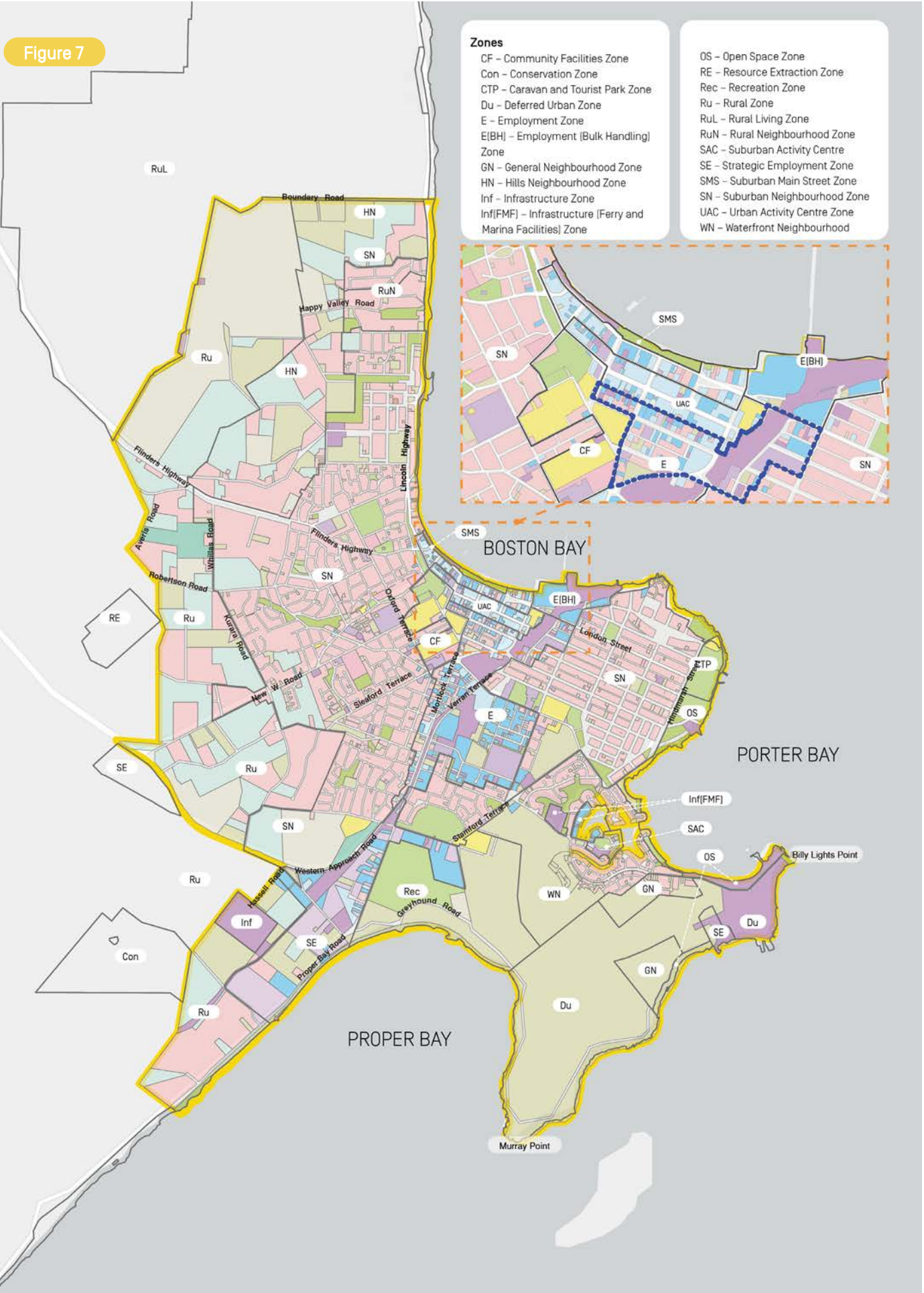
Large tracts of vacant land are found in areas where significant development constraints exist.



- Legend
- Port Lincoln Boundary
 - Zone Boundary
 - Agriculture
 - Commercial
 - Education
 - Food Industry
 - Forestry
 - Horticulture
 - Livestock
 - Mining/Quarrying
 - Non private Residential
 - Public Institution
 - Recreation
 - Reserve
 - Residential
 - Retail Commercial
 - Rural residential
 - Utilities Industry
 - Vacant



Figure 7



2.8 Infrastructure | Utilities



Wastewater - Mains sewer exists within Port Lincoln and are managed by SA Water. Where sewer infrastructure does not exist, wastewater is managed individually by landowners by on-site wastewater management systems. SA Water is responsible for upgrades and maintenance of their infrastructure. Developers are required to pay for new infrastructure as part of any internal development works or if the development will require upgrades to mains, i.e. when land is divided.



Stormwater - A formal stormwater drain network exists within Port Lincoln. This is managed by the Council. Developers are required to pay for new infrastructure as part of any internal development works, and potential extensions, i.e. when land is divided.



Potable Water - SA Water mains exist in Port Lincoln. Where water mains do not exist, private rainwater tanks are used. SA Water is responsible for upgrades and maintenance for their infrastructure. Developers are required to pay for new infrastructure as part of any internal development works or if the development will require upgrades to mains, i.e. when land is divided.



Recycled Water - Council manages a recycled water network which is used to supply water to irrigate Council reserves. Opportunities exist to expand this network in new developments to irrigate public open space.



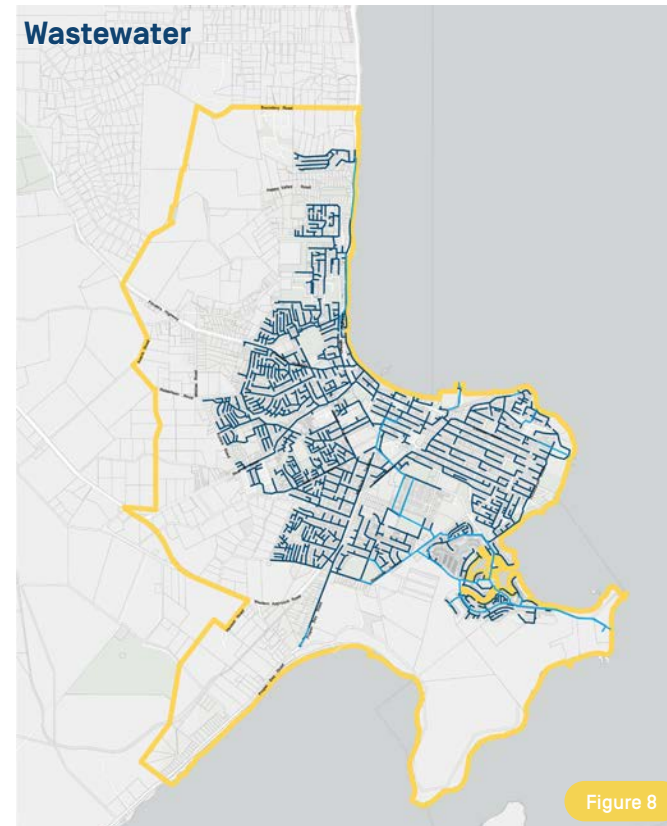
Electricity - SA Power Networks (SAPN) supply and manage underground and overhead electricity infrastructure within the Council area. SAPN is responsible for upgrades and maintenance. Developers are required to pay for new infrastructure as part of any internal development works or if the development will require upgrades to mains, i.e. when land is divided.



NBN - Has coverage across the Council area. NBNCo is responsible for any network upgrades. Developers are required to pay for connections to new developments

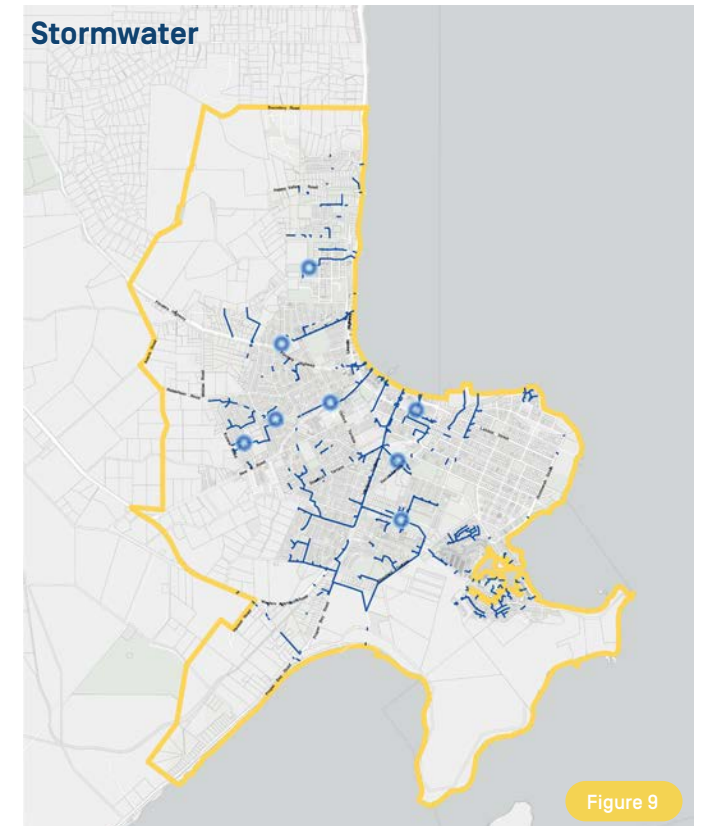
Stormwater management is a **Key Consideration** within the Council area. Council has a Stormwater Management Plan and a 10-year Stormwater Management Program. The Stormwater Management Overlay is an Overlay which exists in the Planning and Design Code which seeks to incorporate water sensitive urban design techniques to capture and re-use stormwater in residential development and ease the burden on Council systems. However, this Overlay does not apply in the Council area.

Wastewater



— Wastewater Gravity
— Wastewater Pumped

Stormwater



— Stormwater ● Basin

Potable Water



— Water Mains

Electricity



— SAPN Infrastructure
● SAPN Substations

2.9 Infrastructure | Transport



Local Roads - All local public roads are managed by the Council. Council is responsible for upgrades and maintenance. Developers are required to pay for new roads as part of any internal development works or if the development will require new intersections or intersection upgrades, i.e. when land is divided.



State Maintained Roads - Lincoln Highway, Hallett Place, Liverpool Street, Porter Street, Mortlock Terrace, Yandra Terrace, Western Approach Road and New West Road which are State maintained roads. The Department for Infrastructure and Transport is responsible for upgrades and maintenance. Developers are generally required to pay for any new intersections or intersection upgrades if required to facilitate the development.



Rail - a rail line exists in Port Lincoln which extends from the grain silos to Duck Ponds and then towards Cummins. The rail line is currently not in use, however, there is a desire by rail operators and grain producers to reopen to rail line to improve efficiencies and road safety.

Figure 12



2.10 Key Considerations For The Master Plan | What Are We Planning For?

Residential land supply

There is land which is appropriately zoned for residential development, however, it is not being actively developed due to a number of development constraints. More developable residential land is needed to ensure there is at least 15 years of supply.

1



Employment & commercial land supply

The number of jobs and people in the labour force is rising, however, there are limited land options available for new employment and commercial development.

2



Infrastructure provision and cost

The cost of extending or upgrading infrastructure has a significant impact on development. It often results in project abandonment due to feasibility. We need to understand what upgrades are required to economically facilitate future development.

3



Cultural awareness and recognition

Port Lincoln has a deep cultural history and high percentage of Aboriginal and/or Torres Strait Islanders within the community. This cultural history should be recognised and celebrated.

4



Housing Affordability and Diversity

Housing is becoming unaffordable especially when compared to the median household income. A greater supply of developable residential land will seek to increase housing supply and keep land prices for new residential allotments competitive. More diversity of housing stock is needed to reflect an ageing population and to provide more affordable housing options.

5



Increasing tourism

Tourism is a major industry in Port Lincoln, accounting for at least 6.9% of jobs. This industry must be supported and strengthened to keep the economy strong.

6



Provision of social infrastructure

Port Lincoln is a regional city with a strong foundation of social infrastructure and services. Retention of and increased levels of social infrastructure will ensure Port Lincoln strengthens its position as a desirable place to live and work.

7



Highest and Best Use

There are many underutilised land parcels within the Council area. The size of the Council area is restrictive in facilitating future growth. As a result, all land within the Council area must be utilised as efficiently as possible, in line with its best and highest use.

8



Future Population

To support the future population and growth of Port Lincoln over the next 30 years, we need to plan for:

- An additional 3,780 people [126 people per year]
- An additional 1,470 dwellings [49 dwellings per year]
- More land options for employment and commercial areas.

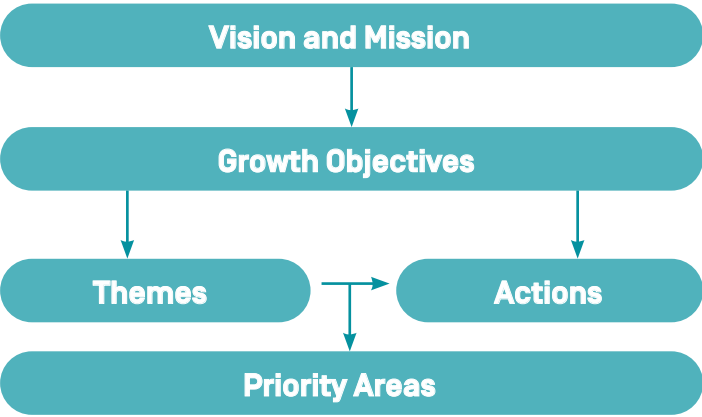
9



3.0 Port Lincoln Master Plan

3.1 Master Plan Structure

The Master Plan is comprises seven themes and each theme contains actions. These actions will be monitored and implemented in accordance with the assigned timeframe for completion.



Vision and Mission

The Master Plan aligns with the Vision, Mission and Goals from the Strategic Directions Plan 2025 - 2034.



VISION

"An inclusive, connected and sustainable community committed to excellence in lifestyle, culture, industry and innovation"

The Strategic Directions Plan Vision is a long term aspiration describing the future place and community of Port Lincoln. The Vision has been developed and confirmed through community engagement. The implementation of the Strategic Directions Plan will lead the city towards our Vision.



MISSION

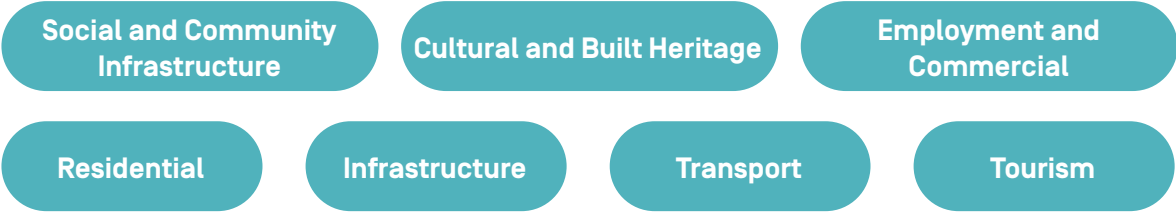
Council will work for and with the community to achieve the Vision by:

- Strengthening community connection through proactive communication and seeking opportunities to unify, collaborate and support.
- Providing best value and timely services and infrastructure through responsible long-term financial planning and a customer centric approach.
- Striving for excellence in lifestyle, culture and industry through inclusivity, continuous improvement and embracing change.
- Improving community resilience and sustainability by being, proactive, environmentally conscious and innovative.

Growth Objectives

- Growth strengthens Port Lincoln as the Southern Eyre Peninsula's commercial, health, education and community regional hub.
- We encourage and support development which aligns with the Port Lincoln Master Plan and other relevant Council strategies.
- There is adequate land supply to support residential, employment, commercial and community uses to ensure zoning is not a regulatory burden or impediment to development.
- We adopt a customer-centric service delivery model that values proactive communication and respects community involvement and awareness.
- Planning seeks to address the infrastructure needs for today and into the future.

Themes



Priorities

Priority issues and opportunities are identified under each theme. These represent key known issues that require immediate resolution and underpin the need for the Master Plan.

- Short**  Short-term Priority - Recognised as an immediate priority which requires actioning within a 0-2 year timeframe.
- Medium**  Medium Priority - Requires actioning within a 3-10 year timeframe. Action will address recognised issues or opportunities within the Council that are not priority issues.
- Long-term**  Long-term planning - Requires actioning within a 11-30 year timeframe. Action represents a long-term priority or opportunity within the Council.
- Ongoing**  Ongoing Planning - Requires ongoing monitoring and planning. These actions represent good land use planning practices.

3.2 Social and Community Infrastructure

Infrastructure Australia defines social and community infrastructure as follows:

"Social infrastructure is comprised of the facilities, spaces, services and networks that support the quality of life and wellbeing of our communities."

Social infrastructure is generally envisaged within residential and activity centres / main street zones. It is therefore not considered necessary to identify any rezonings to facilitate social and community infrastructure.

The Council recognises that child care and aged care are key community needs and have been actively working towards increasing the level of services within the Council area. This is being achieved through development of Council land to accommodate child care uses and Regional Development Australia Eyre Peninsula (RDAEP) funding for aged care demand analysis. The Council has also been working closely with UNIHUB to facilitate an expansion of the UNIHUB facility in Port Lincoln.

The Department for Education has indicated it is likely that the population increase projected for Port Lincoln can be accommodated within existing facilities.

Social and Community Infrastructure Actions:

Identifier	Action	Priority	Key Considerations
S&CI 1	Encourage private investment in aged care to increase levels within the Council area as required following completion of the RDAEP aged care demand analysis.	Short [0-2 years]	7 9
S&CI 2	Ensure Council maintains an up-to-date Open Space Strategy and clearly identifies the requirement for new open space vs developer contributions in new developments.	Medium [3-10 years]	7 9
S&CI 3	Identify & dispose of surplus land where appropriate after consultation with the community to respond to specific needs within the community.	Ongoing	1 2 4 5 7 8 9
S&CI 4	Monitor demand and usage of social infrastructure to ensure service benchmarks met and respond when needs arise.	Ongoing	7 9

Figure 13



3.3 Cultural and Built Heritage

Cultural Heritage

Australian Aboriginal culture is the longest continuing culture in the world. The Barngarla people have lived on the Eyre Peninsula, including Port Lincoln, for over 40,000 years and hold native title claim over large parts of the Eyre Peninsula and parts of the Council area.

It is important to note that culturally significant sites or objects may exist, even if they are not identified in the Register of Aboriginal Sites and Objects.

In July 2021, the City of Port Lincoln, alongside representatives from Barngarla Determination Aboriginal Corporation (BDAC), Port Lincoln Aboriginal Health Services (PLAHS) and Port Lincoln Aboriginal Community Council Inc (PLACC) developed its inaugural Reflect Reconciliation Action Plan (RAP) which identified actions and deliverables over eighteen-month period. The Council is now working towards developing its Innovate RAP.

Built Heritage

Despite European settlement on Port Lincoln occurring in the early 1800's, there are very few heritage items within the Council area.

Port Lincoln contains 8 State Heritage items and no Local Heritage items. There are several historic shipwrecks in the Boston Bay area.

Cultural and Built Heritage Actions:

Identifier	Action	Priority	Key Considerations
C&BH 1	Undertake a Cultural Heritage Study relevant to the Port Lincoln and surrounds to identify opportunities to recognise and celebrate cultural heritage around the Council area.	Medium (3-10 years)	4
C&BH 2	Undertake a Built Heritage Study, including identification of any Local Heritage items and historic/character areas.	Medium (3-10 years)	6

Figure 14



3.4 Tourism

In 2023/24, the total tourism spend in the City of Port Lincoln was \$163.8m, the total value added was \$92.0 million. Port Lincoln typically receives over 300,000 visitors and over 500,000 visitor nights. The tourism workforce represents 6.9 % of total industry in City of Port Lincoln (EconomyID 2021).

Port Lincoln & Southern Eyre Peninsula Tourism Strategy 2018 - 2028 was developed in collaboration and partnership with District Council of Tumby Bay and District Council of Lower Eyre Peninsula. This plan identifies a number of actions which are relevant to the Master Plan, particularly those relating to cultural heritage, nature-based tourism and recreation.

Murray Point Reserve as a future site has historically been identified for recreational use, offering valuable opportunities to support nature-based tourism while preserving and enhancing the area’s significant native vegetation.

Zones generally supportive of tourism development and/or tourist accommodation within Port Lincoln include :

- Urban Activity Centre Zone
 - Suburban Activity Centre Zone
 - Caravan and Tourist Park
 - Suburban Main Street Zone
- Infrastructure (Ferry and Marina Facilities) Zone
 - Open Space Zone (recreational tourism uses only)
 - Recreation Zone
 - Rural Zone

Tourism Actions:

Identifier	Action	Priority	Key Considerations
T 1	Prepare a Master Plan and Business Case for the Murray Point Reserve to facilitate opportunities for recreation and nature-based tourism. Subject to the above, undertake a Code Amendment to rezone the Council maintained land at Murray Point from the Deferred Urban Zone to a suitable zone, such as the Open Space Zone	Medium [3-10 years]	4 6 7
T 2	Advocate for a change to the Eyre and Western Regional Plan to recognised Murray Point as a 'Future Tourism' area.	Medium [3-10 years]	4 6 7
T 3	Ensure Council maintains an up-to-date Tourism Strategy (in collaboration with relevant partners), ideally reviewed every five years, or as required. Continue to implement actions from within the Tourism Strategy.	Ongoing	6

Figure 15

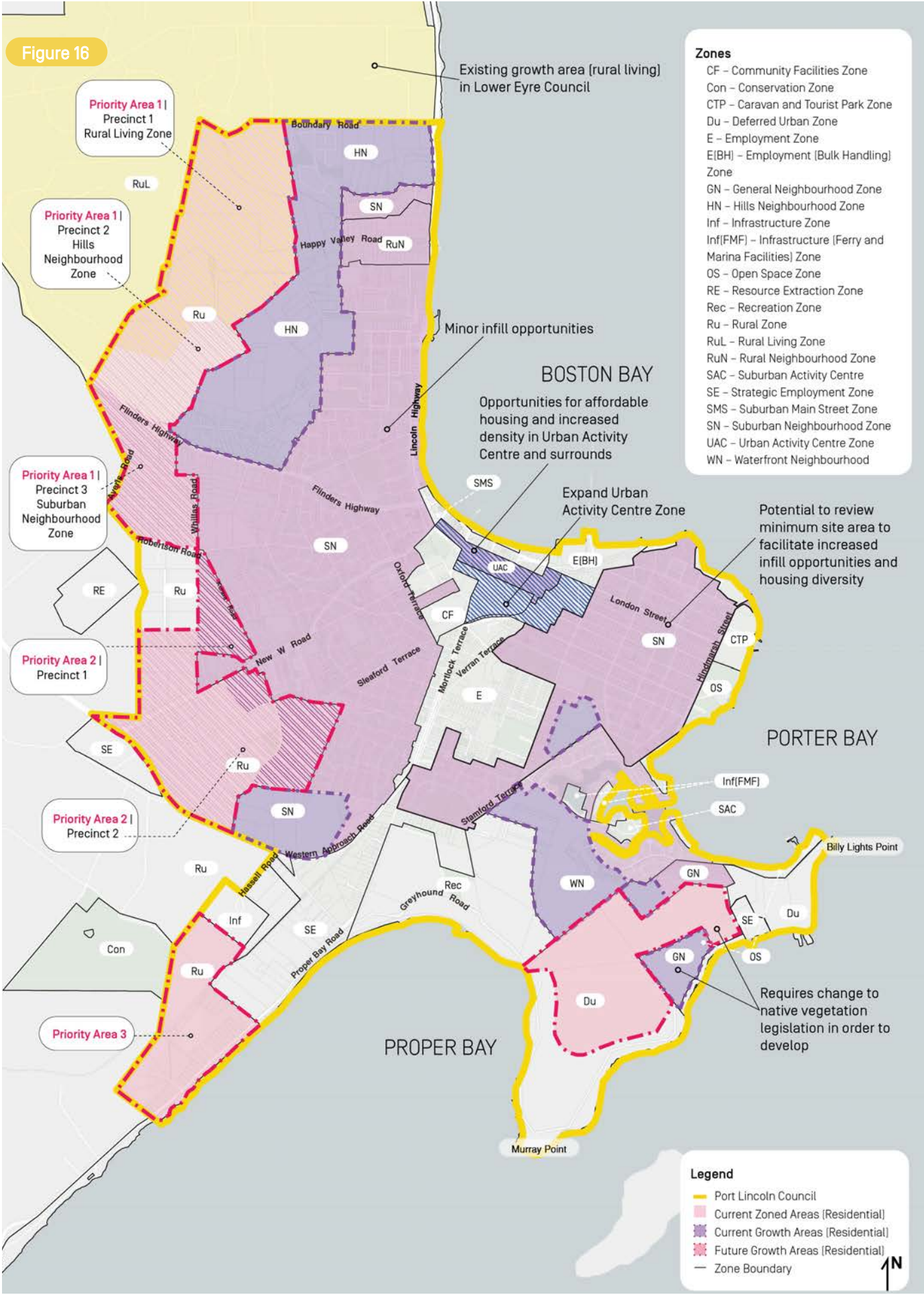


3.5 Residential Growth Areas

Residential Actions:

Identifier	Action	Priority	Key Considerations
R 1	Investigate a Significant Environmental Benefit (SEB) credit scheme to facilitate a potential mechanism to clear native vegetation for Council projects.	Short [0-2 years]	1 2 3 5 9
R 2	Advocate for Federal and State Government to introduce development incentives and initiatives to increase residential development, for example, the Housing Australia Future Fund and the Government Employee Housing initiative.	Short [0-2 years]	1 2 3 5 8 9
R 3	Undertake a Code Amendment over Priority Area 1 (Precinct 1 and 2) to facilitate increased residential land development options at a variety of allotment sizes.	Short [0-2 years]	1 3 5 8 9
R 4	Undertake a Code Amendment over Priority Area 2 -New West Road Growth Area to the Suburban Neighbourhood Zone to facilitate increased residential land development options at a variety of allotment sizes.	Short [0-2 years]	1 3 5 8 9
R 5	Undertake a Code Amendment over Priority Area 3 – Proper Bay Road to facilitate a minor intensification of existing residential uses. Lobby the State Government for this area to be recognised as residential in the Eyre and Western Regional Plan.	Short [0-2 years]	1 3 5 8 9
R 6	Explore opportunities for introducing 'significant development site' code policy to incentivise amalgamation and development in appropriate zones (such as the Urban Activity Centre Zone).	Short [0-2 years]	1 2 3 5 6 7 8 9
R 7	Advocate for amendments to the Eyre and Western Regional Plan to recognise future residential growth areas.	Short [0-2 years]	1 3 5 7 8 9
R 8	Prepare an Infill Strategy to encourage and facilitate good infill outcomes in appropriate areas, such as the Suburban Neighbourhood Zone.	Medium [3-10 years]	1 3 5 8 9
R 9	Undertake a Code Amendment over Priority Area 1 (Precinct 3) when land on the corner of Robertson Road and Whillas Road has been developed and/or there are changes to native vegetation controls.	Long-term [11-30 years]	1 3 5 8 9
R 10	Monitor residential land supply and development activity and seek rezonings to increase residential land supply when supply levels fall below 15 years.	Ongoing	1 3 5 8 9
R 11	Continue the annual Development and Housing Forum to provide insights into development opportunities and showcase ideas and innovations that could promote development within the Council area.	Ongoing	1 2 3 5 8 9
R 12	Advocate for Federal and State Government to introduce development incentives and initiatives to increase residential development, for example, and the Housing Australia Future Fund.Government Employee Housing initiative.	Ongoing	1 3 5 8

Figure 16

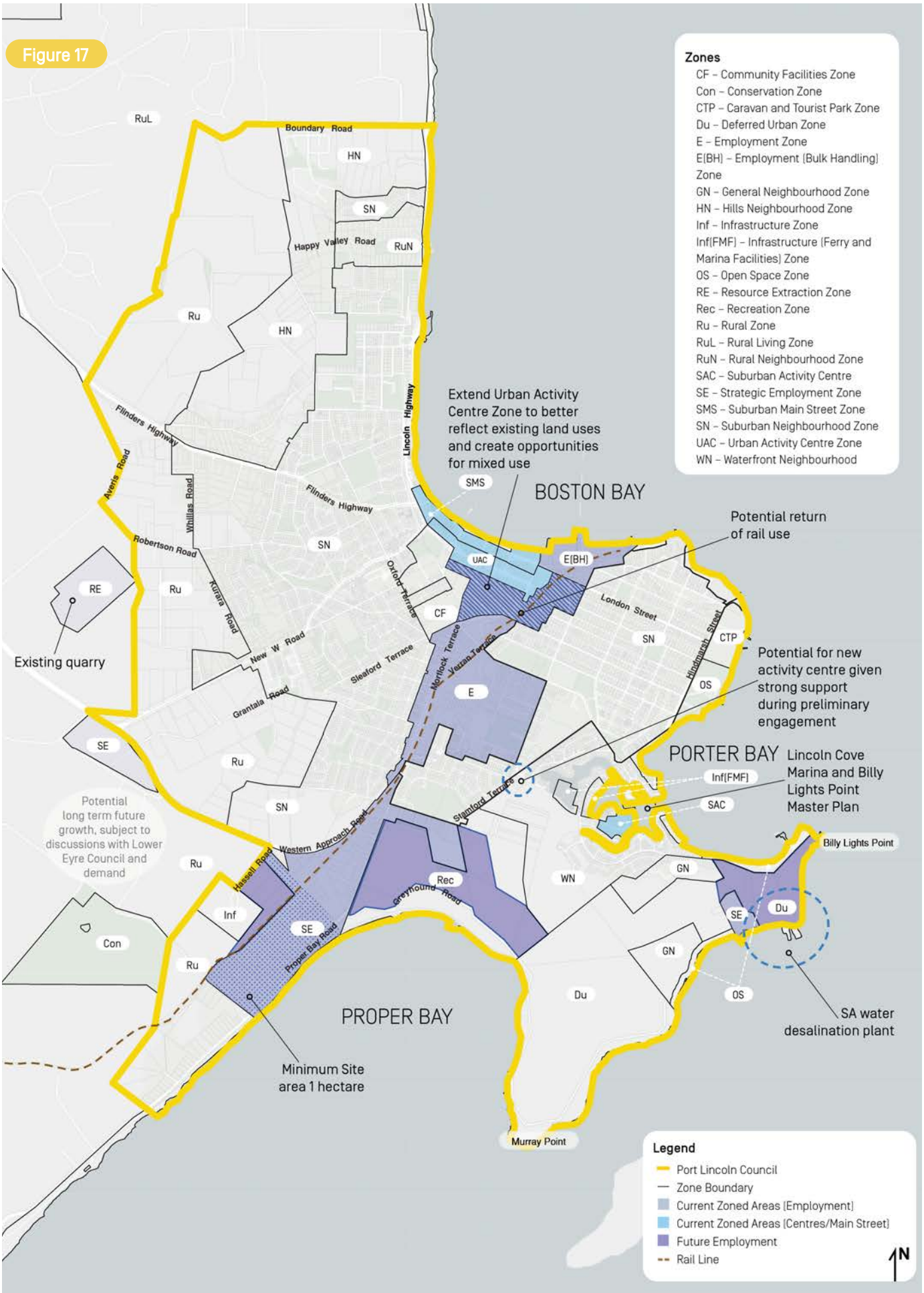


3.6 Employment and Commercial Growth Areas

Employment and Commercial Actions:

Identifier	Action	Priority	Key Considerations
E 1	Undertake an environmental assessment of the 'Future Employment' land adjacent to Greyhound Road and Hassell Road to determine suitability for employment uses. Subject to the above findings, undertake a Code Amendment over any area identified as suitable to increase the supply of employment land within the Council area. This land could increase supply by approximately 20-40 hectares [subject to investigations].	Short [0-2 years]	2 3 8 9
E 2	Collaborate with neighbouring Councils to explore opportunities for improved regional governance, including a potential review of Council boundaries where mutually beneficial.	Short [0-2 years]	1 2 3 4 5 6 7
E 3	Determine any relevant impacts or considerations related to land use planning as a result of the Lincoln Cove Marina and Billy Lights Point Master Plan, and action accordingly.	Short [0-2 years]	3 6 7
E 4	Investigate reducing or removing the minimum site area for the Strategic Employment Zone adjacent to Proper Bay Road to allow underutilised land to be subdivided and made available. The 1 hectare site area policy in this area may be impacting existing owners from achieving the highest and best use of their land. Undertake a Code Amendment to alter the minimum site area if deemed suitable.	Short [0-2 years]	2 3 8 9
E 5	Undertake a Code Amendment to extend the Urban Activity Centre zone where the Employment Zone currently applies (as shown on Figure 17) to better reflect existing uses and create opportunities for mixed use in the heart of the City. Lobby the State Government for this change to be recognised in the Eyre and Western Regional Plan.	Short [0-2 years]	2 3 8 9
E 6	Advocate for amendments to the Eyre and Western Regional Plan to recognise future employment and commercial growth areas.	Short [0-2 years]	2 3 8 9
E 7	Advocate for the return of rail use and ensure all future Code Amendments and infrastructure upgrades do not create impediments to the potential return of rail.	Ongoing	3
E 8	Subject to an outcome of Action E 2, work collaboratively with Lower Eyre Council to identify opportunities for employment land within close proximity of Port Lincoln (i.e. adjacent to the airport and existing quarry).	Ongoing	2 3 8 9

Figure 17



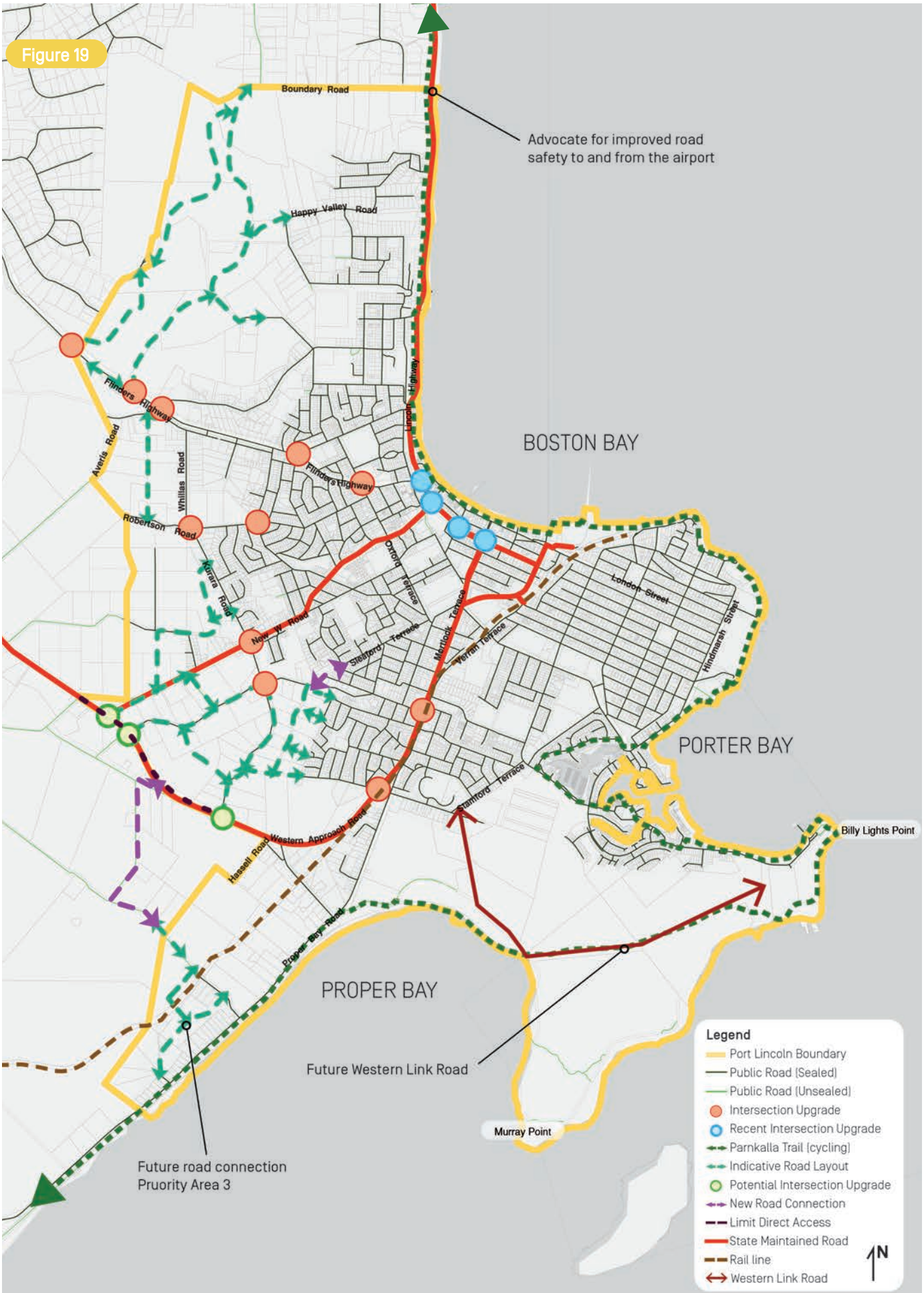
Identifier	Action	Priority	Key Considerations
IU 1	Advocate for State infrastructure agencies and utility providers to undertake capacity analysis and long-term infrastructure planning to align with the Eyre and Western Regional Plan's projections and identified areas for future residential and employment growth. This is an action in the Greater Adelaide Regional Plan and should also apply to the regions.	Short [0-2 years]	
IU 2	Advocate for the State Government and SA Water to fully fund or heavily subsidise water and wastewater infrastructure extensions and upgrades for regional areas to promote regional development (i.e. via an augmentation charge). Any augmentation charge should align with those of Greater Adelaide to minimise the cost to developers.	Short [0-2 years]	
IU 3	Obtain line-item cost estimates for all water and wastewater extensions in the Priority Areas. This will ensure potential costs are understood for developers and may inform applications for grant funding, such as through the 'National Water Grid Fund'.	Short [0-2 years]	
IU 4	Continue to implement the 10-year Stormwater Management Program and ensure works align with development occurring within existing and future growth areas.	Short [0-2 years]	
IU 5	Apply the Stormwater Management Overlay to all Neighbourhood-type Zones within the Council area through a Code Amendment(s) so that future residential development incorporates water sensitive urban design techniques to capture and re-use stormwater.	Short [0-2 years]	
IU 6	Advocate for the State Government to offer financial incentives to develop in Port Lincoln (and regional areas generally), for example reducing or removing stamp duty for new developments, providing grants or offering zero-interest loans for local government for infrastructure upgrades.	Short [0-2 years]	
IU 7	Prepare an Investment Prospectus to encourage and attract investment in all forms of development within Port Lincoln.	Short [0-2 years]	



3.8 Transport

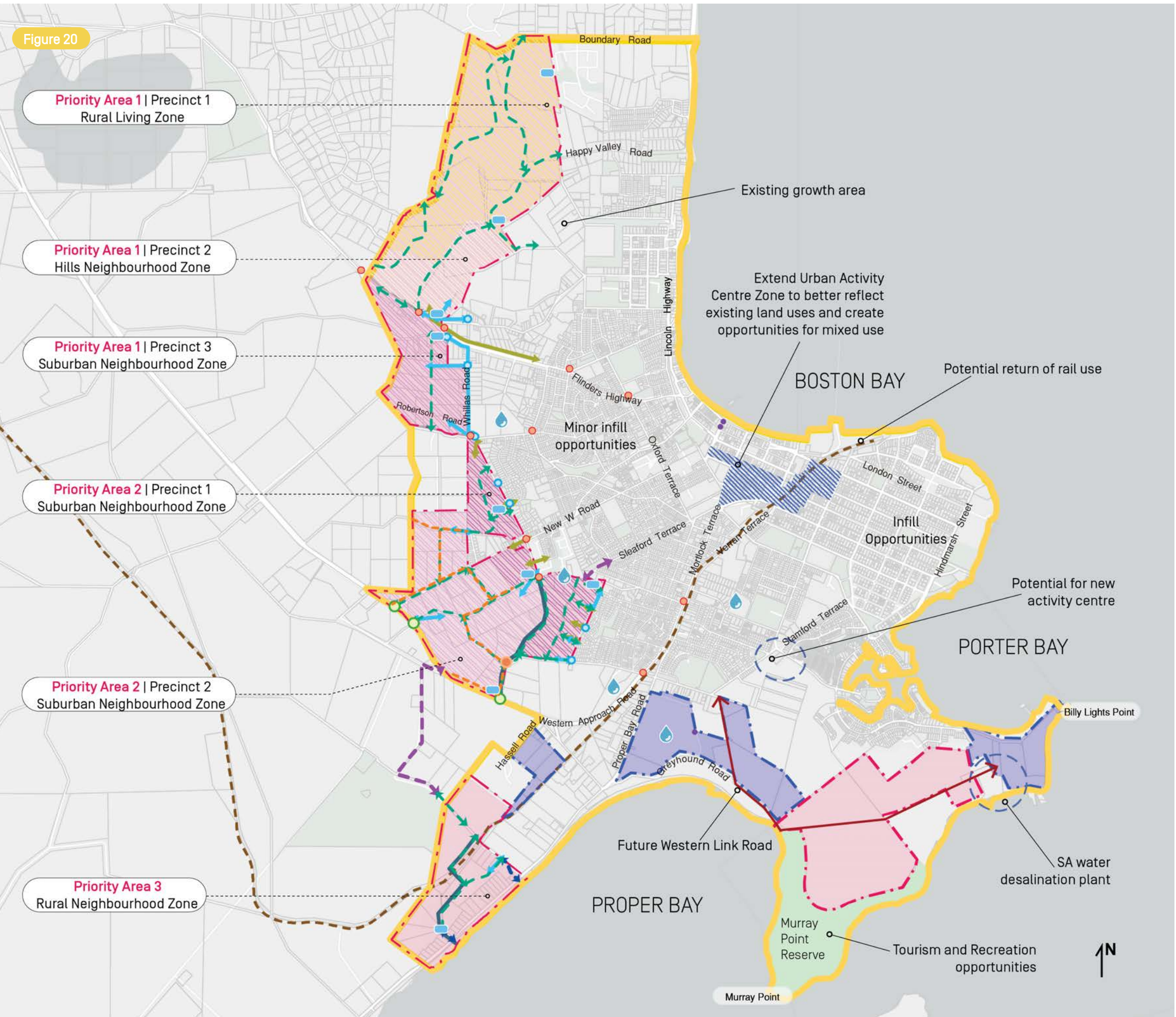
Infrastructure | Transport Actions:

Identifier	Action	Priority	Key Considerations
IT 1	Prepare plans and a cost estimate for new road connections at Sleaford Terrace, Tennant Street and Grantala Road utilising the existing unformed road reserves, to address a lack of through roads in the Port Lincoln south area. Allocate funding to deliver these road connections in a future Council budget.	Short  [0-2 years]	
IT 2	Advocate for new overtaking lanes between Port Lincoln and North Shields to improve road safety to and from the airport.	Short  [0-2 years]	
IT 3	Develop a program of works for road upgrades to support development within the growth areas.	Short  [0-2 years]	
IT 4	Determine any relevant impacts or considerations related to land use planning as a result of the new Walking and Cycling Strategy, and action accordingly.	Short  [0-2 years]	  
IT 5	Investigate Federal and State Government funding opportunities for the upgrade of existing and/or new roads and integrate [where possible] with the program of works [IT 3]. This may include opportunities such as [but not limited to] the 'Roads to Recovery', 'Black Spot', 'Safer Local Roads and Infrastructure', 'Active Transport Fund', 'Special Local Roads' and 'Local Government Grants' programs.	Short  [0-2 years]	
IT 6	Investigate funding options for the delivery of the future Western Link Road.	Short  [0-2 years]	





4.0 Overall Master Plan



4.1 Implementation Plan

The Port Lincoln Master Plan will be implemented through a staged approach, with each action allocated a timeframe for delivery.

- Short-term Priority (0-2 years)
- Medium Priority (3-10 years)
- Long-term Planning (11-30 years)
- Ongoing Planning

Funding - The Master Plan Plan recommendations will need to be funded.

While Council is ultimately responsible for funding there are various potential sources.

These include:

- Council's Capital Works Program
 - Council's Annual Business Plan and Budget
 - Council's Long-Term Financial Plan
- Developer contributions for infrastructure augmentation
 - Grant applications (State/Federal Government)
 - Infrastructure provider self-funded upgrades.

Approximate costings are indicative only and represent a general guide.

Short-term Priority (0-2 years)

Identifier	Action	Budget Considerations
S&CI 1	Encourage private investment in aged care to increase levels within the Council area as required following completion of the RDAEP aged care demand analysis.	Internal resourcing
R 1	Investigate a Significant Environmental Benefit (SEB) credit scheme to facilitate a potential mechanism to clear native vegetation for Council projects.	\$10K
R 2	Advocate for Federal and State Government to introduce development incentives and initiatives to increase residential development, for example, the Housing Australia Future Fund and the Government Employee Housing initiative.	Internal resourcing
R 3	Undertake a Code Amendment over Priority Area 1 (Precinct 1 and 2) to facilitate increased residential land development options at a variety of allotment sizes.	\$50-\$80K (potential to combine with other priority areas)
R 4	Undertake a Code Amendment over Priority Area 2 -New West Road Growth Area to the Suburban Neighbourhood Zone to facilitate increased residential land development options at a variety of allotment sizes.	\$50-\$80K (potential to combine with other priority areas)
R 5	Undertake a Code Amendment over Priority Area 3 – Proper Bay Road to facilitate a minor intensification of existing residential uses. Lobby the State Government for this area to be recognised as residential in the Eyre and Western Regional Plan.	\$50-\$80K (potential to combine with other priority areas)
R 6	Explore opportunities for introducing 'significant development site' code policy to incentivise amalgamation and development in appropriate zones (such as the Urban Activity Centre Zone).	Internal resourcing
R 7	Advocate for amendments to the Eyre and Western Regional Plan to recognise future residential growth areas.	

Identifier	Action	Budget Considerations
E 1	Undertake an environmental assessment of the 'Future Employment' land adjacent to Greyhound Road and Hassell Road to determine suitability for employment uses. Subject to the above findings, undertake a Code Amendment over any area identified as suitable to increase the supply of employment land within the Council area. This land could increase supply by approximately 20-40 hectares (subject to investigations).	\$20K
E 2	Collaborate with neighbouring Councils to explore opportunities for improved regional governance, including a potential review of Council boundaries where mutually beneficial.	\$30K
E 3	Determine any relevant impacts or considerations related to land use planning as a result of the Lincoln Cove Marina and Billy Lights Point Master Plan, and action accordingly.	Internal resourcing
E 4	Investigate reducing or removing the minimum site area for the Strategic Employment Zone adjacent to Proper Bay Road to allow underutilised land to be subdivided and made available. The 1 hectare site area policy in this area may be impacting existing owners from achieving the highest and best use of their land. Undertake a Code Amendment to alter the minimum site area if deemed suitable.	0-\$50K pending outcome of investigation
E 5	Undertake a Code Amendment to extend the Urban Activity Centre Zone where the Employment Zone currently applies (as shown on Figure 17) to better reflect existing uses and create opportunities for mixed use in the heart of the City. Lobby the State Government for this change to be recognised in the Eyre and Western Regional Plan.	0-\$50K
E 6	Advocate for amendments to the Eyre and Western Regional Plan to recognise future employment and commercial growth areas.	
IU 1	Advocate for State infrastructure agencies and utility providers to undertake capacity analysis and long-term infrastructure planning to align with the Eyre and Western Regional Plan's projections and identified areas for future residential and employment growth. This is an action in the Greater Adelaide Regional Plan and should also apply to the regions.	Internal resourcing
IU 2	Advocate for the State Government and SA Water to fully fund or heavily subsidise water and wastewater infrastructure extensions and upgrades for regional areas to promote regional development (i.e. via an augmentation charge). Any augmentation charge should align with those of Greater Adelaide to minimise the cost to developers.	Internal resourcing
IU 3	Obtain line-item cost estimates for all water and wastewater extensions in the Priority Areas. This will ensure potential costs are understood for developers and may inform applications for grant funding, such as through the 'National Water Grid Fund'.	0-\$10K
IU 4	Continue to implement the 10-year Stormwater Management Program and ensure works align with development occurring within existing and future growth areas.	Cost as per 10-year Program
IU 5	Apply the Stormwater Management Overlay to all Neighbourhood-type Zones within the Council area through a Code Amendment[s] so that future residential development incorporates water sensitive urban design techniques to capture and re-use stormwater.	\$0-\$50K
IU 6	Advocate for the State Government to offer financial incentives to develop in Port Lincoln (and regional areas generally), for example reducing or removing stamp duty for new developments, providing grants or offering zero-interest loans for local government for infrastructure upgrades.	Internal resourcing

Short-term Priority [0-2 years]

Identifier	Action	Budget Considerations
IU 7	Prepare an Investment Prospectus to encourage and attract investment in all forms of development within Port Lincoln.	\$30K
IT 1	Prepare plans and a cost estimate for new road connections at Sleaford Terrace, Tennant Street and Grantala Road utilising the existing unformed road reserves, to address a lack of through roads in the Port Lincoln south area. Allocate funding to deliver these road connections in a future Council budget.	\$10-\$50K
IT 2	Advocate for new overtaking lanes between Port Lincoln and North Shields to improve road safety to and from the airport.	Internal resourcing
IT 3	Develop a program of works for road upgrades to support development within the growth areas.	\$10K
IT 4	Determine any relevant impacts or considerations related to land use planning as a result of the new Walking and Cycling Strategy, and action accordingly.	Internal resourcing
IT 5	Investigate Federal and State Government funding opportunities for the upgrade of existing and/or new roads and integrate (where possible) with the program of works (IT 3). This may include opportunities such as (but not limited to) the 'Roads to Recovery', 'Black Spot', 'Safer Local Roads and Infrastructure', 'Active Transport Fund', 'Special Local Roads' and 'Local Government Grants' programs.	Internal resourcing
IT 6	Investigate funding options for the delivery of the future Western Link Road.	Internal resourcing

Medium Priority [3-10 years]

Identifier	Action	Budget Considerations
S&CI 2	Ensure Council maintains an up-to-date Open Space Strategy and clearly identifies the requirement for new open space vs developer contributions in new developments.	\$30K
C&BH 1	Undertake a Cultural Heritage Study relevant to the Port Lincoln and surrounds to identify opportunities to recognise and celebrate cultural heritage around the Council area.	\$30-\$40K
C&BH 2	Undertake a Built Heritage Study, including identification of any Local Heritage items and historic/character areas.	\$30-\$40K
T 1	Prepare a Master Plan and Business Case for the Murray Point Reserve to facilitate opportunities for recreation and nature-based tourism. Subject to the above, undertake a Code Amendment to rezone the Council maintained land at Murray Point from the Deferred Urban Zone to a suitable zone, such as the Open Space Zone	\$30-\$40K Master Plan and Business Case \$50-80K Code Amendment
T 2	Advocate for a change to the Eyre and Western Regional Plan to recognised Murray Point as a 'Future Tourism' area.	Internal resourcing
R 8	Prepare an Infill Strategy to encourage and facilitate good infill outcomes in appropriate areas, such as the Suburban Neighbourhood Zone.	\$50K

Long-term Planning [11-30 years]

Identifier	Action	Budget Considerations
R 9	Undertake a Code Amendment over Priority Area 1 [Precinct 3] when land on the corner of Robertson Road and Whillas Road has been developed and/or there are changes to native vegetation controls.	\$50-80K

Long-term Planning [ongoing]

Identifier	Action	Budget Considerations
S&CI 3	Identify & dispose of surplus land where appropriate after consultation with the community to respond to specific needs within the community.	Internal resourcing
S&CI 4	Monitor demand and usage of social infrastructure to ensure service benchmarks met and respond when needs arise.	Internal resourcing
T 3	Ensure Council maintains an up-to-date Tourism Strategy (in collaboration with relevant partners), ideally reviewed every five years, or as required. Continue to implement actions from within the Tourism Strategy.	\$10-\$30K
R 10	Monitor residential land supply and development activity and seek rezonings to increase residential land supply when supply levels fall below 15 years.	Internal resourcing
R 11	Continue the annual Development and Housing Forum to provide insights into development opportunities and showcase ideas and innovations that could promote development within the Council area.	\$10K
R 12	Advocate for Federal and State Government to introduce development incentives and initiatives to increase residential development, for example, the Housing Australia Future Fund and the Government Employee Housing initiative.	Internal resourcing
E 7	Advocate for the return of rail use and ensure all future Code Amendments and infrastructure upgrades do not create impediments to the potential return of rail.	Internal resourcing
E 8	Subject to an outcome of Action E 2, work collaboratively with Lower Eyre Council to identify opportunities for employment land within close proximity of Port Lincoln (i.e. adjacent to the airport and existing quarry).	Internal resourcing



5.0 Priority Areas

Priority Area 1

Potential Yield: 150 - 260 dwellings

Constraints for growth

- Landscape character
- Gradient
- Rocky soils
- Bushfire risk
- Limited water infrastructure
- Limited wastewater infrastructure

Infrastructure

Water - Water connection point available for area with low elevation (Precinct 2 and 3). Capacity assessment required from SA Water to assess suitability for connection. Likely a booster pump station will be required to service Precinct 2 and 3. Internal network will consist of 200mm, 150mm, and minor 100mm pipe network.

Precinct 1 is likely to rely on rainwater tanks for water supply. Water mains network not likely viable given large property size and distance between connections.

Wastewater - Multiple connection points available to existing sewer network. Note, all pipes are DN150 and likely require SA Water review of capacity to determine whether connection is feasible. SA Water may request a new pump station to service large development.

Internal Road network will utilise typical 150mm uPVC. Potential for a 225mm uPVC trunk main depending on total lot yield and development layout. High potential to utilise on-site waste water systems [subject to geotechnical investigations].

Development within Precinct 1 will likely require on-site wastewater disposal. sewer network not likely viable given large property size and distance between connections.

Electricity -Existing 11kV overhead line network is extensive adjacent to this Priority Area. Multiple points for connection expected.

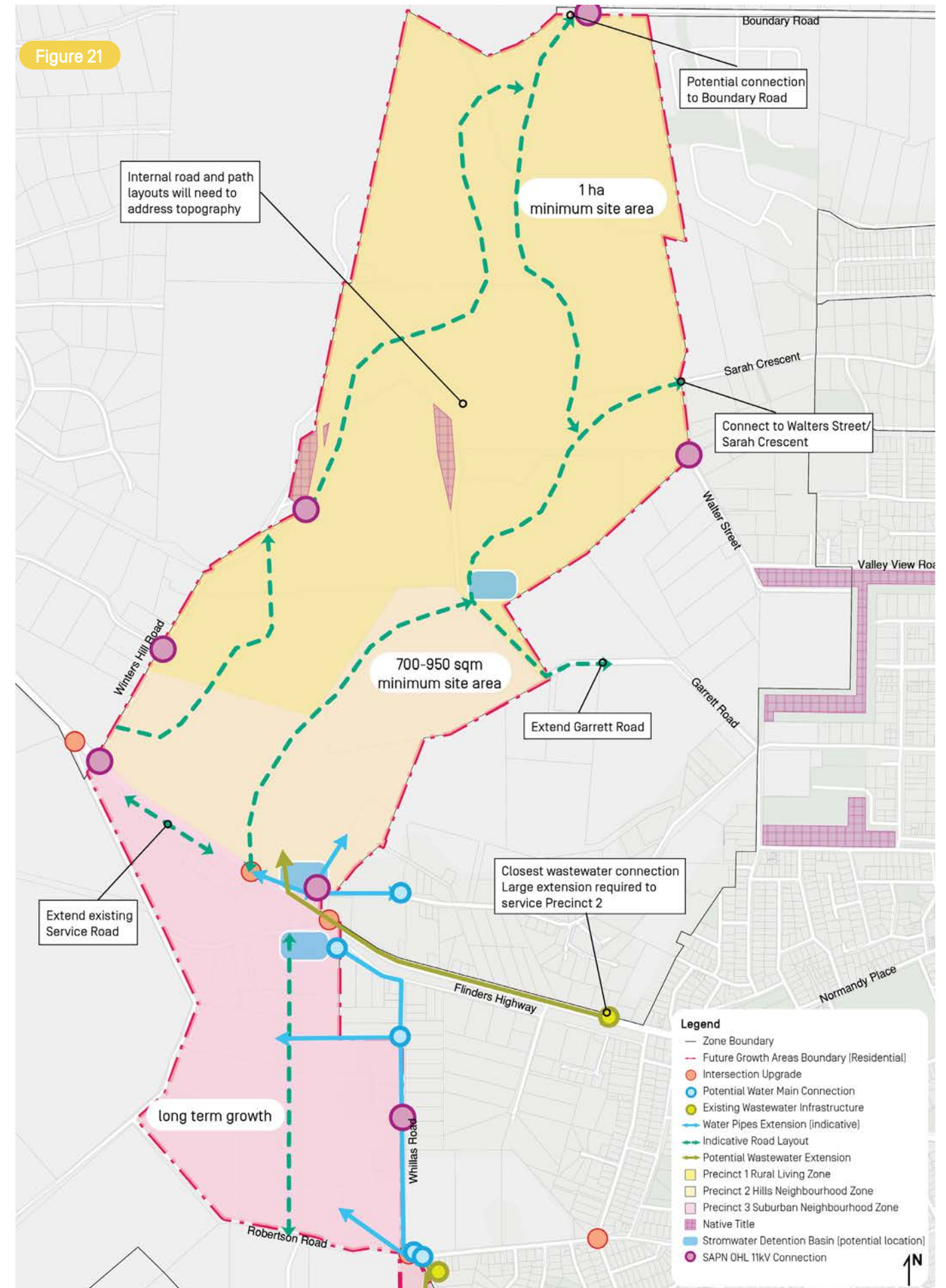
Stormwater -Various connection points available to existing stormwater network. Detention basin outlets will look to connect into existing systems or natural flowpaths. Some stormwater outlets will need extending to connect into existing system.

Detention will be required - 7,700m³ total volume for the Zone (assuming 260 dwellings). The volume may be split depending on location of development.

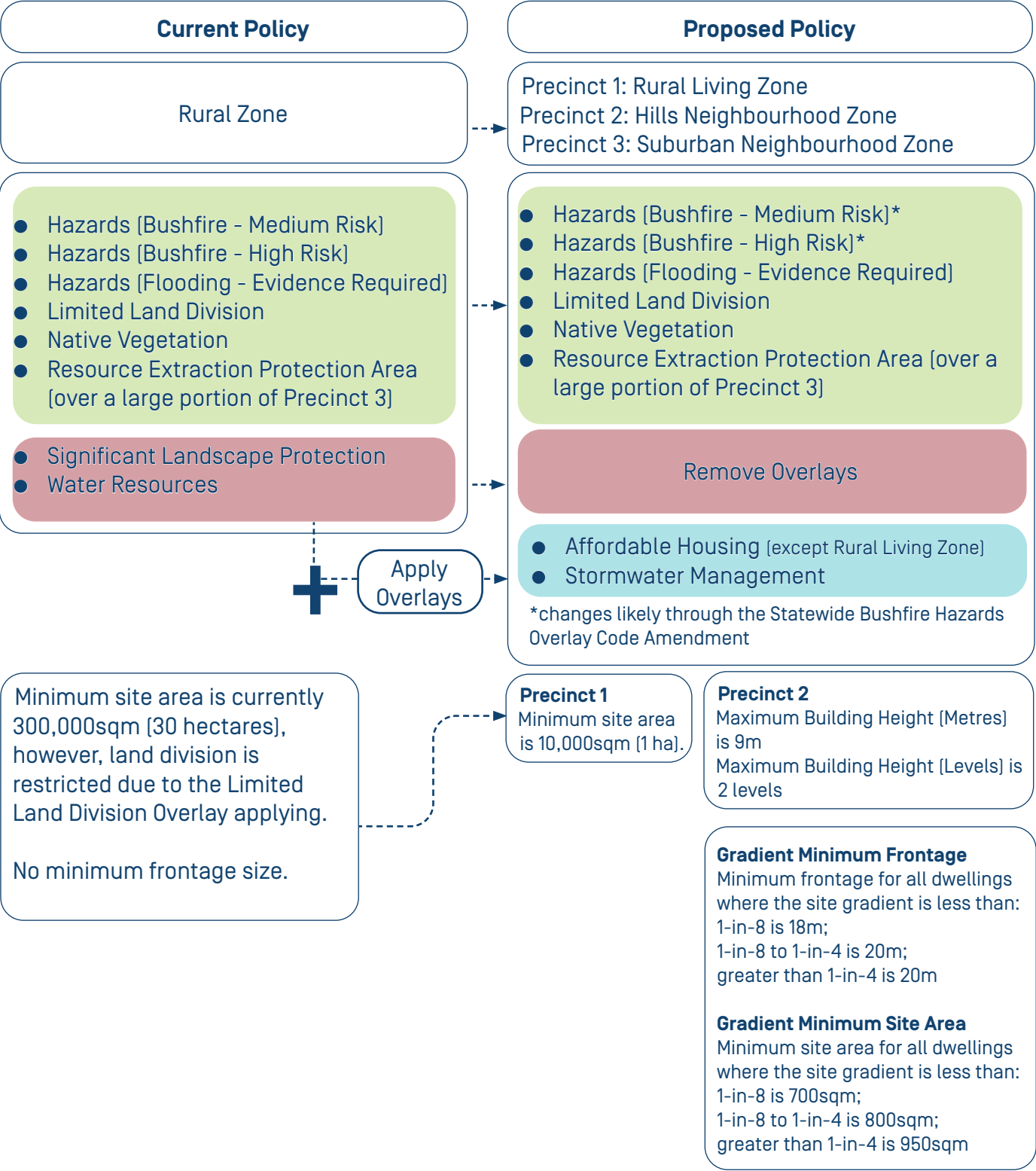
Traffic -Traffic generation is expected to be in the order of 950 (low) to 1,610 (high) daily traffic movements. Relatively limited capacity impacts if movements are distributed via multiple connections.

Some intersection upgrades identified to improve safety.

Figure 21



Priority Area 1



Priority Area 2

Potential Yield: 250 - 600 dwellings

Constraints for growth

- Landscape character
- Gradient
- Rocky soils
- Bushfire risk
- Native vegetation coverage
- Fragmented ownership

Infrastructure

Water - Connect into existing mains along Western Approach Road and New West Road. Likely DN150 and DN200 water trunk main to complete circuits - connect into larger trunk mains [partial upgrade required along Nootina Road]. Additional DN100s on other minor roads required.

Wastewater - Multiple connection points available to existing sewer network in Precinct 1. Note, all pipes are DN150 and likely require SA Water review of capacity to determine whether connection is feasible. Given large development, SA Water may request new pump station to service large development.

New pump stations are likely to be required to service Precinct 2, subject to SA Water investigations and feasibility studies. A new rising main to the Port Lincoln wastewater treatment plant will be required along Western Approach Road.

Internal Road network will utilise typical 150mm uPVC. Potential for a 225mm uPVC trunk main depending on total lot yield and development layout.

Electricity - Existing 33kV overhead line within Grantala Road & New West Road. Connection or extension may be possible if required.

Existing 11kV overhead line network is extensive within this Priority Area. Multiple points for connection expected.

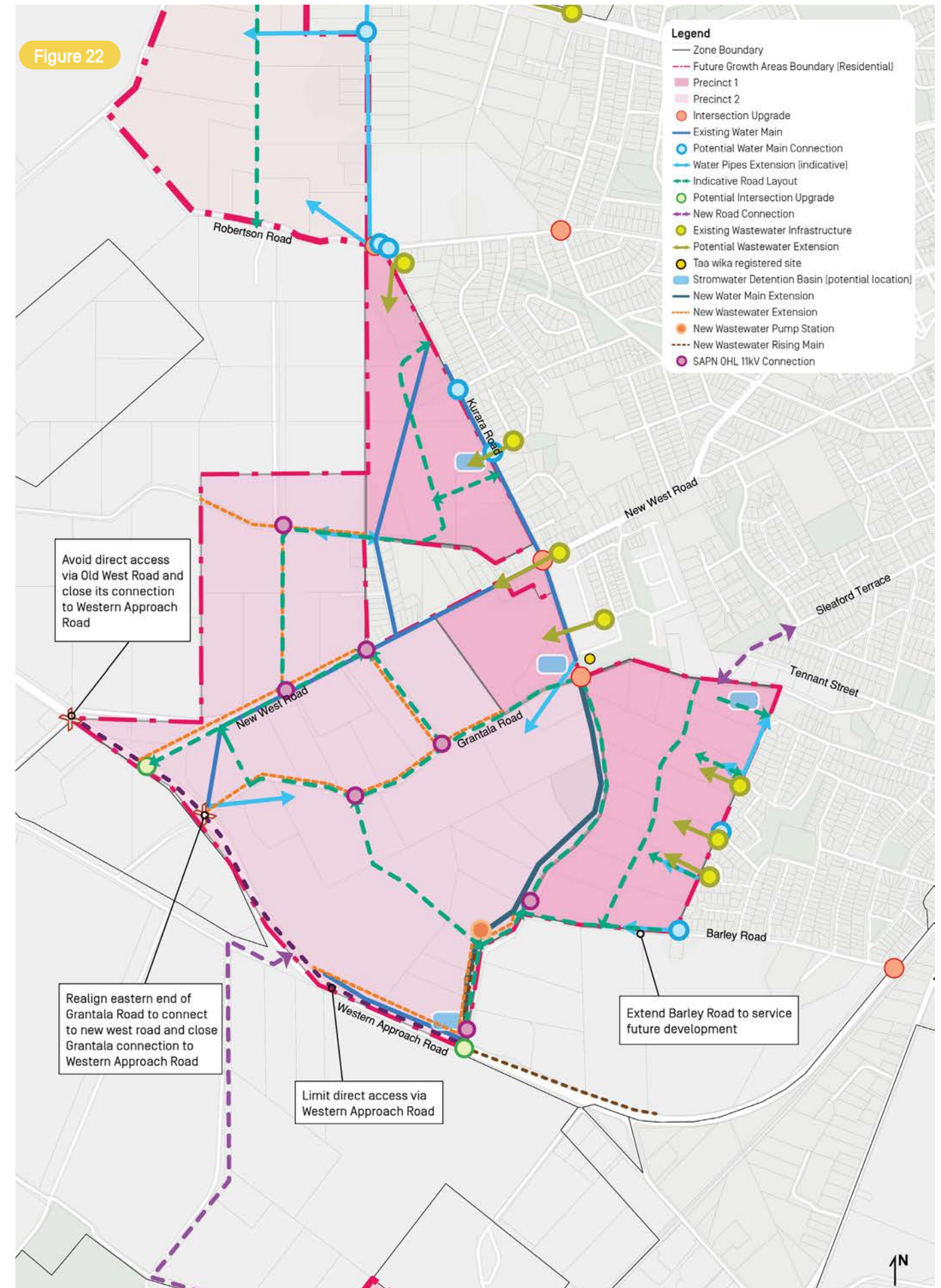
Stormwater - Various connection points available to existing stormwater network. Detention basin outlets will look to connect into existing systems including Kurara Road basin/main, main along Cronin Ave, and Western Approach Road. Some stormwater outlets will need extending to connect into existing system.

Detention will be required - 26,000m³ total volume for the Priority Area (assuming 600 dwellings). The volume may be split depending on location of development.

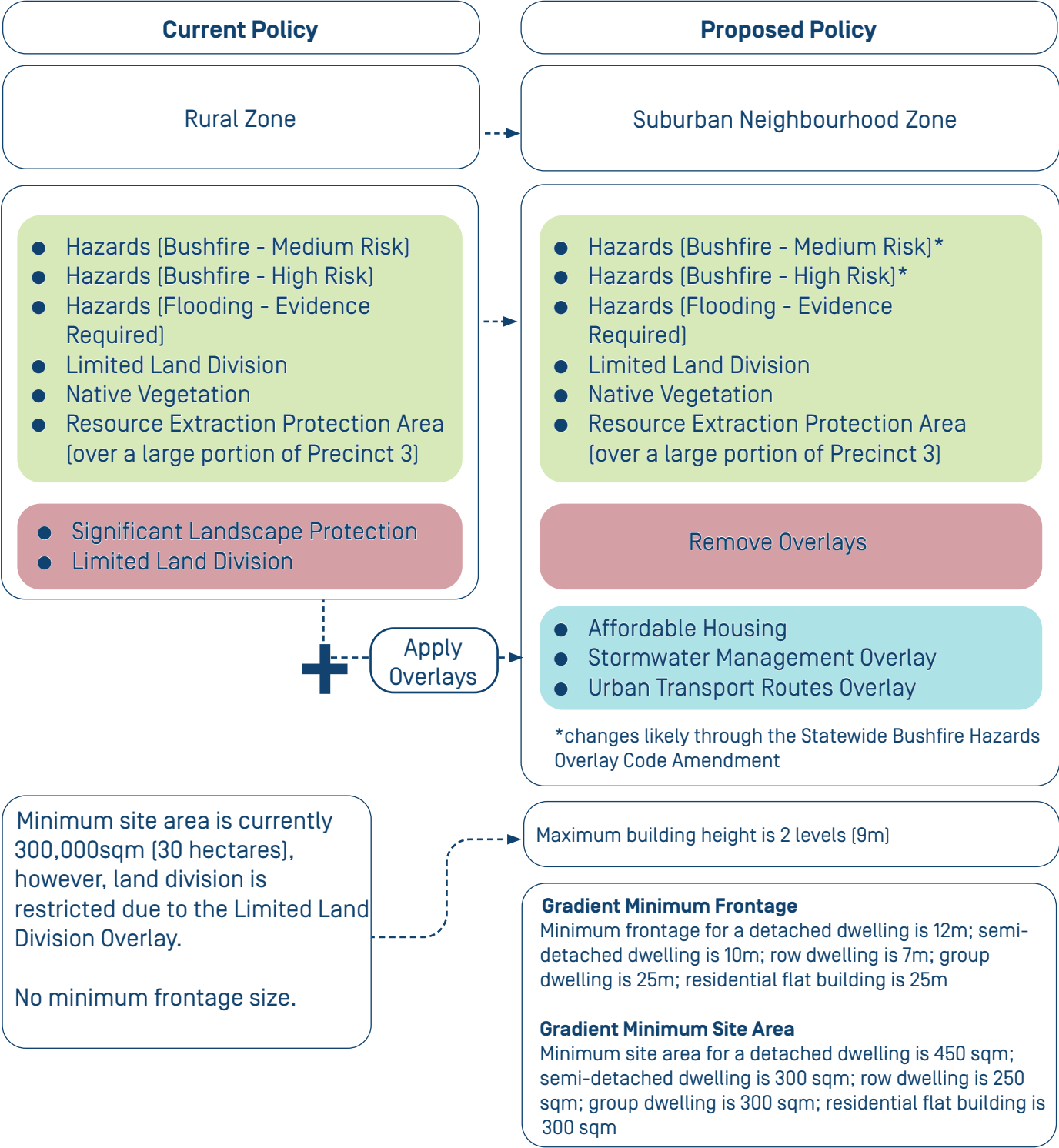
Traffic - Traffic generation is expected to be in the order of 2,000 [low] to 4,800 [high] daily traffic movements. Desirable to achieve multiple connections to minimise capacity impacts on any one section of road/intersection.

Some intersection upgrades identified to improve safety.

Figure 22



Priority Area 2



Priority Area 3

Potential Yield: 20 - 40 dwellings

Constraints for growth

- Bushfire risk
- Native vegetation coverage
- Fragmented ownership
- Limited wastewater connection options
- Gradient
- Rocky soils

Infrastructure

Water - Existing DN150 trunk mains located on Blue Fin Road & Proper Bay Road. Likely DN 100 or DN150 water trunk main to complete internal circuits.

Wastewater - No waste water infrastructure currently. Likely these existing lots have on-site waste water systems. It is likely that on-site wastewater systems will be required to service future development.

A new waste water pump station is likely to be required to connect to the sewer mains (subject to feasibility). Location subject to development layout (but will need to be near Proper Bay Road to enable gravity main to drain to public system). Rising main to connection into existing trunk main along Proper Bay Road.

Electricity -11kV overhead line connection points on Blue Fin Road and Proper Bay Road.

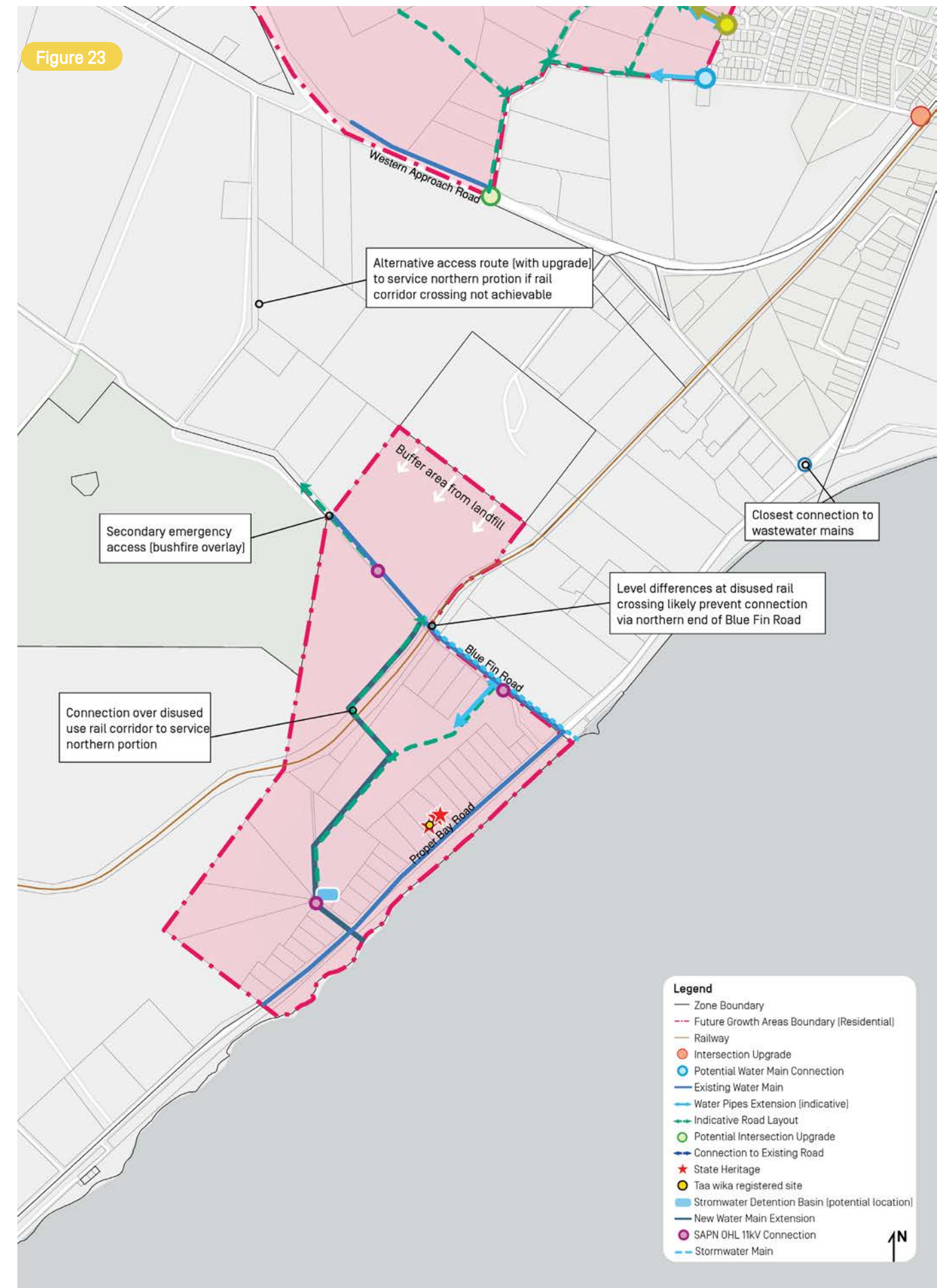
Stormwater -No stormwater infrastructure indicated near this zone. Blue Fin Road will require a stormwater main installed which will ultimately discharge to the ocean. A secondary stormwater main along Arrandale Close may also be provided.

Detention will be required - 1500m³ total volume for the Zone. The volume may be split depending on location of development.

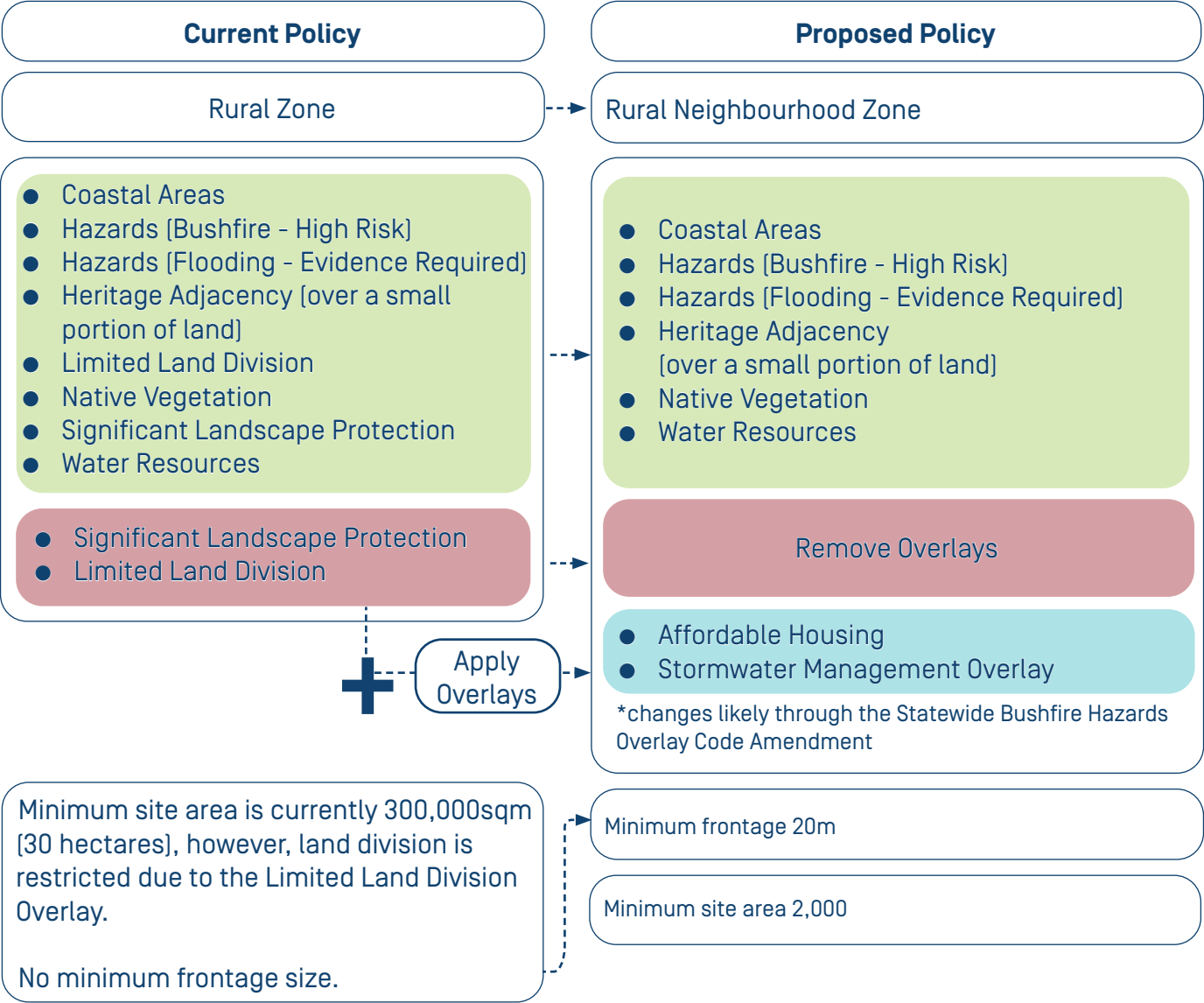
Traffic -Traffic generation is expected to be in the order of 160 [low] to 320 [high] daily traffic movements. Capacity impacts will be minimal.

Connection over disused rail corridor desirable to facilitate secondary access and improve safety in the event of a bushfire.

Figure 23



Priority Area 3



Appendix

Appendix 1 – Alignment to the Strategic Directions Plan 2025-2034

Key Focus Areas	Master Plan Themes						
	Social and Community Infrastructure	Cultural and Built Heritage	Tourism	Social and Community Infrastructure	Employment and Commercial	Infrastructure	Traffic
Goal 1 - Southern Eyre Peninsula's commercial, health, education and community regional hub. - A growing local economy with strong local businesses supported by appropriate infrastructure and services, including workforce development opportunities, suitable carparking, housing and childcare facilities. - Attracting State and Federal government investment in infrastructure, including water security, airports, ports, rail, roads and telecommunications. - A reduction in regulatory burden for development with a can-do customer centric approach and appropriate zoning that allows for growth. - A collaborative and partnership-based approach to tourism and economic development. Goal 3 - A customer-centric service delivery model that values proactive communication and respects community involvement and awareness. - Open, effective and productive community and stakeholder engagement that influences and drives decision-making. - Invest in growth by maximising grant funding to address infrastructure needs for today and into the future.	X		X		X		
	X		X		X	X	X
				X	X	X	X
			X		X		
	X	X	X	X	X	X	X
	X	X	X	X	X	X	X
	X	X	X	X	X	X	X
Strategic Actions	Master Plan Themes						
	Social and Community Infrastructure	Cultural and Built Heritage	Tourism	Social and Community Infrastructure	Employment and Commercial	Infrastructure	Traffic
Goal 1 1.1: Continue to deliver on the actions identified in Council's Economic Development Strategy. 1.3: Continue to implement Council's Housing Strategy to expand fit for purpose housing options, including through the release of Council land and reassessing Council's City masterplan and associated zoning. 1.7: Advocate to the State and Federal governments for improvements in critical infrastructure, including water security, rail, roads and telecommunications. 1.9: Investigate and implement policies to facilitate and enable diversity and inclusivity of economic development and investment activities. Goal 3 3.2: Strengthen asset management planning to reflect renewal and expansion of infrastructure to meet community needs and expectations. 3.7: Seek consensus to develop a strategic response to population growth and service demand from the communities of interest in Lower Eyre Council adjacent to the City of Port Lincoln. 3.9: Maximise Council and community grant funding and partnership opportunities to achieve outcomes for the Port Lincoln community to strengthen our financial capacity.			X	X	X		
				X	X	X	X
			X		X		
	X		X	X	X	X	X
	X			X	X	X	X
	X	X	X	X	X	X	X

