HOLMES DYER

Cummins Township Master Plan

Prepared for:
Lower Eyre Council

Date:
06.11.2023

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EXECUTIVE SUMMARY

Executive Summary

The Lower Eyre Peninsula Strategic Plan 2020-2030, under Objective 2: Plan for Growth, includes a strategy to provide a long-term guide for future growth and development, which includes a specific action to develop a township Master Plan for Cummins. Holmes Dyer Pty Ltd was engaged to produce the Cummins Township Master Plan, informed by key inputs from Council staff, key stakeholders, and the Cummins community.

The purpose of this Cummins Township Master Plan is to:

- Identify land use requirements across the various elements making up a diverse agricultural, manufacturing and tourism economy.
- Provide enhanced links with existing infrastructure and the built and natural environment.
- Identify requirements for improved community infrastructure and services to enhance the liveability and amenity of the township, which will assist in attracting a workforce.
- Identify constraints to the development of Cummins in relation to the Master Plan
- Provide options for the use of each identified reserve within the township.
- Provide options for use of the Cummins Institute

In line with these deliverables, the Cummins Township Master Plan has been informed by a range of different inputs to provide a balanced, market aligned perspective on priorities for future development and investment in Cummins. These inputs have included demographic analysis, strategic alignment and document review, economic market analysis and extensive community and stakeholder engagement supported by a comprehensive survey.

A key challenge in developing the forecasts and estimates that underpin the Cummins Township Master Plan is the small population and housing market informing the demographic and market analysis and future growth forecasts. Smaller sample sizes, particularly in Census ABS data, increases the likelihood that data entry errors, outliers, minor fluctuations, and data alteration affect the population and economic targets. As a result, the Cummins Township Master Plan has balanced the analytical demographic data with the direct feedback received from stakeholders in framing the Master Plan recommendations.

It is recommended that a market aligned approach be adopted to the majority of implementation actions, that incorporates a direct market expression of interest or approach to inform the depth of housing demand prior to proceeding with specific projects, not relying on data driven population and economic targets. It is Holmes Dyer's opinion that there is a demand for increased volume and more variety of housing opportunities for a growing Cummins community, despite the raw data not directly reflecting this demand.

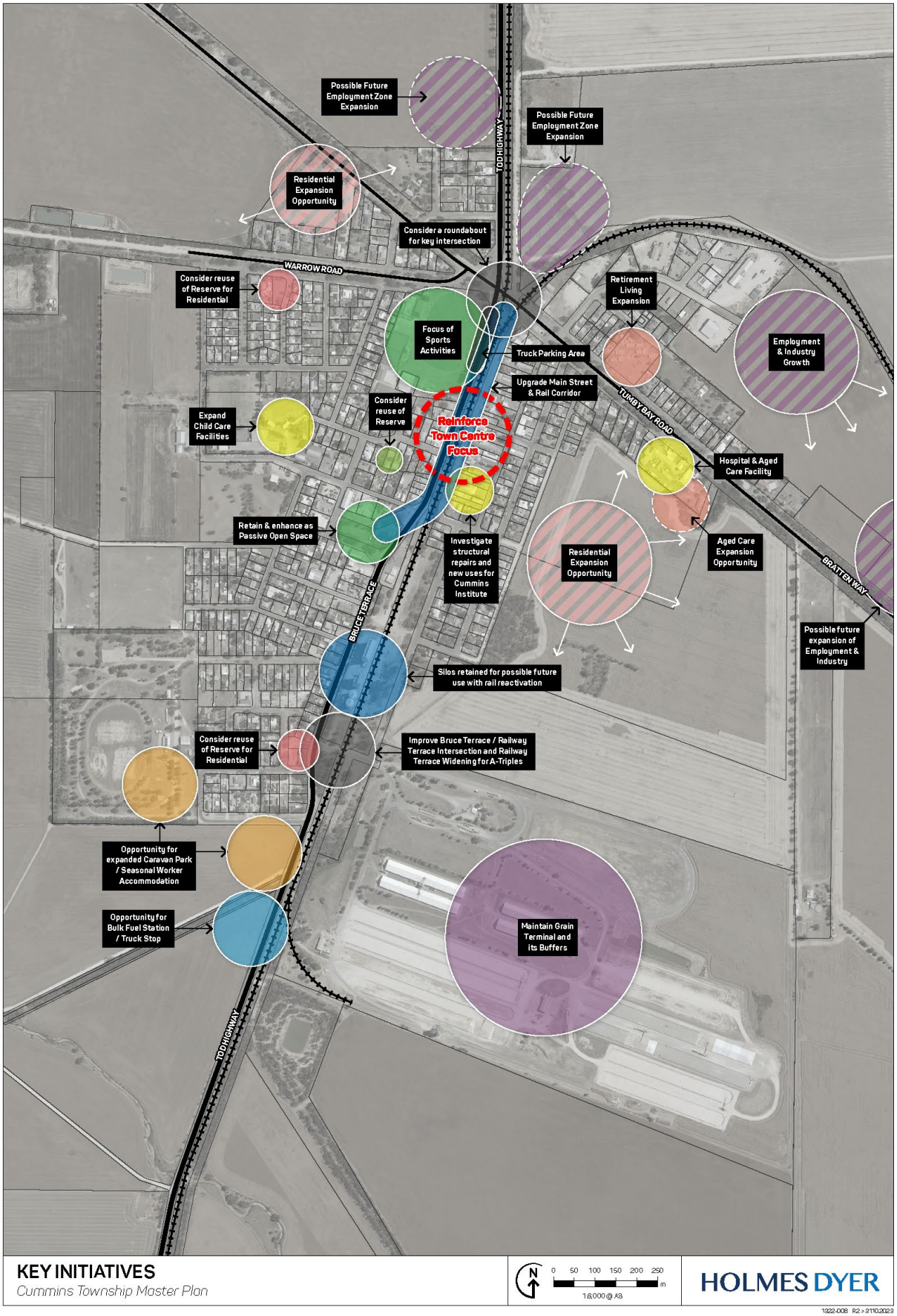
The Cummins Township Master Plan has been developed and informed by key inputs, as set out in the chapters of this technical report including:

- Strategic Context analysis of existing local, regional, and State documentation
- Demographic Overview
- Site Analysis incorporating housing and property profile research and broad analysis of service infrastructure, transport, social infrastructure, heritage and character, centre hierarchy, existing open space, environmental risks and strengths and tourism development analysis of the current state of Cummins to establish the baseline.
- Review of the Planning & Design Code and analysis of any land-use zoning opportunities or changes required to support the Cummins Township Master Plan.
- Summary of the community and stakeholder engagement feedback received through the development of the Cummins Township Master Plan.
- SWOT Analysis.
- A Cummins Township Master Plan Section of the report summarises the findings against each of the key finding's areas and sets out a list of recommendations. The key findings areas included:

- Open Space
- Housing
- Cummins Institute, Community & Tourism Infrastructure
- Main Street Enhancements & Rail Corridor
- Road, Traffic & Infrastructure Upgrades

The recommendations outlined within the key finding's areas of the Cummins Township Master Plan are consolidated into a single implementation plan provided in Section 9 and summarised in the accompanying Key Initiatives Plan in Appendix A. It is anticipated that this implementation plan would be updated on an annual basis and progress monitored through regular reporting to Council linked to the Annual Business Planning Cycle to align budgets and resources to the timing and actions set out in the implementation plan. It is also anticipated that this implementation plan may be updated to reflect a change in strategic context, grant funding or partnership opportunities as may influence the priorities or timing of the identified actions set out in this Cummins Township Master Plan.

Figure 1. *'Key Initiatives' Plan*



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1 - INTRODUCTION

1. Introduction

1.1. Purpose of Study

Holmes Dyer was engaged by Lower Eyre Council to prepare the Cummins Township Master Plan a critical strategic Master Plan document to provide guidance for the future development of Cummins across the next 10-20 years. This Master Plan covers a wide set of elements including:

- Township Character & Heritage
- Land Use
  - Residential Land
  - Industrial Land
  - Commercial Land
  - Town Centre Precincts
  - Recreational Areas
  - Open Space
- Economic Development
- Main Street Enhancements
- Sporting Facilities
- Carparking Spaces
- Walking Paths/ Trails
- Infrastructure & Utilities
- Use of Cummins Institute
- Open Space Reserves

A key focus of the Cummins Township Master Plan is to investigate population and market drivers and identify opportunities and constraints and Council's potential roles to support the ongoing growth, with the purpose of delivering a productive, connected, and attractive township that supports both the needs of residents, workers, and visitors to Cummins as a central administration centre to the Eyre Peninsula.

The Cummins Township Master Plan has been informed by extensive community and stakeholder engagement with the outcomes of this engagement process summarised within this document.

The Cummins Township Master Plan is made-up of three separate documents, reflective of the level of detail, intended audience and future updates that may be required to deliver the outcomes of this study.

<u>Cummins Township Master Plan – Community Summary</u>

A graphic summary document of the key findings of the Cummins Township Master Plan that outlines the key findings and recommendations of the Master Plan, setting out the vision, growth principles, township design mapping in an easy-to-read visual format.

<u>Cummins Township Master Plan – Technical Document (this document)</u>

A background technical document, that includes the detailed analysis and analytical investigations that have informed the recommendations and key findings set out in the Community Summary. This technical document is intended to provide the additional technical information that internal Lower Eyre staff may require to implement recommendations set out in this study but is not intended to be distributed outside the organisation, except to key partners where specifically approved.

<u>Cummins Township Master Plan – Implementation Plan</u>

An implementation plan to guide the delivery of priorities identified by this Master Plan over the next decade. The implementation plan details all potential projects identified by the Cummins Township Master Plan, including both capital projects, further strategic investigations, and advocacy agendas, outlining next steps and Council's

role to progress any key recommendation. This implementation plan is anticipated to be updated on an annual basis as part of the Lower Eyre annual budget planning cycle, to reflect available funding and resource allocations. This implementation plan is provided as Appendix A to this technical report but is provided as a separate word document, anticipating this would be updated regularly in line with Council's Annual Business Planning process.

The Cummins Township Master Plan has been informed by extensive community and stakeholder engagement with the outcomes of this engagement process summarised within this document.

1.2. Cummins at a Glance

Cummins is located within the Lower Eyre Council, a short 70km drive from the regional centre of Port Lincoln, 640km by road from Adelaide or a 45-minute flight.

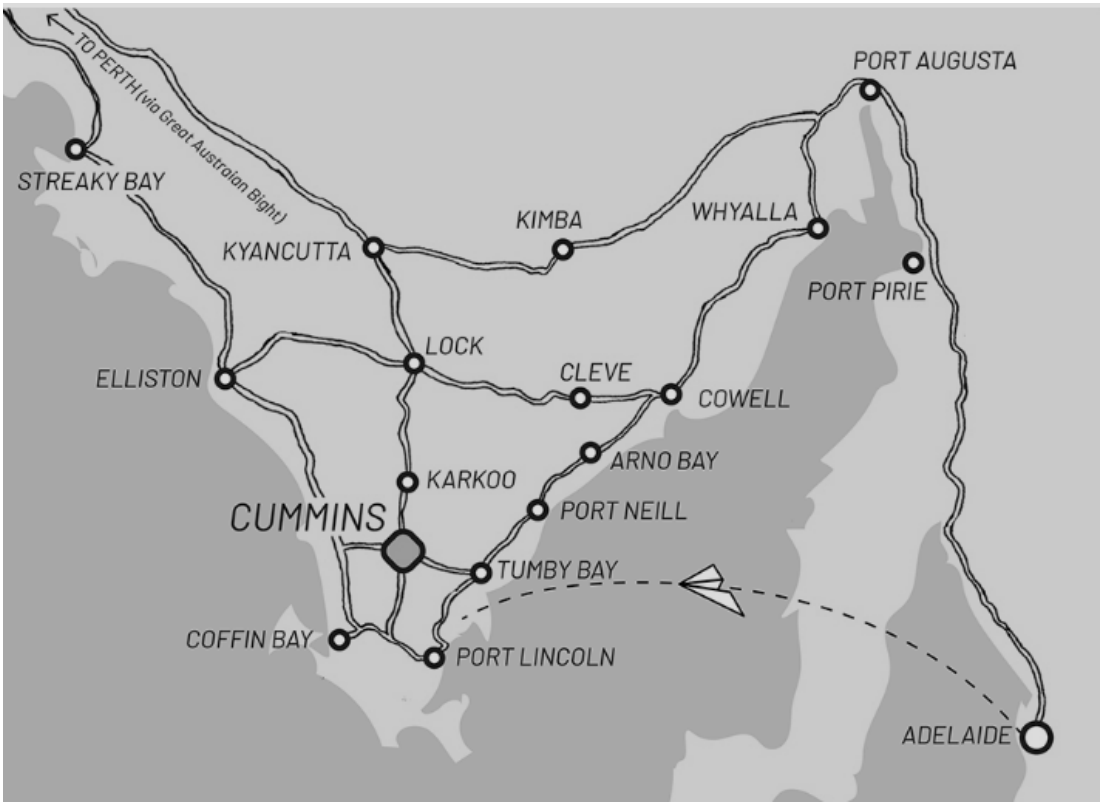
Developed as an agricultural hub of Lower Eyre Peninsula, the 900-plus residents of Cummins' livelihoods are closely aligned to the farming industry to this day. The town has a unique layout with a dual railway traversing the centre of town.

The town is the central service centre for the region and provides a range of goods and services for both locals and travellers, from food, accommodation, fuel and vehicle maintenance, major employment generator and industrial services, sport and recreation facilities, churches, and community facilities.

Cummins has a town oval, swimming pool, tennis, and netball courts, an 18-hole golf course, bowling greens, recreational reserve including a skate park, caravan park, hotel, cafe and restaurants, a hospital and medical practice, supermarket, police station, CFS Brigade, Ambulance Depot, Men's Shed, numerous service clubs, equestrian clubs, aerodrome, and R-12 Area School. Like many country areas, sport and recreation are critical to the community, with Cummins playing host to a range of sporting competitions and events on a Saturday.

Cummins is one of the three main townships within the Lower Eyre Peninsula, the others being the aquaculture and tourism township of Coffin Bay and the City of Port Lincoln and surrounding residential areas.

Figure 2. Cummins Regional Map - www.explorecummins.com.au



2 – STRATEGIC CONTEXT

2. Strategic Context

2.1. Existing Plans and Strategies

2.1.1. District Council of Lower Eyre Peninsula Strategic Plan 2020-2030

Council's Strategic Plan adopted on 17 July 2020 and set a vision timeline out towards 2030, the Strategic Plan will be due for update within 12 months of the new Council across 2023, which will be an opportunity to align with the key outcomes identified within the Cummins Township Master Plan.

The current Strategic Plan incorporates the below vision:

"We are a district of vibrant, inclusive and welcoming coastal and rural communities enjoying pristine natural environments and access to quality services and facilities."

The strategic plan is set around four key goals and set of connected objectives:

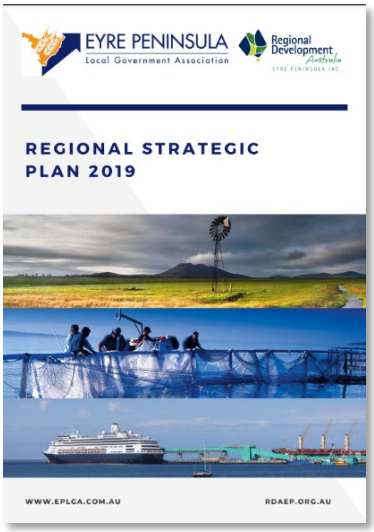
1. Retained and enhanced liveability of our district
    - Objective 1: Support Inclusive, Connected, Vibrant and Safe Communities
    - Objective 2: Plan for Growth
    - Objective 3: Provide Effective Leadership and Financial Management
2. Thriving businesses, industry & local economy
    - Objective 1: Support Successful and Sustainable Local Business and Industry
    - Objective 2: Expand our Local Industry Base
    - Objective 3: Support Growth in Tourism
3. Quality services, community facilities and infrastructure
    - Objective 1: Maintain Quality Community Assets and Infrastructure
    - Objective 2: Provide a High Standard of Community Services and Facilities
    - Objective 3: Advocate for Quality Water, Electricity and Telecommunications
4. Preservation of our natural and built environment.
    - Objective 1: Protect and Promote Appreciation of our Natural Environment
    - Objective 2: Minimise Environmental Impact

The Cummins Township Master Plan forms one of the actions within the Strategic Plan, sitting within Goal 1, Objective 2 *Plan for Growth*. Other relevant priorities from the Strategic Plan that were considered in the development of the Cummins Township Master Plan include:

- Engage with local traditional landowners.
- Advocate/work with the Education Department in provision of education facilities.
- Advocate for childcare facilities.
- Assist communities to develop quality sporting facilities.
- Enhance recreational activities and facilities.
- Maintain and enhance walking trails.
- Explore opportunities to expand retirement living in the district.
- Protecting local heritage.
- Maintain and enhance lighting in public places including street lighting and reserve lighting.
- Reflect impacts of a changing climate in Council decision making.
- Provide opportunity for youth representation at relevant events.

- Work with schools to promote civic awareness.
- Prepare and maintain a priority list of shovel ready projects.
- Make appropriate land available for commercial and industrial needs.
- Promote tourism across our district.
- Investigate the potential for new or additional public amenities in strategic tourism locations.
- Develop a streetscape amenity plan for each major town.
- Maintain and upgrade identified Council reserves.
- Plan to minimise the impacts of development on the natural environment.

2.1.2. Regional Strategic Plan 2019



The Regional Strategic Plan 2019, prepared by the RDA Eyre Peninsula and Eyre Peninsula Local Government Association. The Plan was reviewed and updated in 2023 resulting in the Regional Strategic Plan 2023-2026.

The document identified five mega trends relating to future growth across the Eyre Peninsula including:

» Defeating Distance
» Global Exposure
» Diverging Places
» New Economies
» Environment as Risk

The analysis of these mega trends is set out in the document and key messages are identified for decision makers that were relevant and considered as part of the development of the Cummins Township Master Plan.

» Tailoring policies to regional differences
» Enhancing planning and foresight capability for regions
» Investing in human capital and adaptive capacity of business and communities
» Investing in connectivity and infrastructure
» Institutional reform for development
» Managing Risk
» Supporting collaboration within and beyond regions
» Investing in inclusion and liveability outcomes
» Tailoring politics to a regional difference

2.1.2.1. Draft Eyre Peninsula Regional Strategic Plan 2023-2026

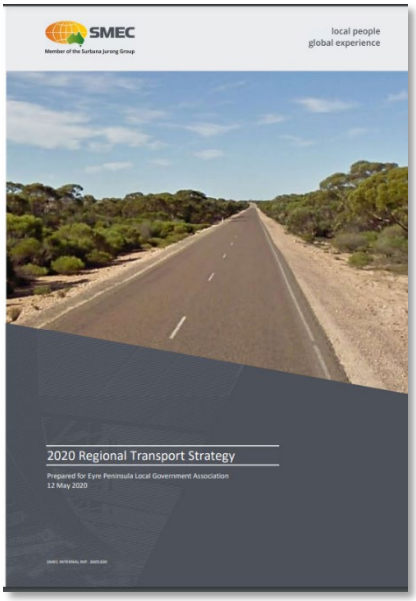
In January 2023, Lower Eyre Council provided feedback to Regional Development Australia Eyre Peninsula (RDAEP), draft Eyre Peninsula Regional Strategic Plan 2023 – 2026. Council endorsed the draft correspondence and made comment on key topics and considerations that should be made in the final Plan.

Councils review outlined the need for the following inclusions in the Plan.

- Reference to quantifying need for housing demand in relation to workforce needs.
- Reference to disability support and services.
- Regeneration and regenerative economic principles as a competitive advantage for the region.
- Inclusion of a timeframe for 'Future Actions' to support adoption and alignment of Plans actions and implementation with other strategic documents and budgeting.

These inclusions fall under reoccurring topics and considerations similarly explored in the Cummins Township Master Plan, and represents a whole region view on population growth, economic prosperity, governance, and community satisfaction.

2.1.3. 2020 Regional Transport Strategy



The Regional Transport Strategy prepared by SMEC in May 2020 for the Eyre Peninsula Local Government Association provides guidance on the management and development of roads across the region, including functional hierarchy.

The strategy sets out the below Regional Transport Goals:

- Improve road safety,
- Reduce risk of conflicts between tourist, passenger, and freight vehicles, improving the efficiency of road transport,
- Develop and manage an effective and consistent transport system for heavy vehicles,
- Promote and assist regional transport,
- Promote and assist existing and developing industries,
- Provide for social connectivity and integration.

The specific relevance to the Cummins Township Maser Plan relates to the impact of road freight movements due to the decision of Viterra announced in February 2019, not to renew their contract with Genesee and Wyoming (GWA), now One Rail Australia discontinuing the use of the rail network to transport grain to Port Lincoln. Recorded influences on this decision to convert to road freight is understood to be partially due to the future need to invest in the existing rail network infrastructure (including rail, sleepers and rolling stock), to maintain an efficient service which could be competitive with road freight achieved using B-triples and AB-triple Road Trains using the PBS Level 3A network. This railway line is a privately operated narrow-gauge rail system that does not connect to the broad-gauge national network.

This decision will increase the road freight through Cummins, with the exact traffic volumes varying year to year dependent on the grain season. The regional transport strategy estimates that the annual road freight will increase by between 800,000 and 1 million tonnes in the absence of the rail network. The increase in road freight will largely be carried by the Tod Highway through Cummins.

The Lower Eyre Council has subsequently undertaken detailed studies on the specific traffic and safety impacts of this increase in Cummins that is summarised in more detail in Section 2.1.8 below.

2.1.4. Eyre Peninsula Regional Landscape Plan 2021-2026

A key regional plan produced by the Eyre Peninsula Landscape Board this key strategic document sets out a vision for the Eyre Peninsula landscape to support biodiversity, community, and business in a changing climate.

A set of regional priorities are outlined to move towards the achievement of this vision including:

- Water
  - Effective water allocation planning in prescribed water areas.
  - Managing water affecting activities.

- Sustainable Agriculture
  - Reducing the risk of land degradation to protect the region's valuable soils.
  - Facilitating regenerative land management to improve soil health.
- Pest Plants and Animals
  - Supporting landowners to control prioritised pest plants and animals.
  - Collaborating to reduce threats from impact-causing native species.
- Biodiversity
  - Maintain and enhance biodiversity in prioritised ecosystems.
- Community
  - Community at the centre and actively engaged in landscape management.
  - Effective decision-making and local government engagement.

The Eyre Peninsula Regional Landscape Plan breaks the broader Eyre Peninsula into five sub-regions based on areas of similar landscape and land uses, each regions biodiversity and capture of the subregion's values from a social and economic perspective. Cummins is located within the Southern Eyre region and both the Eyre Peninsula Regional Landscape Plan and sub-regional plan identifies the Cummins Wanilla Basin – Preliminary Drainage Management Plan as a specific landscape planning area of high sensitivity, with this area south of the Cummins Township with no direct impact on the Cummins Township Master Plan.

2.1.5. RDA – Growing our Regional Workforce Review Summary – June 2021

The RDA released this summary report to bring together in one place the issues that are in the RDA view inhibiting the attraction and retention of an available and skilled workforce in regional South Australia. The five key outcomes that were identified included:

- Increase housing supply.
- Create Employment Readiness Pathways.
- Regionally based workforce resources.
- Increase business HR capacity & capability.
- Reform Migration.

From the five key outcomes the increase of housing supply is an area that warrants consideration as part of the Cummins Township Master Plan. The RDA propose that the provision of additional housing will require the regions to undertake housing supply and demand audits which has been partially completed as part of the Cummins Township Master Plan.

Broader opportunities to promote housing supply identified by the RDA include:

- Increased partnership with State Government development arm (Renewal SA) to identify potential projects, investment partners and delivery models for an increase in new housing stock.
- Review opportunities for funding to drive private and public partnerships whereby commercial rates of return are inhibiting growth.
- Advocate for changes to commercial and residential lending practices and requirements in regional locations.

The RDA has identified a 26.3% decrease of available rental properties in regional areas between January 2019 and 2021, which is anticipated to have worsened over the last 18 months in line with the rental squeeze across Australia.

2.1.6. State Planning Policies

The State Planning Policies (SPP's) were introduced as a key instrument in the new South Australian Planning System, which seeks to proactively plan as our population experiences fundamental shifts in age profile, housing preferences and employment types.

The SPP's are the highest order policy document in the South Australian Planning System, outlining matters of importance in land use planning and development. The SPP's will effectively be given effect through the creation of planning instruments including the Regional Plans and the Planning & Design Code and considered in the establishment of new infrastructure schemes and Environmental Impact Statements, but do not have a role in the assessment of an individual development application.

The SPP's set policy against sixteen key areas all except for Coastal Environment have relevance to best practice planning and are considered as part of strategic planning such as the Cummins Township Master Plan.

The sixteen key areas are:

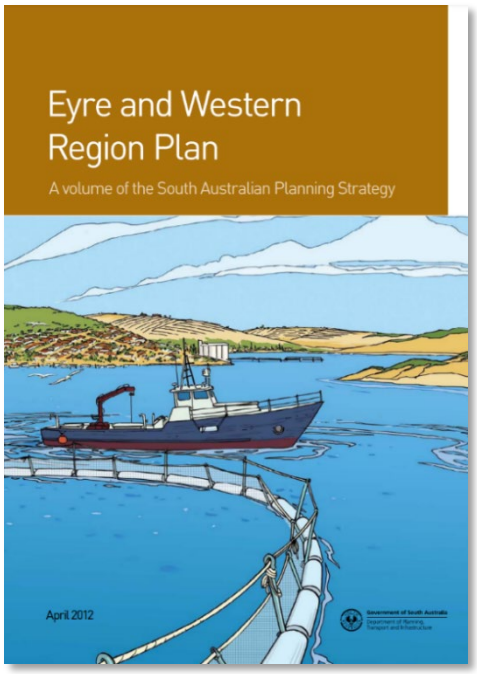
- Integrated Planning
- Design Quality
- Adaptive Reuse
- Biodiversity
- Climate Change
- Housing Supply & Diversity
- Cultural Heritage
- Primary Industry
- Employment Lands
- Key Resources
- Strategic Transport Infrastructure
- Energy
- Coastal Environment
- Water Security and Quality
- Natural Hazards
- Emissions and Hazardous Activities

2.1.7. Eyre and Western Regional Plans

A key volume of the strategy is the Regional Plans, with the most current plan for Eyre and the Western Region dated April 2012. The process to update these dated Regional Plans to align to the new Planning & Design Code has commenced by the Department for Trade & Investment (DTI) Planning & Land Use Services, with early investigations and stakeholder engagement plans being prepared across the last half of 2022.

It is understood at the time of the Cummins Township Master Plan preparation that the regional plans will be developed, and engagement undertaken across 2023, this is a perfect aligned opportunity for the Cummins Township Master Plan and its associated implementation plan to form part of the Lower Eyre Council's response to the Regional Plans in support of the Land Use and associated infrastructure required to support the future anticipated growth.

While dated, the current Eyre and Western Region Plan includes the following directions that are considered relevant to the Cummins Township Master Plan. Cummins is identified under:



Principle 9 – Provide and Protect Industrial Land: To meet projected demand, as a major industrial hub with potential future opportunities for industrial investment with Policy 9.1 identifying that the planning strategy should provide, maintain, and protect a supply of well-sited and serviced industrial land in Cummins, along with a collection of other Eyre Peninsula Townships.

Principle 10 – Ensure commercial development supports town function: Policy 10.1 seeks to maintain and strengthen the commercial and service roles of the regional town network including Cummins as a critical service centre for retail trade, health care, education and training, accommodation, and food services for the surrounding farming communities.

Principle 11 – Plan and manage township growth and develop Structure Plans for key growth centres: Policy 11.1 identifies the preparation of Structure Plans for key growth centres to promote orderly and efficient development, with the smaller rural centres including Cummins realising potential benefit from Structure Plan to guide future development. This principle outlines the elements that should be considered in high quality structure plans for regional townships seeking to consolidate growth within existing township boundaries where possible by incorporating the following design features:

- Encourage pedestrian and cyclist movement, accessibility to goods and services while reducing the population's vulnerability to increased fuel and transport costs.
- Protect important scenic and natural landscape and areas of environmental and primary production significance.
- Minimise land use conflicts between farming and industry activities and residential development.
- Consolidate infrastructure and services.
- Promoted desired town character and a 'sense of place'.

Principle 11, expands on broader Structure Plan elements that should be considered in any Structure Plan, that have been picked up as part of the Cummins Township Master Plan including:

- Support desired town character.
- Encourage higher-density residential and mixed-use development to support town function.
- Ensure new areas strategically extend existing built-up areas.
- Identify industrial, commercial and aquacultural land to meet future industry needs.
- Prevent residential encroachment on areas of economic, ecological, or cultural importance.

- Facilitate equitable access to, and the cost-effective provision of, infrastructure and services.
- Propose zones, infrastructure, and services necessary for economic and community development.
- Encourage water and energy efficiency.

Principle 12 – Design towns to be sustainable and provide safe, healthy, accessible, and appealing environments.

Policy 12.1 seeks to retain town centres as the focus of retail, commercial, recreational, entertainment, community and civic activities and consolidate all the key uses that are required to support a strong local identity and sense of place, which is very visible within the Cummins Community.

Principle 13 – Provide residential land and diverse, affordable, and sustainable housing to meet current and future needs - This principle outlines that the region has a suitable supply of zoned land for the short and medium term but bringing this zoned land to the market and overcoming the infrastructure constraints to ensure an ongoing supply in all township locations is a specific focus for Cummins. This principle also specifically seeks to ensure that in towns that are serviced with the complete collection of health, education, retail, and commercial services such as Cummins, they provide a range of housing types and densities to cater for the region's changing population demographics to enable residents to age in place. The principle also includes a specific reference to rental housing and accommodation, including for temporary or seasonal workers which is a constraint identified within the Cummins Township, addressed as part of this Master Plan.

2.1.8. Planning and Design Code

In 2020, the State Government introduced a new Planning and Design Code (Code) across Regional South Australia, followed by Greater Adelaide in 2021. The Code was one of the most significant changes ever made to the Planning System and replaced individual Council Development Plans with a single planning 'rule book' across the entire State, providing a standardised approach and reduction in the total number of planning zones.

The introduction of the Planning and Design Code removed the Concept Plans for Cummins (figure 2) that used to exist in the superseded Lower Eyre Council's Development Plan relating to identification of the orderly development configuration for the development sites within the Township Boundary.

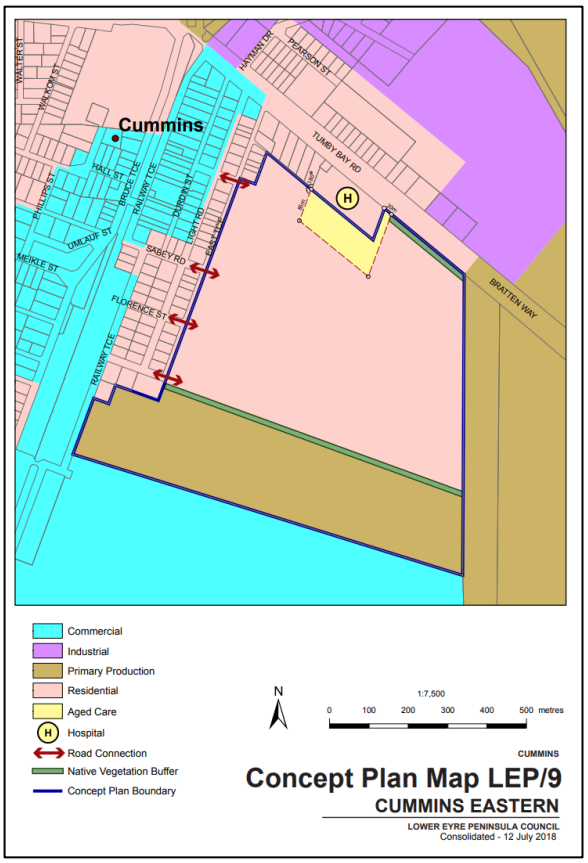
Under the new planning system, Council can apply to the State Government to make amendments to the zoning of an area, apply for variations to the current zoning to reflect a local situation or seek introduction of a replacement Concept Plan to guide the orderly development of the township, to replace those not carried over into the new Planning & Design Code. While the following plans have no statutory weight under the new Code, they do include relevant information that has been picked up and considered as part of the Cummins Township Master Plan.

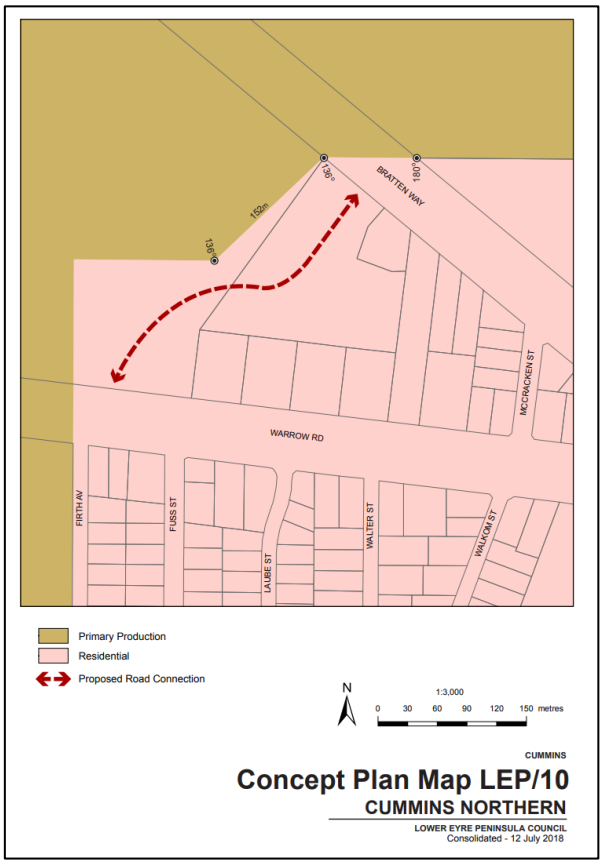
The Cummins Township Master Plan includes both analysis of the current zoning, which is set out within Section 5.

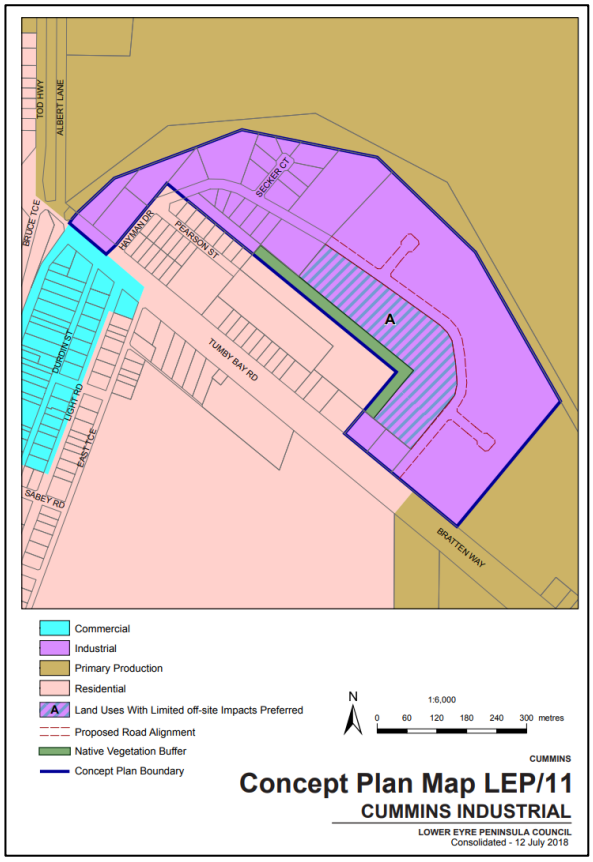
Review of the Planning and Design Code, and recommendations of zoning changes that could be considered to support future growth identified within the Cummins Township Master Plan by either individual Council Led Code Amendment or via a regional process, that may include the 2023 Regional Planning Process subject to extent, strategic alignment, and timing of the required change.

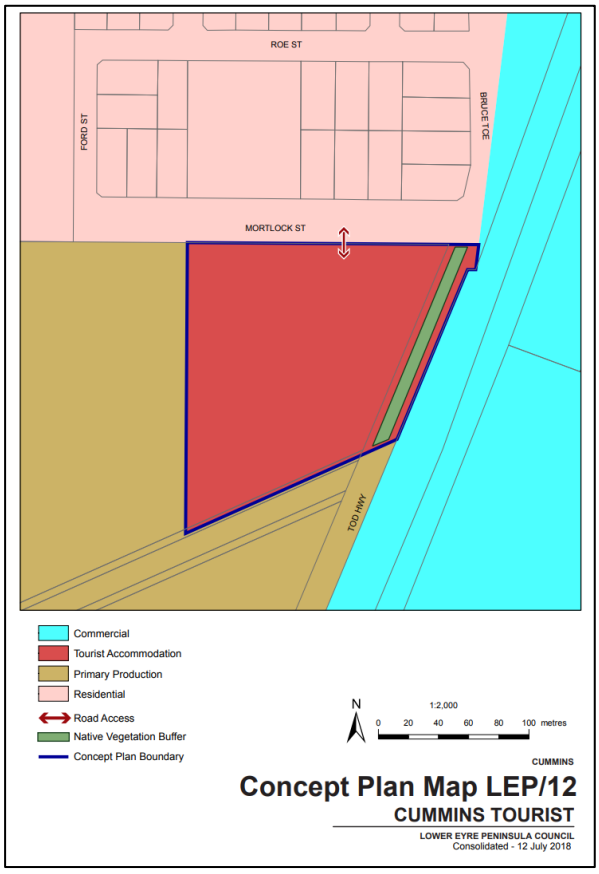
Notable observations from the previous Concept Plans are the inclusion of a dedicated zone for aged care at the rear of the hospital, large area zoned commercial, road connections and road alignments and land zoned tourist accommodation south of the current caravan park. Some of these inclusions seen of the 2018 Concept Plans have been omitted from the current Planning and Design Code.

Figure 3. Lower Eyre Council's Development Plan Concept Plans (superseded by Planning & Design Code)









2.1.9. Cummins Township Traffic Impact Study – August 2020

Wallbridge Gilbert Aztec (WGA) were engaged jointly by the Lower Eyre Council and the former Department of Planning, Transport, and Infrastructure (DPTI) to develop a Traffic Impact Study for the township of Cummins. The need for this study was triggered as a result of the increase in heavy freight due to the non-renewal of the rail network contract by Viterra that was seen to be compounding existing conflicts between pedestrian and heavy vehicles in the Cummins Township.

This traffic impact study considered the following:

- Review existing road network and traffic flows to establish existing conditions.
- Determine future Viterra operations and the impacts this may have on the traffic volumes within the township of Cummins.
- Document conceptual design solutions, developed to improve heavy vehicle accessibility, safety, and amenity within Cummins, focussing on the following key areas/ elements:
  - Bruce Terrace Shopping Precinct
  - Existing Viterra Site Access (and potential alternative access points)
  - Potential location for a truck bulk fuel station and
  - Any other improvement opportunities identified.

The WGA study had regard to future developments proposed within Cummins including:

- Formalisation of Truck Parking Works on Bruce Terrace opposite the Recreation Oval
- Introduction of A Triple Vehicles into the Viterra Operations, to reduce the volume of truck movements between Cummins and Port Lincoln.
- Future residential development east of Railway Terrace for approximately 80 allotments ranging in size from 600m2 to 2000m2 with a supporting new road network.
- An industrial precinct to the north of Tumby Road, fully developing the current Strategic Employment Zoned land with associated heavy vehicle movements.
- Proposed tourist accommodation on Tod Highway, within the zoned area of Caravan Tourism Park.
- Future potential upgrade to the Tumby Bay Road/ Bruce Terrace four-way cross intersection to reduce risk of collisions at this intersection, through construction of a round-about solution.

The Traffic Impact Study included specific design concepts into three specific opportunities, to analyse at a high level the potential improvements that could be achieved through different concept options. The key findings of this report were considered as part of the development of the Cummins Township Master Plan.

<u>1. Bruce Terrace Shopping Precinct</u>

Seven alternate traffic scenarios to improve carparking and safety in the Bruce Terrace Shopping Precinct were considered with each having different impacts in access, amenity, safety, heavy vehicle, rail operations and construction costs. Holmes Dyer understands no preferred solution has been adopted, and the selection is contingent on a final decision on the land ownership and operation of the rail corridor that divides the Cummins Main Street Precinct into two distinct halves. Holmes Dyer proposes an outcome which is detailed in Section 8.5 of this report, and which seeks to overcome the ownership/rail use impasse that exists at the present time.

<u>2. Viterra Site Access</u>

The TIS includes comparison of options relating to alternate access into Viterra for heavy vehicles, each has different impacts and costs and would require extensive consultation and cost sharing with Viterra, DIT, and Lower Eyre Council prior to selection of a preferred option.

<u>3. Truck Bulk Fuel Station</u>

Five different options were considered for a potential truck and public refuelling station in Cummins. This analysis assumed that a site that is not currently zoned for residential would be required that can achieve a minimum area of 15,000m2 and street frontage of 25 metres. A site south of Cummins on Tod Highway was considered to provide a propensity for the highest patronage levels. There is currently a DA application for an unstaffed fuel outlet with associated advertising signage at 42-46 Bruce Terrace.

2.2. Implications for the Cummins Township Master Plan

The strategic context set out in this section builds the foundation for the opportunities and constraints that will be set out for the future direction of Cummins in the Township Master Plan.

The Master Plan is an opportunity to consolidate this strategic thinking and alignment with all relevant strategic documents. The Master Plan provides the foundation required to support Council and the Cummins community to position key projects and initiatives set out in the implementation plan that require external inputs, subsidy, or contributions from either State or Federal Government by providing the strategic linkages required to be particularised in government funding round calls.

3 – DEMOGRAPHIC OVERVIEW

3. Demographic Overview

3.1. Demographic Profile

Census data on population and housing provides essential information for analysis and the formulation of policy making and planning. The following data has been extracted from various years of the national census for population and housing and calculated by Holmes Dyer to show key trends, patterns, and areas of consideration. It should be noted that the geography type of Cummins (State Suburb) has changed boundary locations between 2006 and 2016 and therefore small data groups may have been significantly affected. This should be particularly noted when viewing the percentage change between 2006 and 2021, as the suburb has decreased in area approximately 660km^2. Additionally, small random adjustments are made to all cell values by the ABS to protect the confidentiality of data. This effects the level of accuracy, particularly for small value groups. Accordingly, the following trend analyses review changes from 2016 to 2021 in order to avoid the irregularity caused by the change in geographic area.

3.1.1. Population Size

The population of the Lower Eyre Council as of the 2021 Census of Population and Housing was 5,929. Cummins makes up 16% of the LEP population, approximately 962 residents.

Across a fifteen-year period from 2006 to 2021 the population of LEP has increased 35.3%. Conversely, the township of Cummins has seen a decrease in population by 18.5% or approximately 218 people, however it should be noted the significant 660km^2 reduction in area of the Cummins ABS locality boundary at the 2016 Census is responsible for this reduction. The population change from 2016 to 2021 is therefore more reliable in demonstrating actual population change. This five-year period saw an increase of 29 persons from 952 to 981.

Migration data across a five-year period shows that majority of residents leaving Cummins were moving to other towns within the LGA or to Port Lincoln, with small numbers moving to metropolitan Adelaide. Likewise, the small migration numbers to Cummins were from neighbouring townships and LGAs.

3.1.2. Age Structure

Service age groups divide the population into age categories that reflect typical life-stages. Data from the table can used to identify level of demand for age-based services, housing, and facilities such as childcare or aged care. It is important to consider that the ABS adjusts all cell values to maintain confidentiality and therefore the below tables are not exact but rather give an overall understanding of the current population climate and trends.

Table 1. Cummins Age Groups

Cummins Age Groups							
	2016		2021				
Age Group	Number	Percentage	Number	Percentage	South Australia 2021	Number Change 2016-2021	Percentage Change 2016-2021
Babies and pre-schoolers (0 to 4)	60	6.3%	55	5.6%	5.3%	-5	-8.3%
Primary schoolers (5 to 11)	100	10.5%	104	10.6%	8.2%	4	4.0%
Secondary schoolers (12 to 17)	70	7.4%	80	8.2%	6.9%	10	14.3%
Tertiary education and independence (18 to 24)	68	7.1%	62	6.3%	8.3%	-6	-8.8%
Young workforce (25 to 34)	98	10.3%	93	9.5%	13.2%	-5	-5.1%
Parents and homebuilders (35 to 49)	184	19.3%	175	17.9%	18.9%	-9	-4.9%
Older workers and pre-retirees (50 to 59)	110	11.6%	116	11.8%	12.9%	6	5.5%
Empty nesters and retirees (60 to 69)	108	11.3%	117	12.0%	12.1%	9	8.3%
Seniors (70 to 84)	114	12.0%	129	13.2%	11.6%	15	13.2%
Elderly aged (85 and over)	40	4.2%	48	4.9%	2.7%	8	20.0%
Total	952		981			29	3.0%

Source: Census of Population and Housing, ABS, 2021 (calculations by Holmes Dyer 2022)

Since 2016 the population of Cummins is shown to increase approximately 3%, most notably in the elderly aged and over (85 years or greater), seniors (70 to 84 years) and secondary schoolers (12 to 17 years) age brackets. A decrease of 4.9% in parents and homebuilders and 5.1% in the young workforce indicates that families, particularly with young children or couples looking to have children are leaving the area (and/or moving into subsequent age brackets). Cummins may not offer the housing structure, medical services, childcare and amenities families and young children require. Effects of decreasing numbers in parents and homebuilder can further create gaps in the skilled workforce and may result in people traveling long distances from other regions to fill roles.

The largest increase in population occurred in the elderly 85 and over age bracket and empty nester and retirees 60 to 69 age bracket. This increase indicates that Cummins appeals as a destination for older populations and later life stages to settle. Verbal evidence suggest that some residents move away from the region during their

earlier life stages for education and work opportunities and look to move back later in life when they have established families or are retiring.

3.1.3. Population Projections

The population of Lower Eyre Peninsula at the 2021 ABS Census has surpassed the population projections generated in 2019 by Plan SA (previously DPTI). The current population of LEP is 5,929 persons. Plan SA projections are contained in the following table.

Table 2. Plan SA Projections

Lower Eyre Peninsula Population Projections					
Year	2016	2021	2026	2031	2036
Population	5,678	5,692	5,771	5,788	5,806

Source: DIT, Government of South Australia, 2019

Population has grown by 29 persons in the Cummins locality over the 2016 – 2021 intercensal period. This represents a growth of c.3% over 5 years or about 0.6% per annum. A continuation of that growth rate would result in the population increasing to 1,011 in 2026, 1,042 in 2031, 1,073 in 2036 and 1,106 by 2041.

The following table provides a projection of population growth based upon a range of future growth scenarios.

Table 3. Population Growth Projections based upon Future Growth Scenarios

Lower Eyre Peninsula Population Projections					
Growth Rate p.a.	2021	2026	2031	2036	2041
0.6% (current growth rate)	982	1011	1042	1073	1106
1.0%	982	1032	1085	1140	1198
1.5%	982	1058	1140	1228	1323

Achievement of any of these growth scenarios will rely upon a range of factors, but most notably the continuation of a strong employment market, the availability of housing for the growing population and delivering and maintaining an attractive range of services and facilities.

3.1.4. Housing and Dwellings

The total number of dwellings in Cummins has decreased over the 15-year period from 2006 to 2021. Again, this is a reflection of the reduction in the area of Cummins measured by the ABS in 2016. Since 2016, dwellings numbers have increased by 26. At the time of the 2021 Census there were 54 unoccupied private dwellings despite a strain on the housing market in the region.

Table 4. Cummins Dwelling Type

Cummins Dwelling Type						
Dwelling Type	2016	Percentage of total households	2021	Percentage of total households	South Australia 2021	Percentage Change 2016-2021
Occupied	356	89%	372	87.3%	89.2%	4.5%
Unoccupied	44	11%	54	12.6%	10.8%	22.7%
Total	400		426			6.5%

Source: Census of Population and Housing, ABS, 2021 (calculations by Holmes Dyer 2022)

Table 5. Cummins Tenure Type

Cummins Tenure Type						
Tenure Type	2016	Percentage of total households	2021	Percentage of total households	South Australia 2021	Percentage change 2016 to 2021
Owned outright	153	35.42%	167	37.19%	32.8%	9.15%
Owned with a mortgage	107	24.77%	96	21.38%	35.6%	-10.3%
Rented	81	18.75%	95	21.16%	27.6%	17.3%
Other tenure type	47	10.88%	35	7.80%	4.0%	-25.5%

Source: Census of Population and Housing, ABS, 2021 (calculations by Holmes Dyer 2022)

There is a high rate of ownership in Cummins, similar to other localities in the region. Rental tenure type has increased significantly (17.3%), whereas owned with a mortgage has decreased 10.3% since 2016. This is offset by the increased numbers of outright ownership in that same timeframe. Despite an increase in rental tenure in Cummins, the rental rate is considerably lower than in South Australia as a whole.

Table 6. Cummins Dwelling Structure

Cummins Dwelling Structure (Occupied private dwellings)						
Dwelling Structure	2016	Percentage of total households	2021	Percentage of total households	South Australia 2021	Net Change 2016 -2021
Separate house	404	93.74%	419	93.9%	78.0%	+15
Semi-detached, row or terrace house, townhouse etc.	18	4.18%	19	4.2%	14.6%	+1
Flat or apartment	0	0.0%	3	0.6%	6.8%	+3
Other	0	0.0%	11	2.4%	0.4%	+6
Total	428		444			25

Source: Census of Population and Housing, ABS, 2021 (calculations by Holmes Dyer 2022)

Separate houses are the dominate dwelling structure in Cummins, making up 95% of the housing stock in 2021. This is typical for rural communities as there is greater availability of land and higher demand for large allotments sizes.

There has been an increase in semi-detached, row and townhouses, however, medium density dwelling types in Cummins are still scarce. The locations of dwellings, particularly close to the main township, as well as the dwelling structure, is an important consideration for communities as the habitability of home, the potential cost of transport for service delivery and other measures of maintaining contact and personal interaction is vital for an aging population like that of Cummins. Greater diversity in housing structures as well as tenure types also opens the market to a larger group of buyers, including young professional and first-time homeowners.

Households were predominantly made up by one family households with couples without children (33.2%), couples with children (29.2%) and lone person households (24.9%). Dwellings mostly consisted of 3 bedrooms (55.5%) with some 4-bedroom dwellings (25.4%). Further, 1 and 2-bedroom dwellings were predominantly occupied by lone persons.

3.1.5. Education

Table 7. Cummins Highest Education Attainment

Cummins Highest Education Attainment, 2021			
Highest Education Attainment	Number	Percent of Population	South Australia 2021
Postgraduate Degree Level	7	0.72%	4.3%
Graduate Diploma and Graduate Certificate Level	10	1.03%	1.9%
Bachelor's Degree Level	72	7.42%	12.7%
Advanced Diploma and Diploma Level	55	5.67%	7.2%
Certificates III & IV Level	159	16.39%	14.6%
Secondary Education - Years 10 and above	309	31.86%	27.6%
Certificates I & II Level	0	0.00%	0.1%
Secondary Education - Years 9 and below	69	7.11%	6.3%
Supplementary Codes	13	1.34%	2.7%
Not stated	68	7.01%	5.8%
Not applicable	208	21.44%	17.0%

Source: Census of Population and Housing, ABS, 2021 (calculations by Holmes Dyer 2022)

Majority of the Cummins population have attained secondary education, year ten and above. There is a significantly lower rate of bachelor's degree level and above attainment compared to that of South Australia, this may be ascribable to the dominance of the agricultural industry and related occupations such as cattle farming and sale of machinery that support training and development in employment as well as the limited access to higher educational institutions such as University and TAFE in the region.

3.2. Economic Profile

3.2.1. Employment Characteristics

Cummins Labour Force Status, Cummins 2021			
Labour Force Status	Number	Percent of workforce	South Australia 2021
Employed, worked full-time	282	28.9%	26.9%
Employed, worked part-time	176	18.1%	17.4%
Employed, away from work	32	3.2%	2.7%
Unemployed, looking for full-time	6	0.6%	1.4%
Unemployed, looking for part-time	8	0.8%	1.3%
Not in the labour force	233	23.9%	29.4%
Not stated	29	2.2%	3.7%
Not applicable	208	21.3%	17.0%

Source: Census of Population and Housing, ABS, 2021 (calculations by Holmes Dyer 2022)

Cummins has a higher proportion of employed persons, including worked full time, part time and away from work than South Australia. The suburb also has a smaller proportion of unemployed persons.

3.2.2. Key Industries

Table 8. Cummins Top 5 Industries of Employment (1 digit level)

Top 5 Industries of Employment, 2021 (1 digit level)					
	Cummins	Number	Percent of workforce	South Australia 2021	
1	Agriculture, Forestry and Fishing	139	14.5%	Health Care and Social	7.7%
2	Health Care and Social Assistance	47	4.9%	Retail Trade	4.6%
3	Education and Training	43	4.5%	Education and Training	4.2%
4	Wholesale Trade	40	4.2%	Construction	3.9%
5	Retail Trade	33	3.4%	Manufacturing	3.4%

Source: Census of Population and Housing, ABS, 2021 (calculations by Holmes Dyer 2022)

Cummins has a high proportion of workers in the agriculture, forestry, and fishing industry. Specifically, sheep, beef cattle and grain farming are the top industry of employment in Cummins when observing level 3 census results, making up 23% of the workforce. Beef cattle and sheep producers for both meat and wool products are located around the region, with some producers branching out into farm to table tourism experiences. Cummins Milling is one of the oldest flour mills in Australia and the only operating flour mill on the Eyre Peninsula, with the heritage listed factory having a dominant presence along Bruce Terrace.

Fertile soil and high rainfall have made the Eyre Peninsula a leading region in agricultural products, particularly wheat. Cummins also has a strong canola, barley, and legumes industry, with a major grain retrieval site and bunkers for storage located in the town. The bulk handling, storage and transport facilities in Cummins is of strategic importance as they service as a buffer facility to the Port Lincoln export terminal.

Table 9. Cummins Top 5 Industries of Employment (3-digit level)

Top 5 Industries of Employment, 2021 (3-digit level)					
	Cummins	Number	Percent of workforce	South Australia 2021	
1	Sheep, Beef Cattle and Grain Farming	100	23.1%	Hospitals	5.0%
2	School Education	37	8.5%	Aged Care Residential	3.1%
3	Hospitals	26	6.0%	Supermarket and Grocery	3.0%
4	Agriculture, nfd	20	4.6%	Other Social Assistance	2.5%
5	Agriculture and Fishing Support Services	19	4.4%	Primary Education	2.2%
5	Specialised Industrial Machinery and Equipment Wholesaling	19	4.4%		

Source: Census of Population and Housing, ABS, 2021 (calculations by Holmes Dyer 2022)

3.2.3. Occupation

Table 10. Cummins Occupation

Occupation, Cummins 2021			
Cummins	Number	Percent of Population	South Australia 2021
Managers	106	10.81%	6.1%
Professionals	77	7.85%	10.1%
Technicians and Trades Workers	67	6.83%	6.2%
Community and Personal Service Workers	43	4.38%	6.1%
Clerical and Administrative Workers	54	5.50%	5.9%
Sales Workers	35	3.57%	4.0%
Machinery Operators and Drivers	25	2.55%	2.8%

Labourers	67	6.83%	4.9%
Inadequately described	4	0.41%	0.5%
Not stated	3	0.31%	0.3%
Not applicable	490	49.95%	52.9%

Source: Census of Population and Housing, ABS, 2021 (calculations by Holmes Dyer 2022)

Managers and professional accounted for the largest occupation group in Cummins, making up more than 18% of the workforce. These figures can include teaching and health care professions which is reflective of the unique employment opportunities that Cummins Area School and Cummins and District Memorial Hospital provide the rural community. A prominence of traditional industry sectors and blue-collar worker types in Cummins is due to the majority large scale agricultural and general industrial land uses. This workforce will require social infrastructure provision which focuses on facilities and services such as health and community services with extended opening times.

3.3. Environmental Profile

The Cummins Township environmental profile is characterised by:

- Mediterranean climate with warm dry summers and cool wet winters.
- Large amounts of agricultural land surrounding the Town.
- Extensive vegetation clearance for agricultural purposes.
- At least 40 plant species endemic to the region.
- A region made up of grassy woodlands, mallee and shrublands.
- Limited street tree planting but with notable plantings along the Railway alignment and Tumby Bay Road.
- More roadside vegetation along Tod Highway, Bratten Way / Tumby Bay Road, and Warrow Road.
- Extensive vegetation in the Cummins Showgrounds and the Railway Reservoir, as well as an area of scrubland east of East Terrace, within the Neighbourhood Zone.

Strengths of the region's environment include the availability of land for urban development and access to open space. There are also a number of prominent challenges with the region's environment including the risk posed by natural hazards, such as bush fire and flooding, and maintaining and improving land assets linked to economic activity such as agricultural lands.

There are a number of activities in Cummins which hold an EPA authorisation or licence in order to reduce the risk to the environment and community. The licences ensure efficient and effective practices through activity conditions. These activities are identified in Figure 3.

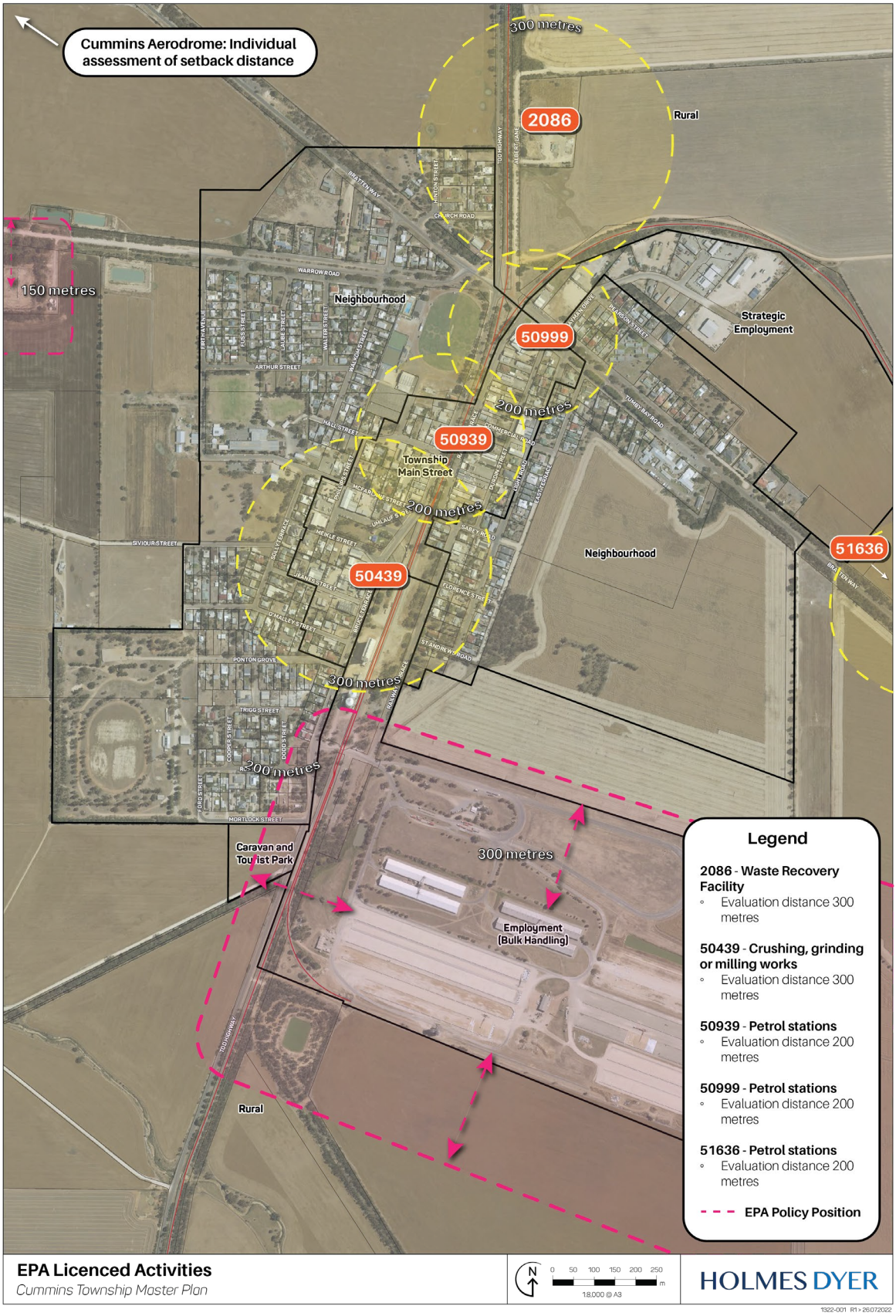
Much of the township falls within the evaluation radii identified for the different types of environmentally licenced land uses. This does not preclude development within these radii and, indeed, is consistent with the circumstances encountered in most towns and suburbs throughout the State.

The EPA also has general policies for land uses (whether or not licenced) which includes 300m setbacks to grain handling facilities and 150m setback to non-mechanical sewerage lagoons serving populations of less than 1,000 persons. These are identified in Figure 3.

The Cummins Aerodrome is an unlicensed aeroplane landing area with a 1,207 by 18 metre limestone gravel bearing. Council conducts formal inspections of the facilities fortnightly. The main environmental concerns generated by the aerodrome are light pollution from the runway edge lights, taxiway lights and apron flood lights, and noise and height limitations in the flight paths. EPA setback distances for aerodromes are determined on a site-by-site basis.

The high level of heavy truck movement along the main street is also an issue of environmental (noise and air pollution) and safety concern. Other than by creating a truck by-pass, this issue can be best managed by reducing speeds and, hence, safety risk. Apart from the cost of a by-pass, the economic activity generated by traffic passing through the town is likely to be a key factor in maintaining Bruce Terrace / Tod Highway as the main through link.

Figure 4. EPA License Activities



3.4. Implications for the Cummins Township Master Plan

Key demographic and economic observations can be summarised as follows:

- Council should be planning for growth rather than decline.
- The population is aging and can be expected to increasingly require health services and aged care housing.
- The township needs to attract key workers and families, through maintaining and enhancing existing services including childcare, health care, schooling, recreation, and retail services, and improving housing opportunities.
- Seasonal and transient worker accommodation could assist as a steppingstone towards permanent residency for some demographic sectors.
- Smaller homes could cater for an aging population, freeing up larger homes for new families.
- Access to higher education opportunities (online or in Port Lincoln) could assist in retaining the young adult population in the area.
- The economic strength of the area is linked to agriculture and associated supply chains and services supporting the local population, whereas tourism is not a major employer or generator of investment and spending.

Key environmental initiatives for the Cummins Township Master Plan should include:

- A program of street tree planting.
- Increased canopy cover in public parks and recreation areas.
- Protection of stands of existing vegetation.
- Creation of vegetated pedestrian links throughout the town and between key areas of environmental significance to create wildlife trails / links.
- Management of licenced facilities in accordance with the provisions of those licences.
- Avoidance of sensitive development in the vicinity of the aerodrome, the grain terminal, and the Waste Water Treatment lagoon.
- Encouragement of regenerative farming practices that increase productivity, while reducing reliance on inputs and the planting of wind rows and boundaries.

4 – Site Analysis

4. Locality Review

4.1. Housing and Property Profile

4.1.1. Residential Property Market

Across a ten-year period, there has been a distinctive pattern to residential sales in Cummins. Annually there is an average of 12 residential dwelling sales with a slight increase in annual sales in 2021 and 2022 as seen in table 7. Median land sizes have been stationary, generally ranging between 1,011m^2 and 1,061m^2. Larger allotments sizes, generally greater than 1,000m^2, are popular in rural communities as they accommodate outdoor space, lifestyle or hobby farms, garage space for vehicles, boats, or work-related equipment. Larger properties are commonly located on the fringe of the township and areas zoned for rural living and rural land uses. In Cummins, there are no Rural Living Zones, with the prevailing township allotment of around 1,000m^2 + located throughout the township.

The rate of housing market turnover has trended lower in Cummins than that of other regional centres on the Lower Eyre Peninsula, at a rate of 3.6% p.a. or an average turnover of each dwelling every 38 years. Turnover rate is an important indicator of housing market conditions. A low turnover rate can influence employment opportunities by limiting accommodation for new workers and fluctuate from the market average of the cost of housing. The low turnover rate in Cummins is likely due to scarce housing stock and historically low net internal migration numbers. This restricts opportunities for home ownership and population growth in the township. The housing supply shortfall in Cummins may be further impacted by a lack of coordination between infrastructure planning and housing supply and skills or labour shortages in the housing construction industry due to the geographical location and the historically low levels of housing activity making new land and housing development unviable.

There is a clear interrelationship between availability and affordability of appropriate housing, the well-being of communities and individuals, and economic development in rural areas. As the economic base of Cummins changes and diversifies from traditional agricultural practices to larger scale industry and agricultural services, there is a need for new and affordable housing to support this by catering for and attracting a diversity of in-migration residents, who may at first be largely transient.

Reinforcing the notion that there is low housing stock in Cummins, the PlanSA development application register identifies that there have been 41 land division applications since 2003 made to the Lower Eyre Council, creating a possible 123 new allotments. Additionally, there has been a total of 53 Class 1A applications, 6 of which were applications for new dwellings. Figure 4 spatially identifies land division and development applications made to the Lower Eyre Council. The 26-lot subdivision, located east of Railway Terrace, is a Council owned development. Future stages of the land division intended on creating an additional 55 allotments, including residential aged care and public open space. Refer to Figure 5.

There is a clear disparity between the amount of land division applications and number of development applications for new dwellings in the township. Landowners and Council indicated a lack of confidence in market demand, challenges in the delivery of construction services and high costs associated with new builds and servicing, restricting the development of new dwellings on divided land, or more particularly, limiting the progression of land division applications through to title delivery and sale.

Figure 5. Land division and development applications, SAPPA 2022

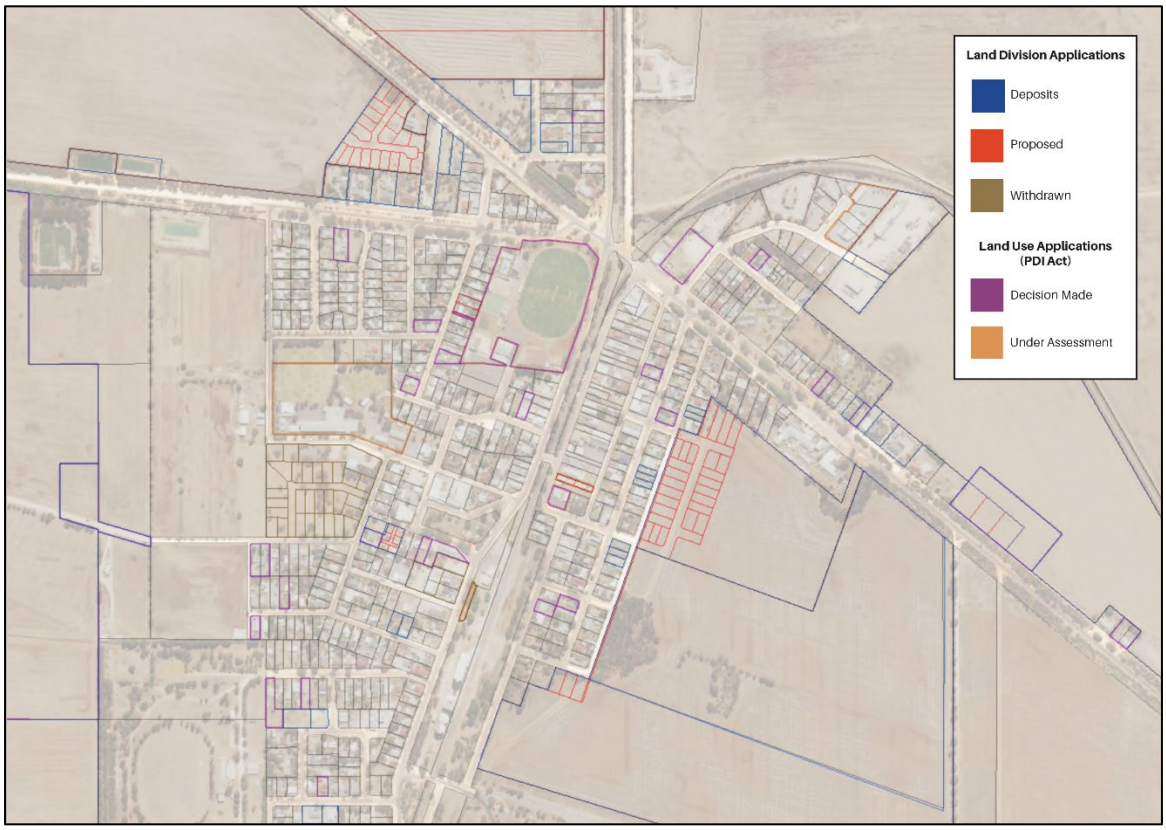
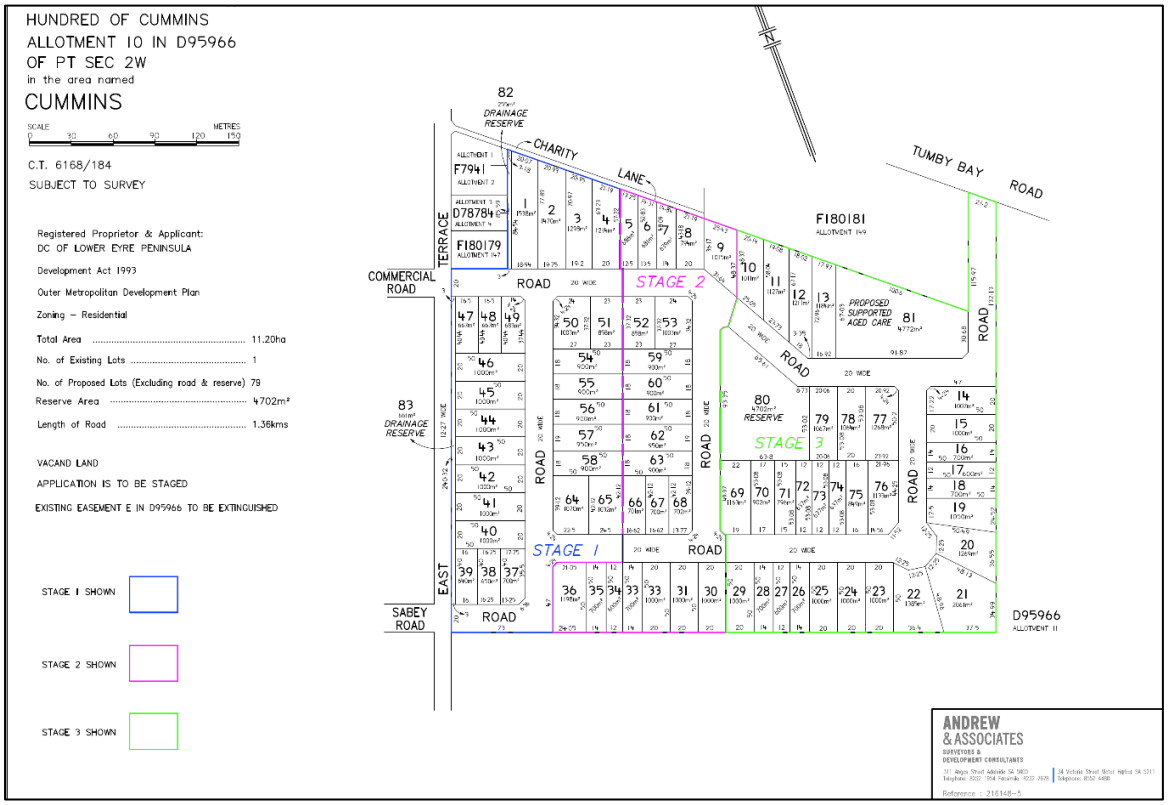


Figure 6. Council Plan of land division, 2021



The increase in housing sale prices in recent years will assist in improving the viability gap for new land and housing product in Cummins. Not surprisingly, larger residential land holdings have commanded significantly higher land prices, suggesting lots of 1,000-2,000m^2 in area could expect strongest market support.

Feedback provided by local real estate agents validated the data output from the CoreLogic sales breakdown. The responses highlighted a current shortage in rental properties, and a significant increase in sale prices since the beginning of the Covid-19 pandemic (2020) due to particularly low stock driving prices up. Larger numbers of people look for allotments 1000m^2 or larger, with the addition of high clearance sheds for boats and caravans a big selling feature.

An interesting note made by several real estate agents was that some families, business owners and investors in the region look to purchase a house or land with a rental party already in mind such as family members, friends, or employees and therefore properties are often not advertised for rent. This is particularly apparent for agricultural business owners who are looking to attract staff to the region. Properties that are advertised are generally leased within 1-2 weeks.

It was also noted that allotments smaller than 1000m^2 with a unit structure would have a market in the township, as some residents are looking to downsize from larger farm style allotments to more manageable and central to town allotments.

Table 11. Cummins Residential Sale Data by Year

Cummins Residential Sale Data by Year - 2012 – 1 November 2022			
Year	Count	Median Land Size (m^2)	Median Sale Price ($)
2012	15	1,011m^2	$120,000
2013	5	882m^2	$128,000
2014	13	1,011m^2	$220,000
2015	13	1,012m^2	$180,000
2016	13	1,165m^2	$135,000
2017	10	1,021m^2	$205,000
2018	8	1,012m^2	$162,500
2019	12	1,061m^2	$255,000
2020	11	1,011m^2	$172,500
2021	18	1,020m^2	$293,750
2022 (1 November)	16	1,011m^2	$242,500
Total	134	1,012m^2	$185,000

Source: CoreLogic, 2022, calculations by Holmes Dyer, 2022
Residential sales include the sale of residential zoned land, houses, units, and flats

Table 12. Cummins Residential Sale Data by Land Size

Cummins Residential Sale Data by Land Size (m^2) - 2012 – 1 November 2022			
Land Size Category	Count	Median Land Size (m^2)	Median Sale Price ($)
<1,000 m^2	43	902m^2	$135,000
1,000-1,999 m^2	69	1,077m^2	$200,000
2,000-9,999 m^2	19	2,203m^2	$256,000
10,000-49,999 m^2	3	33,900m^2	$378,400
50,000 m^2 +	-	-	-
Total	134	1,012m^2	$185,000

Source: CoreLogic, 2022, calculations by Holmes Dyer, 2022
Residential sales include the sale of residential zoned land, houses, units, and flats

Across the 12 months prior to November 2022, CoreLogic recorded a total of 4 residential properties for rent in the suburb of Cummins. The properties offered 3 to 5 bedrooms, 1-2 bathrooms, car parking spaces and were a mix of 1960's and early 2000's dwelling styles. All 4 properties were on allotments greater than 1,100m^2 and were rented within a week of advertising.

Census data from 2021 identified that a total of 83 households in Cummins were renting. There was little spread between weekly rental ranges, with 48% of renters paying between $125 and $199 per week and 93% paying less than $275 per week.

The rental market at the time of the Census was characterised by 3-bedroom dwellings, lone person households and one family households of couple with children. A number of lone person households rented dwellings with 1 or 2 bedrooms.

Comparatively, location such as Port Lincoln, Coffin Bay and Tumby Bay have experienced significantly higher numbers of residential sales with properties on the market for shorter periods. The median sale price in Port Lincoln from across the previous 12 months is $360,000, $525,000 in Coffin Bay and $350,000 in Tumby Bay. Higher sale prices and larger total number of sales across the same period of time is attributed to either the locality of properties to employment opportunities and activity centres for essential services or costal locations that offer ocean landscapes and lifestyles.

4.1.2. Commercial and Industrial Property Market

The majority of commercial sales across a 10-year period are concentrated along Bruce Terrace and Railway Terrace. These streets are considered the main commercial and shopping street within the township, running parallel to one another, and separated by the railway track down the middle.

Unlike Adelaide, which has experienced a resurgence in commercial transactions over the last few years, Cummins commercial property market has remained subdued, with an average of 1.7 sales per year since 2012. Anecdotal evidence suggests that some commercial businesses operate through formal and informal leasing arrangements, particularly in community and cultural properties such as the RSL, Cummins Institute and other halls.

The PlanSA development application register identified that there had been 29 development applications regarding commercial activity, including land use changes, building additions and demolitions (excluding signage or advertising to existing properties).

Table 13. Cummins Commercial and Industrial Sales Data by Year

Cummins Commercial and Industrial Sales Data by Year – 2012 – 1 November 2022				
Year	Count	Median Land Size	Median Sale Price ($)	Median Price per sqm ($)
2012	2	440m^2	$193,750	$441
2013	2	977m^2	$84,250	$86
2014	3	2,018m^2	$180,000	$89
2015	-	-	-	
2016	2	5,149m^2	$439,000	$85
2017	-	-	-	
2018	2	832m^2	$400,000	$481
2019	2	898m^2	$112,500	$125
2020	3	919m^2	$160,000	$174
2021	3	792m^2	$346,500	$438
2022 (1 November)	-	-	-	
Total	19	925m^2	$170,000	$184

Source: CoreLogic, 2022, calculations by Holmes Dyer, 2022

4.1.3. Agricultural Property Market

Agricultural properties in Cummins, are generally zoned rural and are hundreds of hectares in size. Over a ten-year period, there were 22 agricultural property sales with a median sale price of nearly $2.5 million. The value of agricultural land in South Australia has risen dramatically over the last decade. Prior to 2018, agricultural sales in Cummins averaged $3,000 per hectare, whereas in the five years post 2017 sales have averaged $6800 per hectare. This significant growth has been matched by increased sale volumes.

Some rural land in Cummins has been subdivided, often to separate the farmstead or primary dwelling from the remainder of the rural land. Additionally, some rural zoned land has been subdivided with the intention of developing new dwellings for employees, family members or market sale.

Table 14. Cummins Agricultural Sales Data by Year

Cummins Agricultural Sales Data by Year – 2012 – 1 November 2022			
Year	Count	Median Land Size (m^2)	Median Sale Price ($)
2012	1	7,357,000m^2	$2,792,816
2013	1	621,300m^2	$448,000
2014	1	2,492,000m^2	$1,900,000
2015	3	4,220,000m^2	$1,450,000
2016	1	6,552,000m^2	$300,000
2017	3	3,476,000m^2	$350,000
2018	3	4,053,000m^2	$3,772,000
2019	3	4,131,000m^2	$1,500,000
2020	-	-	-
2021	4	5,626,000m^2	$5,525,000
2022 (1 November)	2	8,111,000m^2	$5,069,265
Total	22	4,336,000m^2	$2,455,000

Source: CoreLogic, 2022, calculations by Holmes Dyer, 2022

4.2. Service Infrastructure

Service infrastructure in Cummins includes the following infrastructure components:

4.2.1. Community Wastewater Management System (CWMS)

Lower Eyre Council operates a CWMS system in Cummins for the onsite and localised treatment of septic. Connections to this system are managed through Council with a connection fee set by Council's fees and charges. The Cummins Wastewater Management System comprises 8 pump stations, 1 treatment plant and lagoon. For large areas of new development, additional trunk infrastructure and/or pump stations may be required to expand the CWMS network to support the new development. The costs associated with expansions would be subject to individual investigation on a site-by-site basis.

The Cummins Wastewater plant was upgraded in 2019-20 to improve the water quality for re-use for irrigation in the town.

4.2.2. SA Water Potable Water System

SA Water own and operate the potable water system within Cummins, through a standard network of trunk mains and individual allotment connections. For large areas of new development, additional trunk infrastructure may be required to expand the potable water network to support the new development. The costs associated with expansions would be subject to individual investigation on a site-by-site basis and negotiation with SA Water.

4.2.3. Electricity Supply

SA Power Networks operate a system of sub transmission and high voltage above ground and underground cables that service the Cummins Township. A single substation serving the Cummins Township is located on Tumby Bay Road, the future capacity of this substation would be subject to negotiation with SA Power Networks, with future connections negotiated through an augmentation fee as per regular subdivisions.

4.2.4. Natural Gas Supply

Cummins is not serviced by the Australian Gas Network, with natural gas only available via portable tanks.

4.2.5. Stormwater System

Lower Eyre Council own and operate the stormwater system in Cummins, through a network of underground and above ground solutions. A general principle of seeking to reduce peak discharge and flow management into the downstream drainage system through on-site detention/retention on new developments is the preferred approach.

4.2.6. Communications

Cummins is located inside a network range for Telstra's 5G and 4G services. Residents have access to nbn Fixed Wireless to provide connection to the broadband access network. The Fixed Wireless connection utilises data transmitted over radio signals to connect a premises to the nbn network. Data speeds may vary in areas due to the distance from transmission points and other environmental factors. In late 2019, publicly accessible Wi-Fi was installed in the Railway Triangle Park, for free use by residents and visitors.

4.3. Transport Profile

Cummins is serviced by a major north/south Tod Highway road connection that dissects that town connecting the major service centres of Port Lincoln to the south with the northern Eyre Peninsula towns of Lock and Wudinna. Dissecting Cummins east west is Tumby Bay Road which connects Tumby Bay through Cummins and out towards the Flinders Highway, and Elliston to the west.

A strength of Cummins is the high-quality road transport access connection south to Port Lincoln providing commutable access between Cummins and Port Lincoln for employment and tourism within 45 minutes. The central location also provides good access to the West Coast and Spencer Gulf towns, fishing, and water-based activities.

4.3.1. Heavy Vehicles

Heavy vehicles primarily to service Viterra and the agricultural production surrounding Cummins has been a major challenge for the community over recent years since the closure of the Eyre Peninsula Freight Rail Corridor. This operational decision by Viterra to transition from rail to road freight movement of grain has significantly increased the volume of heavy vehicles on the Tod Highway between Cummins and Port Lincoln. More specifically, the quantity and management requirements for large B double and triple vehicles, and potential pedestrian and private vehicle conflicts within the main street of Cummins is a community concern primarily relating to safety concerns of managing this conflict.

Lower Eyre Council commissioned WGA to produce the Cummins Township Traffic Impact Study in 2020, which sets out the challenges of increased heavy vehicle movements and a range of potential solutions, advocacy positions with both Viterra and State Government for consideration by Council.

At the time of preparation of the Cummins Township Masterplan, there was preliminary discussion around the future of the Cummins Rail Corridor and potential for the reintroduction of rail for both freight and/or tourism commuter travel.

4.3.2. Bus Services

No public transport services the town of Cummins. However, the Cummins Area School operates a number of school bus routes into the adjacent townships to bring students into Cummins, including from Brimpton Lake, Cockaleechie, Douglas Well, Karkoo, Koppio, Mount Hope, Wanila, Warrow and Yullanda Flat.

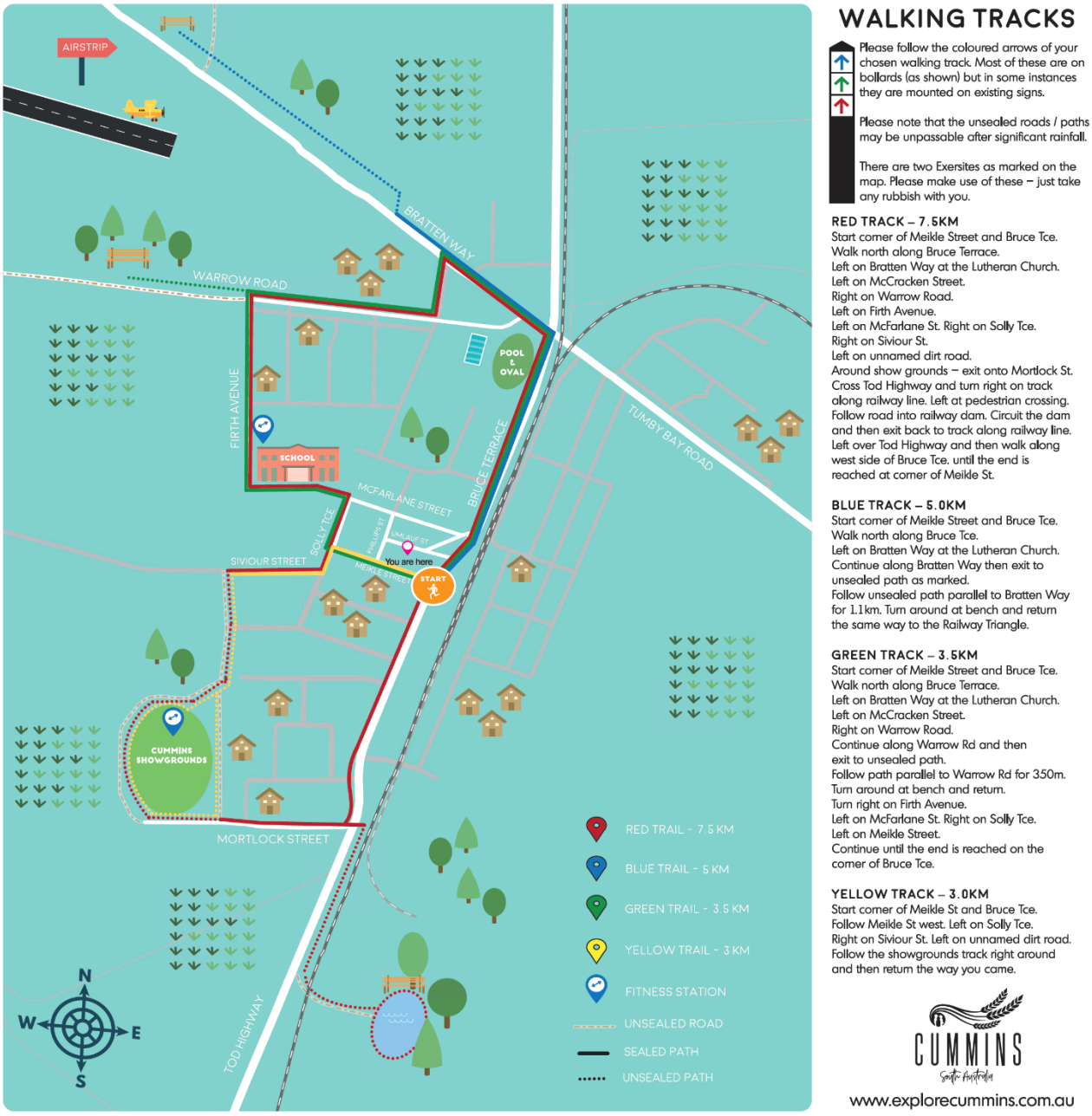
Lower Eyre Council currently own a community bus that can be hired out to organisations, groups, or businesses for community use, with hire rates set out by the Council. This service is by individual hire agreement only and not part of a regular bus route service.

4.3.3. Active Transport

The focus on improved community health and wellbeing through a focus on encouraging active transport and improved physical activity levels is as relevant in rural communities as it is in metropolitan suburbs. The scale and urban layout and configuration of Cummins makes the town highly walkable for the majority of town residents to access key destinations including the main street retail and service offerings, school and recreation and sport facilities.

In recent years a trail marker series of walking tracks ranging from 3km to 7.5km with a supporting guide map was delivered. There are opportunities within the Cummins Township Master Plan to continue to invest in improved cycling and trail connections between key destinations, for both tourist and local benefit.

Figure 7. Walking Tracks Route Map



4.4. Social Infrastructure Profile

Social infrastructure in Cummins is comprised of the facilities, spaces, services, and networks that support the community. Social infrastructure assets are the building and spaces that facilitate the delivery of services. Together they contribute to the wellbeing and quality of life for the community. Changing demographics have shifted the traditional role of social infrastructure as interest in some services and assets has decreased, while others have generated higher demand. The locality of Cummins makes accessibility and variety to social services and infrastructure limited, however a strong sense of community and high numbers of volunteers means community facilities and services continue to run. The following table lists the social infrastructure assets in in Cummins.

Facility Name	Facility Type	Property Address	Usage
Cummins School Community Library	Library	McFarlane Street, Cummins	A standard library layout used by the public and school
Cummins Railway Triangle Park	Open space	48 Bruce Terrace, Cummins	A park space with a playground, nature play equipment, small stage, BBQ, seating, and restrooms
Skate Park	Outdoor recreation	Bruce Terrace, Cummins	The skate park is a well-loved space for predominantly young members of the community.
Cummins RSL Hall	Community hall	50 Bruce Terrace, Cummins	Community meeting or event space
Cummins and District Memorial Swimming Pool	Outdoor recreation	1 Warrow Road, Cummins	Loved community facility with high utilisation during summer months and little to no use during colder months
Garden of Remembrance	Memorial	Railway Terrace, Cummins	Memorial site used to host annual services and events
New Beginnings Uniting Church	Place of worship	72 Bruce Terrace, Cummins	Weekly worship services and occasional events
Cummins St Paul's Lutheran Church	Place of worship	Tod Highway, Cummins	Weekly worship services and occasional events
St Andrew's Catholic Church	Place of worship	76 Railway Terrace, Cummins	Weekly worship services and occasional events
The Rest Room	Community space	Bruce Terrace, Cummins	Community meeting or event space
Cummins Men's Shed	Activity centre	24 Railway Terrace, Cummins	Community meeting or event space
Cummins Institute	Community hall	46 Railway Terrace, Cummins	Community meeting or event space
Cummins Memorial Recreation Centre	Sports field	Bruce Terrace, Cummins	An active sports ground
Cummins Bowling Club	Outdoor recreation	Bruce Terrace, Cummins	An active outdoor bowling facility and bushfire last resort refuge

Cummins is generally well serviced by social infrastructure and programs. It is noted that:

- The majority of services are clustered along Bruce Terrace and Railway Terrace
- Community groups provide social, charity and advocacy services, raise money for community causes and operate predominantly by volunteers.
- The Cummins Area School and Community Library have capacity for growth.
- The township has a large proportion of places of worship to provide community services.
- Recreation space such as open playing fields, skate park and court spaces are well maintained and highly utilised in the community.
- Most community members would rely solely on private vehicle transport to access services.
- The township is well serviced by a medical practice but lacks dedicated specialist facilities.

Cummins Area School and Community Library

Cummins Area School is a birth to year 12 school with 429 students in 2020, with an additional 23 students enrolled at the adjoining preschool. Many years 10, 11 and 12 students undertake a school-based apprenticeship or traineeships (SBATS) and therefore steps were made in 2020 to reinvigorate the agriculture program to meet modern farming practices and enable students to connect with local businesses. The largest building on the school site was built in 1966 and appears to be in moderate condition. The school underwent a $4 million facility upgrade in 2021, developing a new technology studies, art and general learning area, demolition of aging infrastructure, landscaping, and upgrade of administration facilities.

The school grounds comprise of the main school building, classrooms, library, oval space, open space as well as the adjacent allotment which facilitates the agricultural program and houses animals. The land adjacent the school, located at 13-15 McFarlane had a land division application lodged in 2014 for the creation of 30 allotments that has since been withdrawn.

Located on the school grounds is the Cummins School Community Library. The library is a joint facility between the Lower Eyre Council and the Cummins Area School. Membership is free and provides the community with free Wi-Fi, online publishing databases, an extensive catalogue of books, newspapers, DVDs and CDs, computer use, equipment and room hire as well as social groups and activities for different age ranges.

The School and Library are well loved facilities by community members, with high utilisation and visitation numbers. A concern raised by a number of community members is the limited capacity of the rural care services offered at the Cummins Area School and the strain that places on families in the region looking for support. Some residents have voiced the need for increased staffing at the school to ensure the quality of education and school values.

Cummins Institute

The Cummins Institute built in 1936 is local heritage listed and originally meant to accommodate a town library and public hall. The internal spaces are used for a weekly mosaic group, the winter wonderland festival, periodic arts, and theatre shows and community meetings. The building also has externally accessible public toilets.

The building currently has a leasing arrangement between the Council who own the building and the Cummins District Enterprise Committee who manage the facility. The CDEC manage the day-to-day operations of the facility including the hiring of the main hall space, workrooms and offices to various businesses and community groups, with control over hire fees. The leasing arrangement is near its conclusion with a three-month notice required for tenants to vacate the premise.

A report prepared in 2019 by Council staff, outlined the buildings important heritage and community value to some community members, however there was a lack of community participation during the report's engagement period. The community during the engagement period for the Master Plan displayed a split opinion on the future of the Institute with some believing a new purpose-built community and civic centre would be of greater benefit and others noting the importance of maintaining community history. The report recommended Council consider the formulation of a S41 Committee or Board of Management for the Institute as well as conduct a full engineers report to understand the extent of its deteriorating condition.

The maintenance cost for the Institute is a concern for Council as the facility requires a number of alterations and additions to ensure it is building compliant as well as fit for purpose. A quote received by Council for an alternate building façade to replace the current decaying one was estimated at $80,000.

Cummins and District Memorial Hospital

Cummins and District Memorial Hospital is part of Eyre and Western Health Services. Cummins provides acute, outreach and aged care services to the communities of Cummins and outlying smaller communities. The conditions of onsite facilities are considered to be aged and reaching capacity. It has also been noted by staff and community members that retaining staff is made difficult with the lack of housing to offer potential employees.

Recreation Facilities

The main recreation facilities in Cummins include:

- Cummins Memorial Recreation Centre
  - The Cummins Memorial Recreation Centre is highly utilised as the primary sporting field for Australian Rules Football and Cricket. The adjacent clubrooms service the local netball and football club and has indoor space for functions. The recreation centre also hosts the Bowls Club, which plays a role as the last report refuge location during bushfires. In 2022, new change rooms and a function space were completed on the site as part of the PLAN.BUILD.PLAY Sports Infrastructure Funding Program.
  - In late 2022 an application made by the Cummins Rambler Football Club - Joint Building Facility Committee was granted planning consent and building consent (with several conditions). The application detailed the construction of a mixed-use sporting clubrooms and community function room facility associated with existing recreation area. Plan SA identified that building works started on the 9th of March 2023. The completed facility will hold approximately 400 people and service the various sporting club at the recreation centre.
- Walking tracks
  - In 2021 the Cummins District Tourism Committee opened the walking tracks project in collaboration with Cummins District Community Bank and support from local businesses and community members. The walking tracks loops around the western side of the township and range from 3 kilometres to 7.5 kilometre in distance. All tracks are signposted with route bollards.
- Skate Park
  - Completed in 2018 and developed by Trinity Skateparks with help from numerous local businesses and volunteers. The design and elements of the park were chosen by the community and comprises of a concrete park with open bowl at one end and ledges, flat bar, and kickers. The skate park was resurfaced in 2021 and appears to be in good condition.
- Cummins Railway Triangle Park
  - The Railway Triangle Park is a well utilised lawn space with shaded playground equipment, rest rooms and BBQ facilities. Cummins Railway Park Triangle contains picnic facilities and the statue of the wheat lumper- the men who lugged bags of wheat into piles for railing to the ports. This fine bronze statue was created by sculptors from Sydney. The public toilets in the park are decorated in mosaic art that pay homage to the South Australian Railways heritage of Cummins.
- Cummins Sport Courts
  - Located at the Cummins Memorial Recreation Centre are the Cummins courts which host tennis, basketball, and netball. The courts are made up of 10 asphalt tennis courts and 4 overlapping netball and basketball courts. In early 2022 the courts received installation of new flood lights to allow for early morning and evening use.

Aquatic and Indoor Facilities

The aquatic and indoor sport facilities located in Cummins include:

- Cummins and District Memorial Swimming Pool
  - Then Cummins and District Memorial Swimming Pool was completed in 2019. The pool generally operates from late October, and early November to late March. The pool has had an ongoing

struggle filling management roles and supervisors which has limited it usage by the community and upkeep and maintenance.

- Cummins School Community Complex
  - The Community complex is used by both the school and community sporting groups. The indoor court is one multisport lined court but not regulation size for netball or basketball.
- The Cummins Gymnastics Club training facility
  - The current gymnastics facility at Cummins Memorial Recreation Centre was completed in 2017 and cost approximately $250,000. The large, corrugated iron shed includes gym floor space, new gymnastics equipment and on-site toilets, kitchen, and storeroom. It is estimated that the gymnastics facility services approximately 100 students.

Community Groups

There is a strong sense of community in Cummins with a number of social, charity and advocacy-based groups that generally meet on a monthly basis and utilise community halls, shared spaces, meeting rooms and studios.

- The Cummins Country Women's Association
  - CWA operate from "The Rest Room" on Bruce Terrace. The facility was built in March 1938 with the community garden introduced in 2020 as a way to bring people together and reduce isolation.
- Cummins and District Lions
  - The Lions operates a monthly meeting from a local heritage listed building called the Workmen's Quarters (Cummins Railway Station).
- RSL Hall
  - The Cummins and Yeelanna RSL sub-branch operate from the RSL Hall located on Bruce Terrace. The sub-branch host Anzac Day services, commemorative services, Remembrance Day events, support services and information days. Some of these services are hosted by the subbranch at the Garden of Remembrance, a war memorial site on Tumby Bay Road. The space is also used by the Cummins Kapinnie Cougars Football and Netball Club, who have recently been a part of the clubrooms and function space development at Cummins Memorial Recreation Centre
- Men's Shed
  - The Cummins Men's Shed is located on Railway Terrace and opened in late 2019. The updates to the facility were supported by $140,000 in grant funding. The space is used for social activities and community events.
- Zonta Club of Lower Eyre Peninsula
  - The Zonta Club of Lower Eyre Peninsula is a community group empowering women through service and advocacy. They meet every third Tuesday of the month.

Places of Worship

There are a number of religious groups and affiliations in Cummins. These include:

- New Beginnings Uniting Church
  - Cummins Uniting Church is local heritage listed and located on Bruce Terrace. The Church offers Sunday worship services, children ministry and Sunday school periodically.
- Cummins St Paul's Lutheran Church
  - The Lutheran Church in Cummins host social events, fund raisers and regular church services.
- St Andrew's Catholic Church
  - St Andrew's Catholic Church is located on St Andrew Road, east of Railway Terrace. The building is local heritage listed and services are held every Sunday.
- St Simon & St Jude's Anglican Church
  - The Anglican Church provides church services and pastoral care and is part of the Ministry District of Eyre Parish.

4.5. Heritage and Character Profile

The traditional custodians of the district are the Nauo people (alternatively spelt Nawu and Nhawu) and the Barngarla people.

Cummins was first surveyed in 1902 with the first European settlement beginning in 1904. The town saw significant growth in population and business activity from the completion of the railway line from Port Lincoln. The railway supported the production of grain and the process of harvesting and transporting. The period in which the agricultural industry first boomed in Cummins has significantly influenced the style of the built heritage and is reflected in the local heritage places within the town.

The Cummins township has 18 local heritage places contained within 11 heritage listings, with some including multiple dwellings on an individual listing as reflected in the table below:

Table 1- Local Heritage Listings

Property Address	Description	Lot No. or Part/Sec	Certificate of Title	Section 67(1) Criteria	Heritage Number
Lot 21-23 Bruce Terrace	Flour Mill		CT 2727/200	a, b, c, f	16640
Lot 14 Jeanes Street	Former Butter Factory		CT 1659/115	a, b, c, f	16641
Phillips Street	Cummins Child Parent Centre			b, c	16643
Lot 1 & Lot 2 Railway Terrace	Two Cottage Homes	Lot 1 Lot 2	CT 943/10 CT 5246/483	a, b	16635
Lot 2 Railway Terrace	Cummins Institute		CT 4296/881	a, b, c, f	16634
26 Railway Terrace	Previous Bank			a, b, c	16645
Part Section 3A	Cummins Uniting Church	Pt 3A	CT 2686/36	a, b, c, f	16642
Part Section 2W	Roman Catholic Church	Pt 2W	CT 1232/12	a, b, c, f	16636
Part Section 2W	Railway Water Tank			a, f	16637
Part Section 2W	Workmen's Quarters – Cummins Railway Station			a, b	16638
Cummins Township	Seven Railway Cottages			a, b, f	16639

The Planning, Development and Infrastructure Act 2016 Section 67, Part 1 sets out the criteria for designation of local heritage value, as reflected in the table column above. These codes relate to the following criteria.

Section 67 – Local Heritage

(1) The Planning and Design Code may designate a place as a place of local heritage value if –

(a) it displays historical, economic, or social themes that are of importance to the local area; or

(b) it represents customs or ways of life that are characteristic of the local area; or

(c) it has played an important part in the lives of local residents; or

(d) it displays aesthetic merit, design characteristics or construction techniques of significance to the local area; or

(e) it is associated with a notable local personality or event; or

(f) it is a notable landmark in the area; or

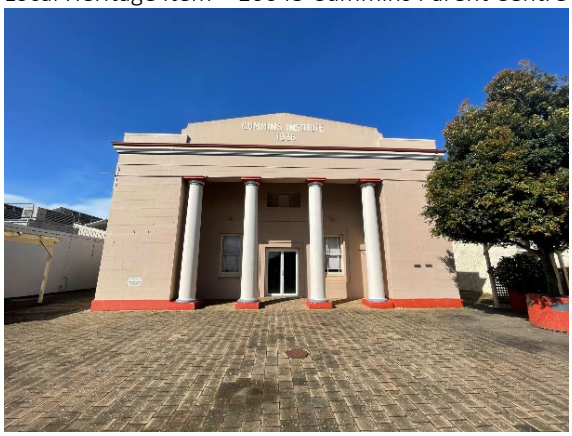
(g) in the case of a tree (without limiting a preceding paragraph) – it is of special historical or social significance or importance within the local area.

Local Heritage Item – 16640 Flour Mill

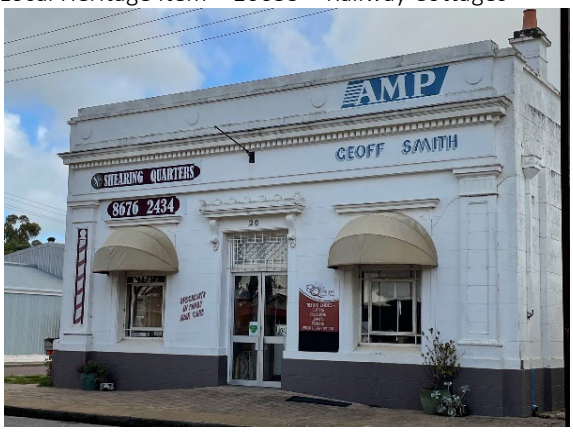
Local Heritage Item – 16641 – Butter Factory

Local Heritage Item – 16643 Cummins Parent Centre

Local Heritage Item – 16635 – Railway Cottages



Local Heritage Item – 16634 Cummins Institute



Local Heritage Item – 16645 – Previous Bank

Local Heritage Item – 16642 Uniting Church

Local Heritage Item – 16636 – Catholic Church

Local Heritage Item – 16638 Cummins Workmen's

Local Heritage Item – 16639 – 7 Railway Cottages

**No photograph included of the Railway Water Tank*

4.6. Centre Hierarchy Analysis

Cummins is an important retail service centre for the central Eyre Peninsula and the wider Cummins and district community, with a supermarket, post office, bank, professional services, convenience retail and food outlets clustered within the main streets, being Bruce Terrace and Railway Terrace.

The level of services provided within Cummins is generally considered appropriate to the size and broader population catchment it serves. It is recommended that the retail and commercial market will appropriately respond to specific demand in respect to future retail and commercial offerings and that no specific interventions in respect to retail or centre zoning is required as part of the Cummins Township Master Plan.

4.7. Strategic Employment Land Analysis

Cummins has more than adequate supply of land for commercial and industrial development, both in its Strategic Employment Zone and in the Township Main Street Zone. However, nearly all of the vacant land is in single ownership and is therefore subject to the decision making of a single landowner. Greater competition to deliver employment land to the market could be provided by rezoning of additional land. Opportunities exist off Tod Highway, to the north and south of the township and off Tumby Bay Road, generally east of the township.

While the Strategic Employment Zone is suitable for a wide range of industrial, manufacturing, transport, warehousing and logistics activities, the Township Main Street Zone should transition to a retail, commercial and community focus, with activities that have limited negative externalities where adjacent to residential development.

4.8. Existing Open Space Analysis

The township of Cummins has approximately 25.8ha of open space which equates to 263m^2 per resident. This is significantly larger than metropolitan localities and is also accompanied by generally larger private outdoor spaces. Regional localities generally have higher open space ratios due to lower population densities that are linked to the rural context. A proportion of reserves and open space in Cummins have, however, become underutilised or dilapidated and therefore don't achieve the maximum community outcomes. Understanding the location, access, and linkages to open space as well as population forecasts highlights the likely demands for improved or new open space to meet the community recreational and leisure needs in the future, and how land may be better utilised.

4.8.1. Supply and Conditions

The previous Development Plan for the Lower Eyre Council identified 20 allotments making up local reserves. However, investigations identified there are currently only 7 developed, semi-developed and undeveloped parcels of open space and reserves used for recreational and community purposes and one planned open space reserve. These spaces are identified in Table 2.

Table 15. Reserve Supply in Cummins

Property Address	Name	Size	Description	Certificate of Title
Lot 60 Bruce Terrace	Cummins Memorial Recreation Centre	60,350m2	Cummins Memorial Recreation Centre, with supporting facilities and amenities	CT5422/699
21-23 Warrow Road	-	1,841m2	Community land, undeveloped reserve	CT3392/61
13-15 McFarlane Street	Cummins Area School	25,000m2	Education Department semi developed open space reserves	CT5823/94
7 Hall Street	-	937m2	Community land, undeveloped reserve	CT2089/132
48 Bruce Terrace	Cummins Railway Triangle	6,443m2	Developed community reserve, with play equipment and supporting services	CT5761/763
12-14 Bruce Terrace	-	3,099m^2	Community land, undeveloped reserve	CT5718/592
Lot 177 Ponton Grove	Cummins Showgrounds	160,450m^2	Semi-developed open space area	CT5824/469
Lot 10 East Terrace	-	4,700m^2	Future Cummins east residential land development open space reserve allocation	CT6168/184

Based upon a walkability benchmark, most residential allotments in the township are within a 250-metre catchment distance from a reserve or open recreation space. The Cummins Township Masterplan recommendations in respect to the distribution and future usage of open space in Cummins is detailed in section 8.1.2.

Cummins Memorial Recreation Centre is highly utilised as the primary sporting field for Australian Rules Football and Cricket. Early 2022, the Cummins Ramblers and Cummins Kapinnie Football and Netball Clubs received a $1.1 Million dollar grant from the State Government under their PLAN.BUILD.PLAY Sports Infrastructure Funding program to develop a new shared clubroom that would service the recreation grounds. The Clubrooms commencing now, will provide expanded potential for the use of the recreation space.

Cummins Railway Triangle is a parcel of parklands encircled by Bruce Terrace, Umlauf Street, Phillips Street and Meikle Street. The parklands which are owned and maintained by Council, include a toilet block, BBQs, a stage, pergola, static displays, playground equipment, lawn area and flowerbeds. It is highly utilised by the community, with publicly accessible washrooms that have been ornamented in mosaic by a community led art group to depicts life and history in Cummins. The park is predominately used for relaxation and light recreational activities. The Management Plan for Community Land identified the potential to develop a youth facility on the site, subject to public consultation and funding provisions.

The Cummins Showgrounds is a large recreation space, located at the fringe of the main township. The Cummins Show Society completed a strategic vision document in early 2022, exploring the ground's capabilities and future use. The open space at the showgrounds includes outdoor gym equipment, an informal pump track and links to the towns walking trails. The showgrounds are used as the Rambler Football and Netball Clubrooms and on occasion utilised for events, activities, and informal uses, translating to the open space being underutilised for periods of the year.

Underutilised parks and reserves have potential to be enhanced to create better play opportunities and initiatives for flexible spaces, as well as repurpose the space. Currently the reserves at 12-14 Bruce Terrace, 7 Hall Street and 21-23 Warrow Road remain vacant, with overgrown vegetation, no shade or seating.

4.9. Tourism Development Analysis

Cummins is largely an incidental tourism location, with holiday goers passing through Cummins as part of their travels around the Lower Eyre region. Attractions and tourist related activities in the township include farm to table experiences and the mosaic art trail, most notably the mosaic ornamentation of the Railway Tringle

restrooms. The Christmas holiday period is an active tourist season with people making day trips to visit the Cummins Christmas Wonderland at the Cummins Institute and the Christmas Markets.

Accommodation including the Cummins Caravan Park and Cummins Hotel are well utilised, often experiencing periods of full capacity in the summer months. Accommodation options service holiday stays, short term and temporary workers, seasonal workers, and some permanent occupants. During the busy periods short stay users such as truck drivers often report to seeking camping and caravan sites at informal parks such as the Showgrounds.

At a State level, Eyre Peninsula tourism focuses on capitalising on its pristine nature, wildlife experiences and coastal lifestyle to drive increased overnight stays from both international and domestic visitors as the sector transitions out of the global pandemic. The challenge for Cummins is to identify its role within this broader Eyre Peninsula tourism sector and its unique destination offerings and events that could attract and retain visitors to the town, different to that offered by the coastal township locations. As part of the updated RDA Eyre Peninsula Regional Strategic Plan 2023-2026, opportunities to leverage regional advantages will be addressed, including farm to table concepts, experience-based activities (wild side and related experience) and sustainable tourism.

In framing this consideration, a number of the South Australian Regional Tourism Infrastructure Top 10 Priorities identified in conjunction with the South Australian Regional Visitor Strategy are relevant, and have been considered as part of the development of the Cummins Township Master Plan, most notably;

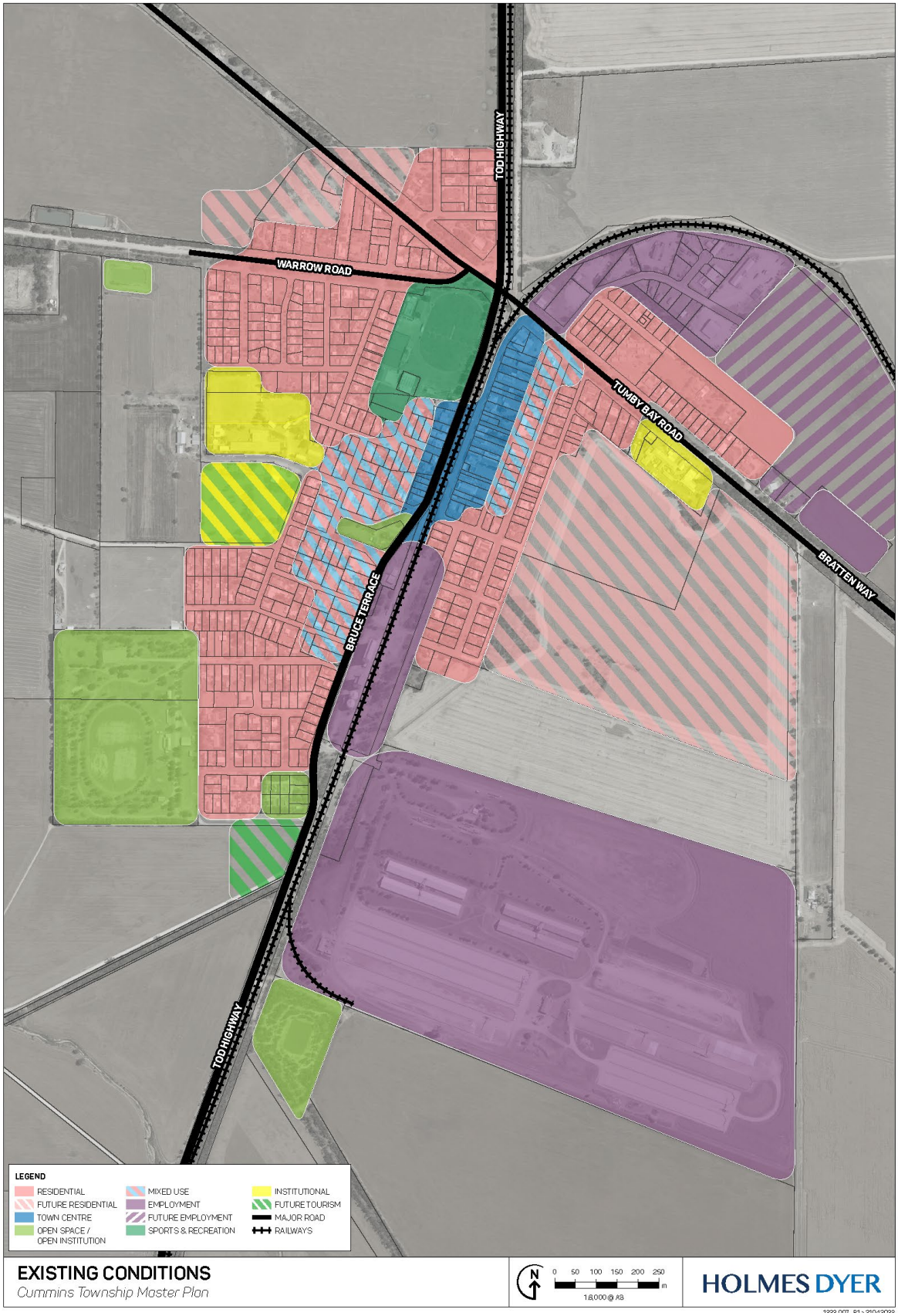
- Provision of free wi-fi services to encourage tourists to stop and spend time within the Cummins Township.
- Improvements to key drive routes, including improved signage and investment in electric highway / vehicle charging stations as the quantity and range of electric vehicles travelling within the Eyre Peninsula increase in future years.
- Upgrade of tourism amenities along road stops including provision of suitable fuel outlets for both large transport freight and tourist use. These facilities can incorporate a range of broader tourism amenities including toilet blocks, RV dump points, rubbish bins and waste collection facilities. This demand for a retail fuel stop for large freight and tourism vehicles was identified in Cummins with a number of locations considered as part of the WGA produced Cummins Township Traffic Impact Study in 2020, the challenge should this investment be planned is to ensure this is complementary and not directly competing with the service offerings from existing retailers within the Cummins Township.
- Improve quantity, quality and variety in regional tourist accommodation is a regional tourist focus. The Cummins Caravan and Cabin Park is located at the southern end of the township and currently services RVs, powered and unpowered camp sites and self-contained cabins. The long-term ownership and management of the Cummins Caravan and Cabin Park is at a point of transition and once resolved, opportunities for expansion should be explored including with the Cummins Showgrounds that has a number of existing amenities and services that could support the flex in provision of tourism accommodation options during peak seasons.
- Expansion and curation of unique seasonal events that attract locals and regional visitors alike, including building on the successful Cummins Christmas Wonderland and associated markets that the community have curated over recent years.

Tod Highway / Bruce Terrace provide the greatest visibility to passing tourists and, hence, should be the focal point of tourism facilities, services, and information. With the greatest number of traffic movements into and out of the Town being along Tod Highway to and from Port Lincoln, the southern entrance to the Town and the western (inward bound) side of that entrance represents the prime location for truck stops, petrol filling stations, caravan parks and tourist information.

4.10. Land Use Summary

The following plan illustrates the key existing land use arrangements within the township. It demonstrates a township structure which has clarity and logic and provides a strong basis for subsequent land use decision-making.

Figure 8. *Existing Conditions*



4.11. Implications for the Cummins Township Master Plan

Land use and development activity findings can be summarised as follows:

- Cummins has adequate opportunities for residential land development but has experienced a market reluctance to risk expenditure on the creation of new allotments.
- Vacant allotments for housing construction are very limited and potentially restricting the growth and development of the town.
- A range of allotment sizes should provide for greater breadth of market attraction.
- All relevant service infrastructure is available within the township, however, growth on the township fringe can be expected to require extension of mains and possible headworks augmentation.
- Heavy vehicles require better management within the township.
- Pedestrian accessibility improvements and new linkage opportunities should be explored.
- Social infrastructure is relatively comprehensive for a township of the size of Cummins with improvements in health services, education, childcare and aged care key to increasing the attractiveness of Cummins as a place to reside.
- Heritage listed buildings contribute to the character of the township and should be maintained and purposed for continuing use wherever possible.
- The town centre provides adequate scope for the range of services expected of a township the size of Cummins.
- Increased supply of zoned Strategic Employment land should be considered to provide options for commercial and industrial development.
- Adequate open space exists within the township.
- Opportunities exist to improve tourist amenities and short-term accommodation; however, it must be recognised that Cummins is unlikely to represent a major tourist destination.
- Tourism facilities and amenities at the entrance to the township from the south could be expected to best capture tourism trade.

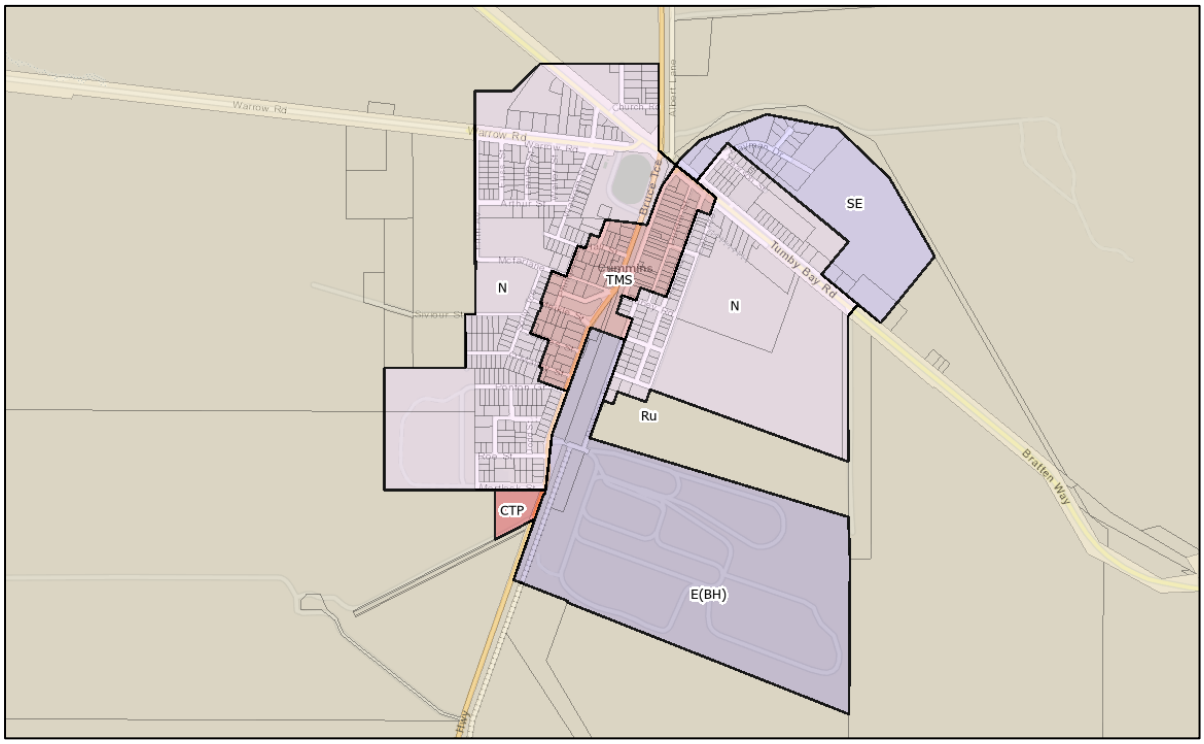
5 – REVIEW OF PLANNING AND DESIGN CODE

5. Review of Planning & Design Code

5.1. Existing Zoning Alignment to Cummins Township Master Plan

Under the Planning & Design Code, the Cummins Township contains the following zones as identified on the figure below:

Figure 9. Existing Zones Planning & Design Code



- Neighbourhood (N) – light pink colour
  - » Desired Outcome Statement (DO)

    "DO-1 Housing supports a range of needs and complements the existing context. Services and community facilities contribute to making a convenient place to live without compromising the residential amenity and character of the neighbourhood".
- Township Main Street (TMS) – light red colour
  - » Desired Outcome Statements (DO)

    "DO-1 A cohesive, active, accessible and welcoming main street environment for residents and visitors to shop, work, meet, entertain and relax."

    "DO-2 Development contributes to the vibrancy and activity of public spaces and reinforces the traditional main street character".
- Employment (Bulk Handling) (E(BH)) – dark purple colour
  - » Desired Outcome Statements (DO)

    "DO-1 Agricultural and other commodities are received, stored and dispatched in bulk to generate wealth and employment for the state."

    "DO-2 A pleasant visual amenity when viewed from adjacent arterial roads, adjoining zones and entrance ways to towns, settlements and cities".

- Caravan and Tourist Park (CTP) – dark red colour
  - » Desired Outcome Statements (DO)

"DO-1 Tourist accommodation and associated services and facilities enhance visitor experience and enjoyment."

- Strategic Employment – (SE) light purple
  - Desired Outcome Statements (DO)

    "DO-1 A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state."

    "DO-2 Employment generating uses are arranged to:

    (a) Support the efficient movement of goods and materials on land in the vicinity of major transport infrastructure such as ports and intermodal freight facilities.

    (b) Maintain access to waterfront areas for uses that benefit from direct water access including harbour facilities, port related industry and warehousing, ship building and related support industries.

    (c) Create new and enhance existing business clusters.

    (d) Support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes.

    (e) Be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones.

    "DO-3 A pleasant visual amenity from adjacent arterial roads, adjoining zones and entrance ways to cities, towns and settlements".

- Rural – (R) – light brown
  - Desired Outcome Statements (DO)

    "DO-1 A zone supporting the economic prosperity of South Australia primarily through the production, processing, storage and distribution of primary produce, forestry and the generation of energy from renewable sources."

    "DO-2 A zone supporting diversification of existing business that promote value-adding such as industry, storage and warehousing activities, the sale and consumption of primary produce, tourist development and accommodation".

The existing zoning framework, specifically the selected zones is appropriate for the current and future intended use of the areas, providing suitable flexibility and direction for the orderly development of the town. The focus of the Cummins Township Master Plan is on extending areas of the Township zoning to reflect employment development delivered north of the township into a suitable zone.

The Neighbourhood Zone provides a suitable level of flexibility for Council to support existing or future non-residential land uses that are required to support an active, convenient and walkable country town community, without the tight restrictions that are found in more traditional residential zoning This zoning allows complementary development including community facilities, consulting rooms, education, office, schools, recreation facilities and shops, where the amenity and impacts do not negatively impact the predominantly residential neighbourhood. The zone includes limitations on floor areas for shops and offices, which will push larger retail and commercial facilities toward the Township Main Street. This will serve to reinforce the main street's core role in Cummins by creating the necessary cluster of activities for a thriving, walkable community heart.

The Township Main Street Zone provides the zoning framework typically seen in mixed use main street settings, with a focus on activating street frontages. Importantly, the current application of this zone (which includes the privately owned rail corridor) will support a range of developments including residential and tourist accommodation, which aligns to the vision of the Cummins Township Master Plan.

The Strategic Employment Zone to the north of Cummins off Tumby Bay Road is a general industry zone used across the state to support major employment facilities, where interfaces with existing residential properties need to be managed in terms of noise and other emissions. The proximity of established housing to this zone boundary would require either lower-impact non-residential uses to be located at the interface or the implementation of mitigation measures to reduce impacts on more sensitive land uses. Such mitigation measures are described in the zone and the 'Interface between Land Uses' module of the General Development Policies.

The Traffic Impact Statement produced by WGA identifies potential for a retail fuel outlet for heavy vehicles, tourists and locals including the supporting services and retail outlets. The zoning for this form of facility would typically sit within a Strategic Employment Zone, which may be possible if located north of the Cummins Township within the Strategic Employment Zone. Alternatively, an Employment Zone may need to be considered to the south of the township in the location identified, as current zoning may limit the size of retail outlet able to be incorporated within a facility.

The Caravan Tourist Park Zone is very specific for the intended use and Holmes Dyer understands the previous proposal over this parcel of land is no longer likely to proceed under the current ownership. A more flexible zoning for this corner may be warranted to support an alternate use on this key site into Cummins, including consideration of an extension of the neighbourhood zoning as a future township expansion opportunity.

The current caravan park is located within the Neighbourhood Zone. While this zone is silent on tourist accommodation, as an existing lawful use, any future expansion could be supported through a performance assessment against the relevant provisions of the Code.

Tourism accommodation is an anticipated form of development in the Rural Zone where it is associated with the primary use of the land for primary production or a related value adding industry. Future tourism redevelopment elsewhere in the town including on the Showgrounds site may need to consider alternate zoning including relocation or expansion of the Caravan and Tourism Park Zone.

Zoning for orderly development is an important planning control that is enforced across the State. Where economic growth and development is sought, retaining zoning that supports a range of different land-uses and impacts and interfaces can be managed, places Council in the best position to capture and support any economic development opportunities. Zones that offer flexibility are preferable to tight zoning controls that may make it more difficult to attract and support investment in Cummins.

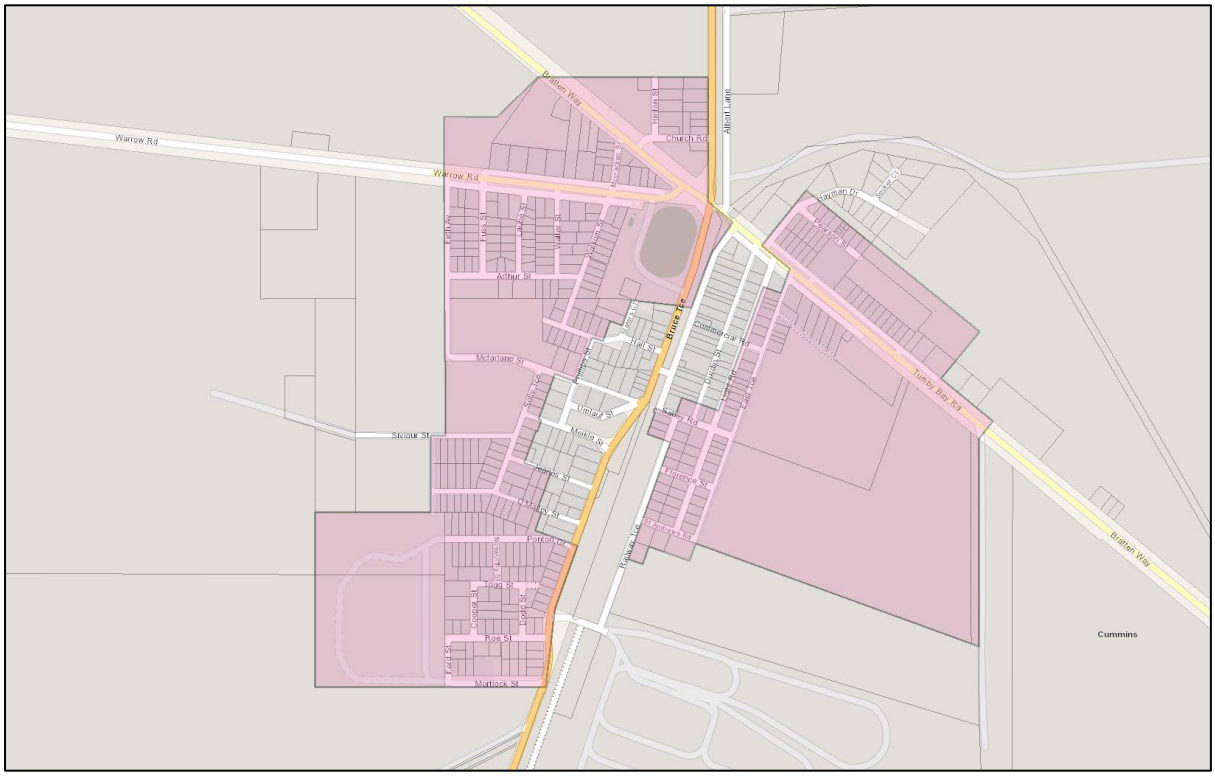
5.2. Existing Overlays and Alignment to Cummins Township Master Plan

The Planning & Design Code includes a number of overlays that sit over zones to provide either additional controls to manage an interface or environmental sensitivity such as bushfire risk, or provide additional development outcome potential beyond the zoning, for example affordable housing. The existing Cummins Township zoning includes a number of overlays that are outlined in the following figures, with commentary in respect to the alignment of these overlays to the direction proposed within the Cummins Township Master Plan.

5.2.1. Affordable Housing Overlay

The Affordable Housing Overlay is applied to many residential areas across South Australia and provides development incentives to increase the viability of affordable housing being incorporated into residential development projects. These incentives effectively allow for a reduction of 20% of the site area and/or increase in density per hectare by up to 20%, increased building heights and reduction in visitor parking to increase project viability. These triggers are unlikely to make a significant difference to increasing the viability of residential development within the Cummins Township due to different rural market forces, buyer profile and preferences than was originally envisaged in the design of the Affordable Housing Overlay. While this overlay will likely have minimal impact, the inclusion of the overlay does no harm and may even assist with a more intense form of development that could be located closer to the centre of town, or a knockdown rebuild into multiple dwellings, therefore its retention is encouraged. More interventionist solutions will be required by Lower Eyre Council to overcome the housing challenge within Cummins, which is discussed in other sections of this report.

Figure 10. Affordable Housing Overlay Planning & Design Code

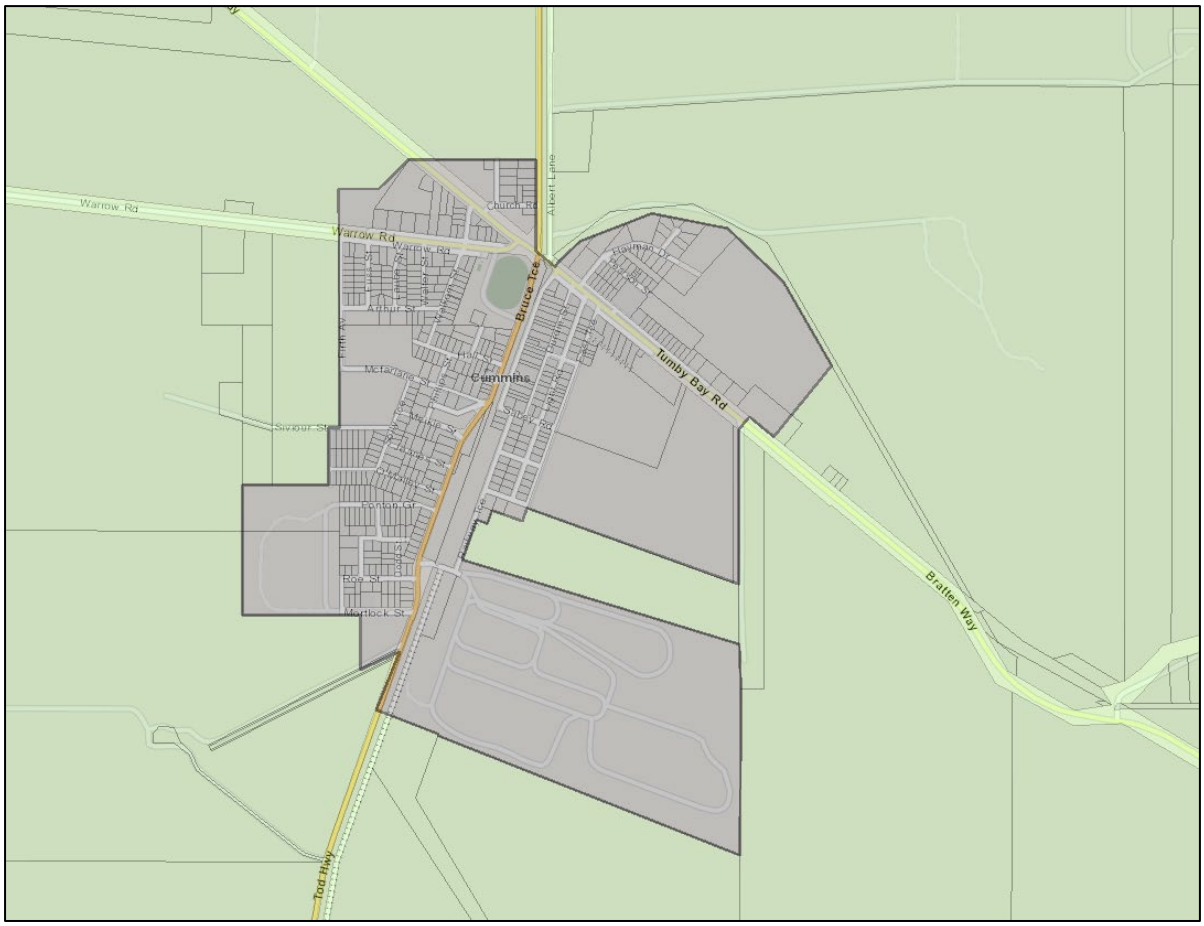


5.2.2. Hazards (Bushfire)

The Cummins Township has two tiers of bushfire hazard overlay, with the non-rural zoned area of the township covered by the Hazards (Bushfire – Urban Interface) Overlay and the surrounding rural zoned land covered by the Hazards Bushfire (General) Overlay.

The Hazards (Bushfire – Urban Interface) Overlay effectively outlines that new land divisions within the town should be designed to facilitate escape during a bushfire event, whereby road networks are designed with a width and configuration to support easy access by fire vehicles where required.

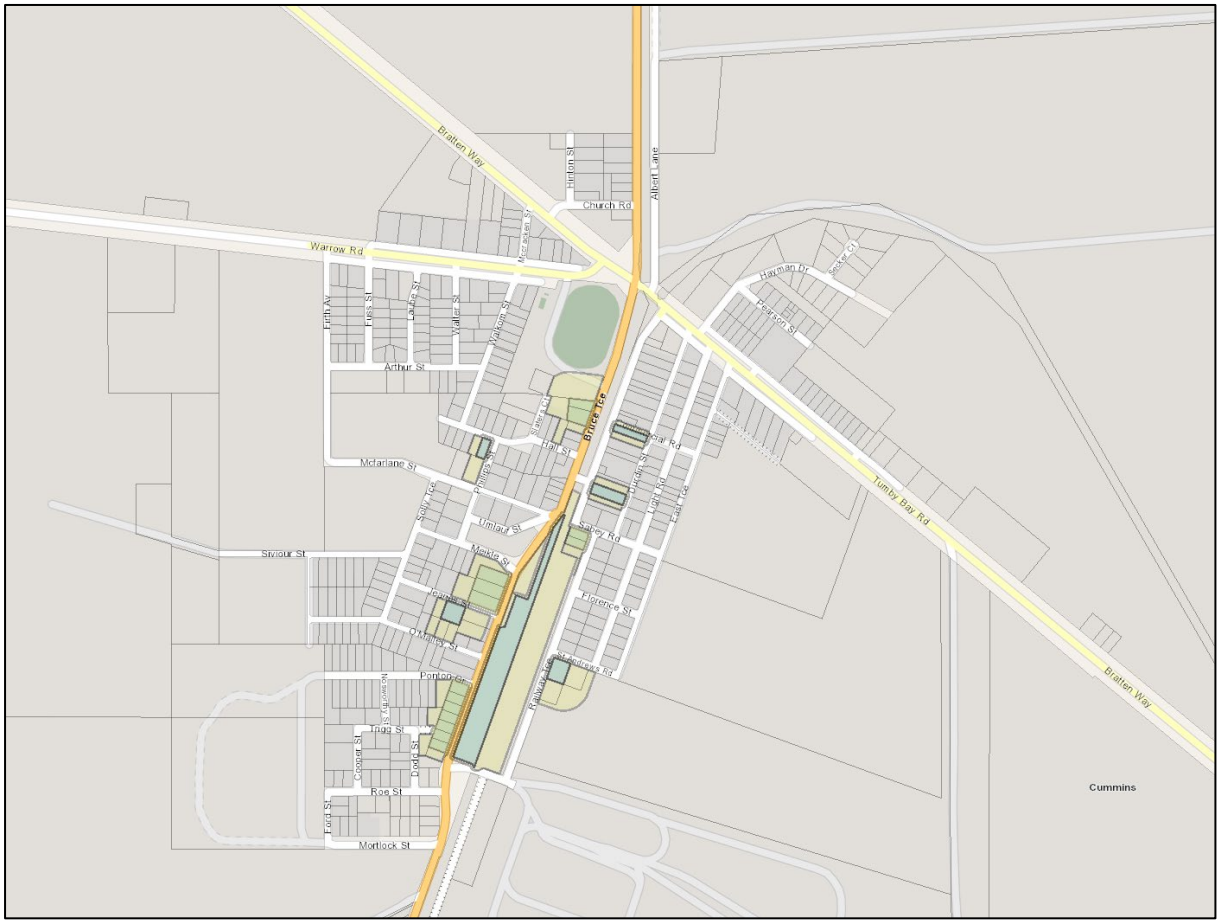
Figure 11. Hazards (Bushfire - Urban Interface) Grey and Hazards Bushfire (General Risk) Green Overlay Planning & Design Code



5.2.3. Local Heritage Place & Heritage Adjacency Overlay

The Local Heritage Place overlay picks up the 18 local heritage places contained within 11 heritage listings, with some including multiple dwellings on an individual listing or multiple listings on individual titles. The titles containing a local heritage item are identified in blue and each of these titles triggers the application of the Heritage Adjacency Overlay to adjacent land, except where separated from the local heritage place by a road. The overlays provide suitable protection for the heritage items and ensure that development on neighbouring sites does not significantly impact the heritage fabric or context of the item. The only changes that would be made to these overlays would be in a situation where an item was either added or deleted via separate process to the heritage register.

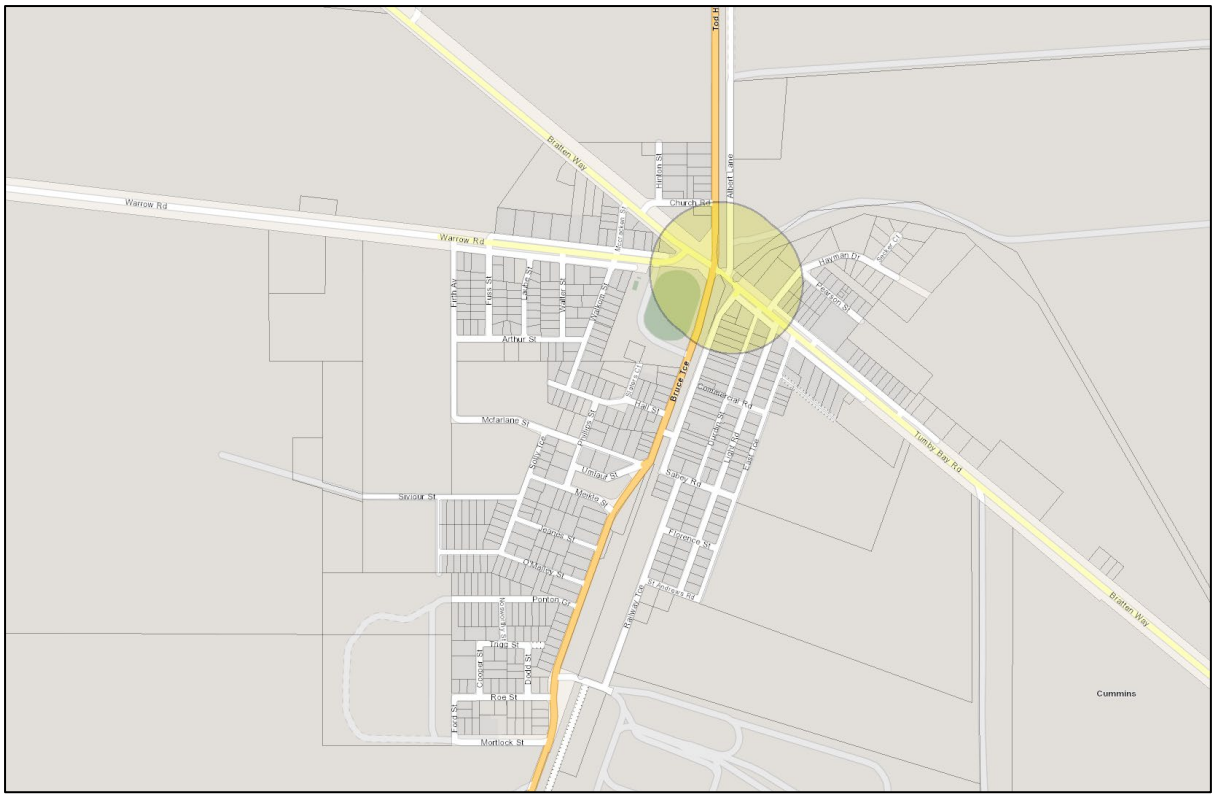
Figure 12. Local Heritage Place (Blue) and Heritage Adjacency Overlay (Yellow) Planning & Design Code



5.2.4. Key Railway Crossing Overlay

The Planning & Design Code includes an overlay for key railway crossing points, which includes specific Deemed to Satisfy criteria for modification of access into properties within designated distances from the crossing to maintain vehicle and train safety. If the Cummins Railway Line is permanently closed and the land offered for alternate use/sale, this overlay could be removed from the Planning & Design Code in respect to the Tod Highway/ Bruce Terrace location. This may also relate to any planned upgrades that may be required to this four-way cross intersection to reduce risk of collisions at this intersection, through construction of a round-about solution or alternate as identified by WGA in their 2020 TIS Study.

Figure 13. Key Railway Crossing Overlay Planning & Design Code

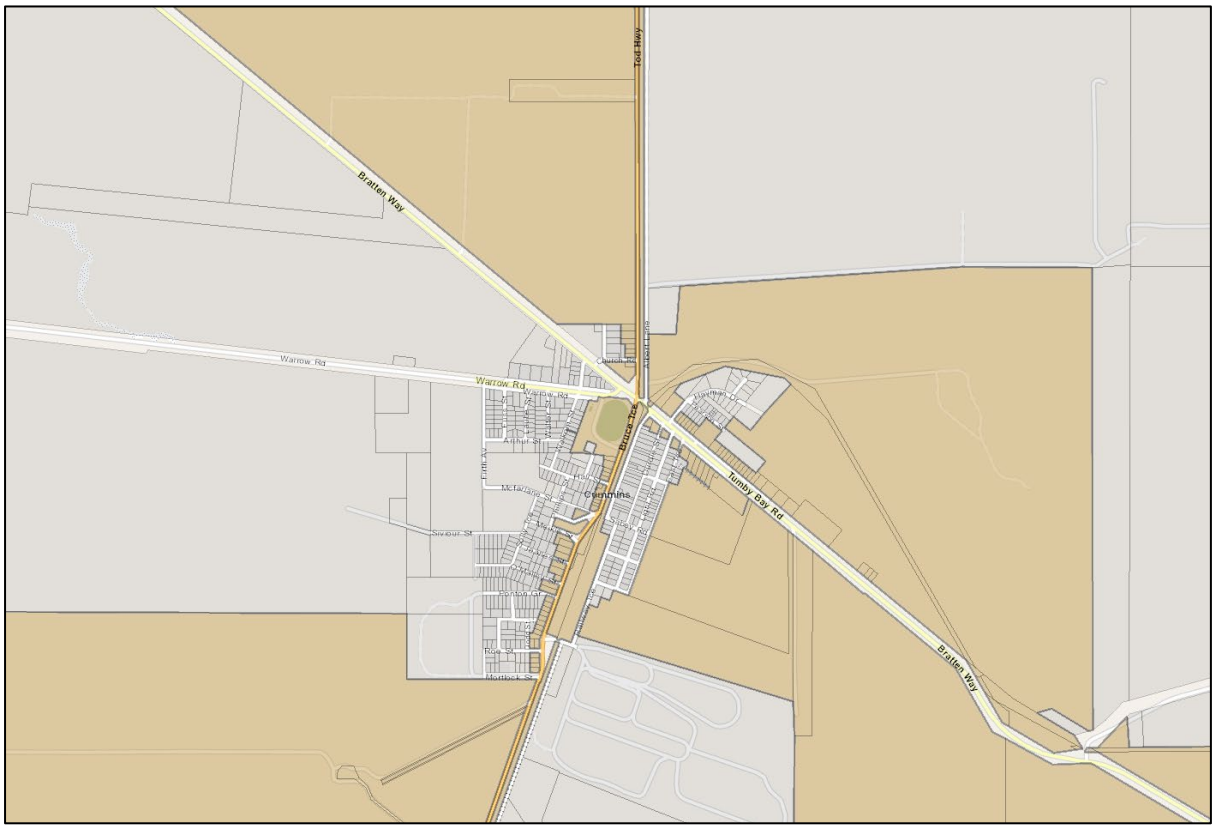


5.2.5. Key Outback and Rural Routes Overlay

The Key Outback and Rural Routes Overlay seeks to ensure safe and efficient movement of vehicle and freight traffic is maintained on key outback and rural routes, such as Tod Highway/Bruce Terrace and Tumby Bay Road/Bratten Way as shown in the figure below. The overlay has specific design requirements to entries and exits to these roads to minimise disruption to traffic flow and ensure free flowing access along State maintained roads (noting that Bratten Way is maintained by the Lower Eyre Council). The overlay seeks that development provide sufficient accessible on-site queuing adjacent to access points to ensure vehicle queues are fully contained within the boundaries of the site so as not to create safety impacts on key rural routes.

The traffic impacts of the increase in freight traffic through Bruce Terrace has been well documented in the WGA Traffic Impact Study. This increase in freight traffic and the associated speed of travel is incongruent to the intent of the Main Street Township Zone, which has a focus on pedestrian and township amenity. Finding and implementing a balanced solution to support the ongoing viability of the main street businesses and the safe movement of freight will be an important project delivery item within the Cummins Township Master Plan, with the next steps to resolve a preferred solution outlined in the recommendations section of this report.

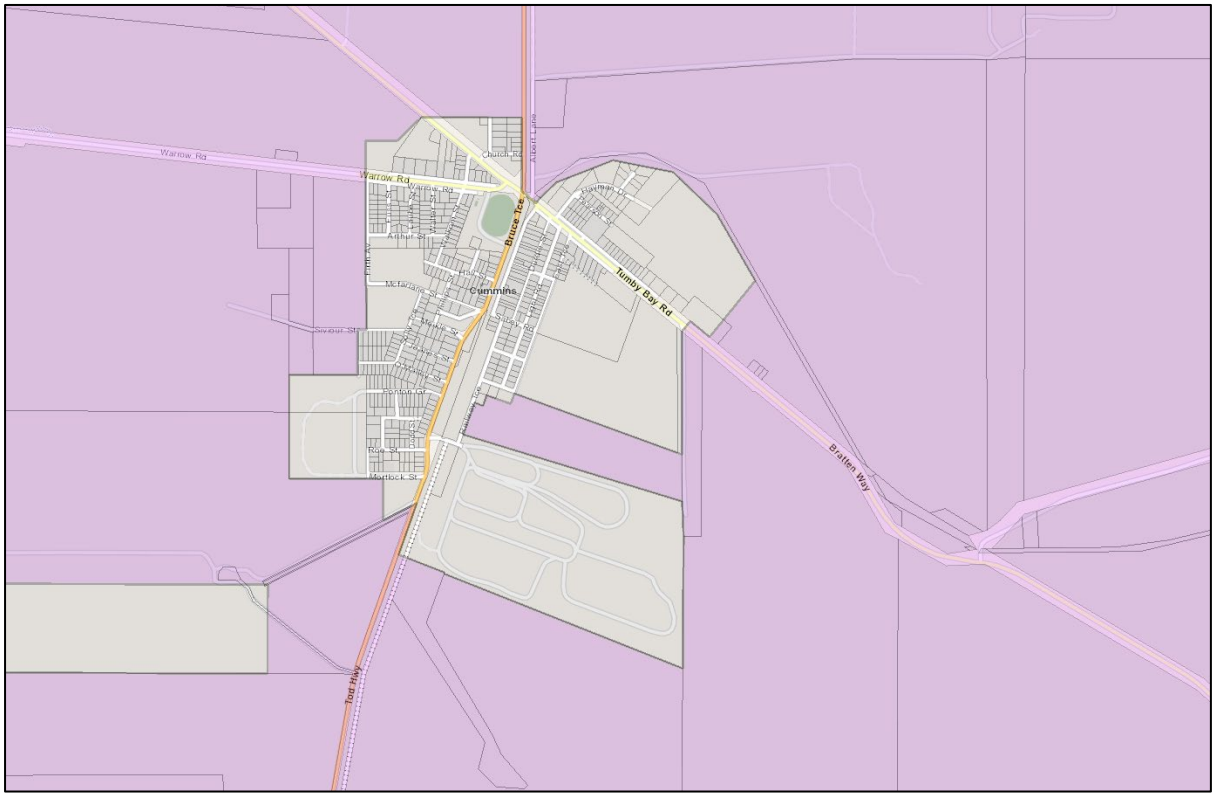
Figure 14. Key Outback and Rural Routes - Planning & Design Code Overlay



5.2.6. Dwelling Excision Overlay

The Dwelling Excision Overlay seeks to protect the viability of primary production land located in the Rural Zone surrounding the Cummins Township. This overlay effectively prevents the subdivision of land, with the exception being the excision of an existing dwelling from primary production land where doing so will not undermine the continued use of the balance allotment for primary production. This overlay creates a defined town boundary to Cummins, with any residential development on individual titles needing to be located within the township boundaries in the Neighbourhood or Township Main Street Zone. As discussed in Section 5.1 above, the Rural Zone generally supports dwellings subject to compliance with other criteria, however the application of this overlay restricts the creation of titles (and therefore transfer into separate ownership) for such dwellings.

Figure 15. Dwelling Excision Overlay Planning & Design Code



5.2.7. Native Vegetation Overlay

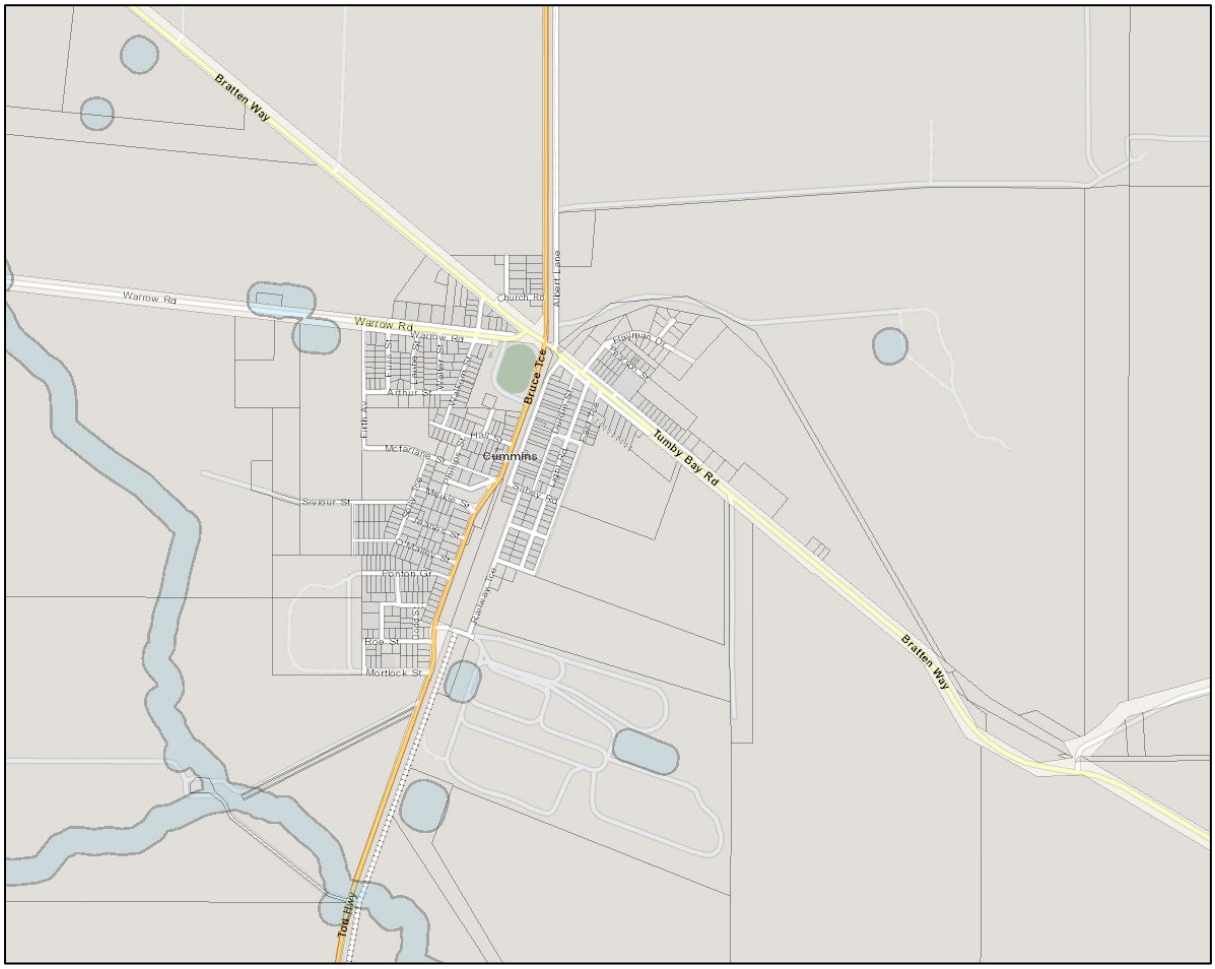
The Native Vegetation Overlay covers the entire Eyre Peninsula including Cummins and the surrounding rural areas. The purpose of this overlay is to protect, retain and restore any native vegetation such as to sustain biodiversity, threatened species and vegetation communities, fauna habitat, ecosystem services, carbon storage and amenity values. Should any native vegetation be present on a development site, this overlay would come into effect to limit development activities and land use that would have a negative impact on the identified native vegetation.

Figure 16. Native Vegetation Overlay Planning & Design Code

5.2.8. Water Resources Overlay

The Water Resources Overlay identifies areas of surface waters such as dams and natural creeks to maintain natural flow paths and assist in the management of flood and stormwater runoff. Any development that includes an identified water resource on the title, as part of the development approval process would need to confirm that the proposal would not impact on the existing watercourses and that management of any further site run-off can be managed.

Figure 17. Water Resources Overlay - Planning & Design Code



5.2.9. General Overlays that apply to all regional South Australia including:

- Hazards (Flooding – Evidence Required)

This overlay is not unique to Cummins and effectively takes a precautionary approach to mitigate potential impacts on people, property, infrastructure, and the environment from potential flood risk through appropriate siting and design of development. This requires habitable buildings, commercial and industrial buildings to set a floor level 300mm above the kerb of the primary street and or the highest point of the natural ground.

6 – COMMUNITY CONSULTATION

6. Community Consultation

As part of the development of this Master Plan document, community and stakeholder engagement was undertaken to identify a shared vision and collect diverse ideas provided by the local community and key stakeholders.

Objectives of the initial period of engagement included:

- Develop a high level of trust and confidence between Council, Consultants, and the community to engender a shared vision for Cummins.
- Share information and provide clarity with stakeholders and the public about the project.
- To create or enable community and stakeholder action in response to community or organisational challenges and/or opportunities.
- Identify the community's perspective on Cummins' current qualities, short- and long-term needs and future direction.

An engagement summary report was produced to document the feedback and information gathered during the initial engagement period (19th September to 17th October 2022) from local community members, business owners and other stakeholders. The key findings and information from this document have informed the investigation of detailed actions and outcomes incorporated in the Cummins Township Master Plan.

6.1. Key Stakeholder Engagement

During the engagement period we consulted with a range of community members, businesses, nominated representation groups, Elected Members and Council staff. Different engagement tools were used for each stakeholder group to maximise response and feedback. Advertisement methods were employed in the lead up to in person engagement activities. These methods included:

- Radio advertisement
- Newsletter article
- Social media post
- Physical posters and fact sheets at key traffic locations
- Council website

In person engagement was held on the 6th and 7th of October 2022. The engagement activities used to generate feedback and discussion, the relevant stakeholder groups and participation numbers are outlined in table 12.

Table 16. Overview of engagement activities

Engagement Activity	Date	Stakeholders	Participants
Elected Members project initiation meeting	1 August 2022	Elected Members Lower Eyre Council Mayor Council staff Lower Eyre Council CEO	11
Council staff workshop	6 October 2022	Lower Eyre Council staff	12
Business breakfast workshop	7 October 2022	Cummins District Enterprise Committee Local business owner representees	15
Community drop-in session	7 October 2022	General public/community members	15

Online survey	19 September – 17 October 2022	General public/community members	239
Kids drawing activity	19 September – 17 October 2022	-	5
Written submissions	19 September – 17 October 2022	-	4

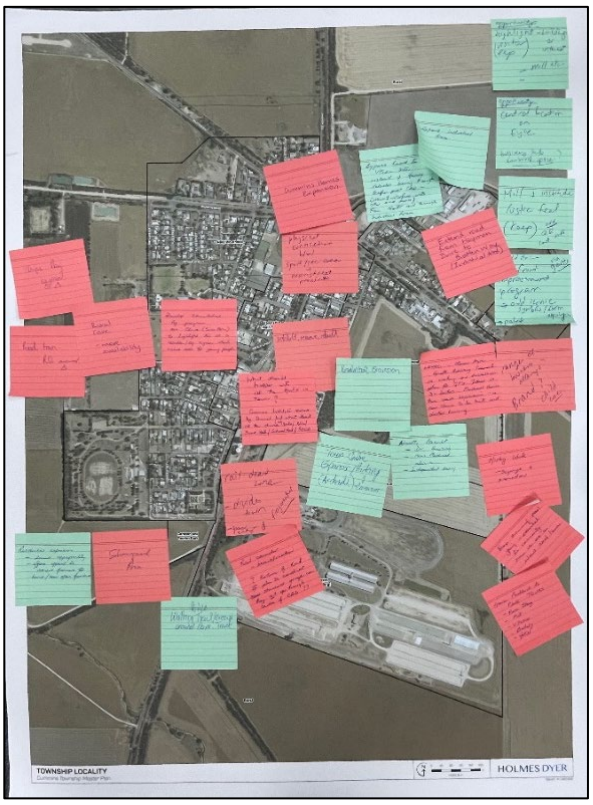
6.1.1. Workshops

In August 2022, a start-up in-person workshop with Elected Members and senior Council staff was held. Two additional workshops were held in Cummins during the 4-week community consultation period of 19 September to 17 October 2022 with broader Council staff and the town business community.

The purpose of these workshops was to:

- Identify community and stakeholders perceived and actual needs.
- Identify the major challenges and opportunities facing the township of Cummins.
- Generate ideas and feedback from stakeholders and community members regarding the future direction of the town;
- To disseminate and share information about the Cummins Township Master Plan through key town community networks and contacts to encourage attendance at the community drop-in sessions and completion of the online surveys;
- Inform stakeholders and the community about the impact of the engagement and outcome of the proposal; and
- Gather contacts and to ensure community and stakeholders are kept informed throughout the project.

The three workshops were held with Elected Members, Council Staff, and the Cummins District Enterprise Committee (CDEC) and representees from local businesses.



6.2. Drop-in Session

A community drop-in session was held on the 7th of October 2022 at the Cummins Institute, Railway Terrace. The session which ran from 11am to 2pm utilised informal engagement activities and informational material to support a range of conversations with the local Cummins community.

The aim of the drop-in session was to provide community members with an in-person opportunity to engage with the project team, understand the Master Plan and consultation process and discuss their ideas and feedback for the future of Cummins with the support of visual aids and a range of different engagement activities.

The engagement activities acted as conversation starters and simple metrics to generate and gather ideas.

The engagement activities included:

- Describe Cummins in one word – People wrote a word they felt best describe the Cummins township.
- How old will you be in 10 years? – To help community members think long term they were asked to identify what age bracket they would be in, in 10 years' time by placing a token in the corresponding jar.
- What are your ideas or concerns for Cummins? – People wrote their responses and ideas on post-it notes and placed them on a corresponding location on a plan of the Cummins Township.
- What is important to you for the future success of Cummins? – People voted with sticky dots for the three most important themes to them for the success of Cummins from a collection of 13 themes as used in the online survey.

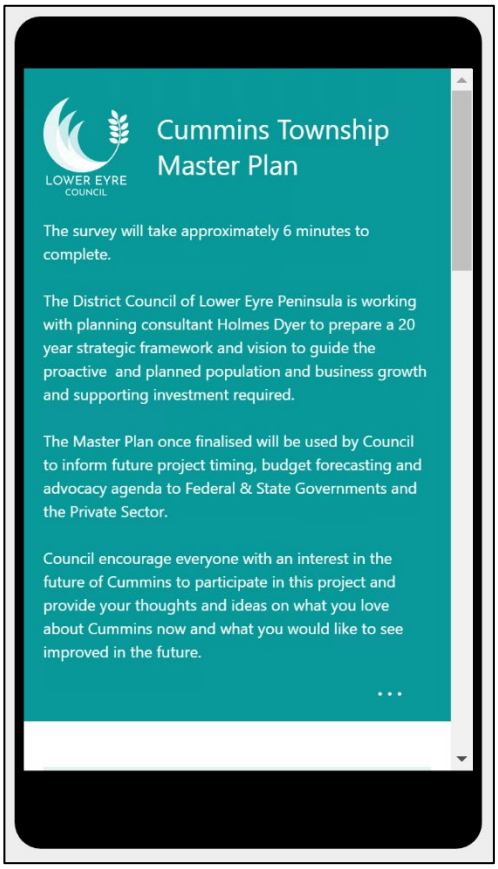
The drop-in session was promoted through the Fortnightly Focus Newsletter, social media posts via the Councils accounts, physical displays such as posters and fact sheets in some local shops, the Councils office and the Community library, several radio adverts and direct email correspondence with local community groups and business owners were also facilitated.

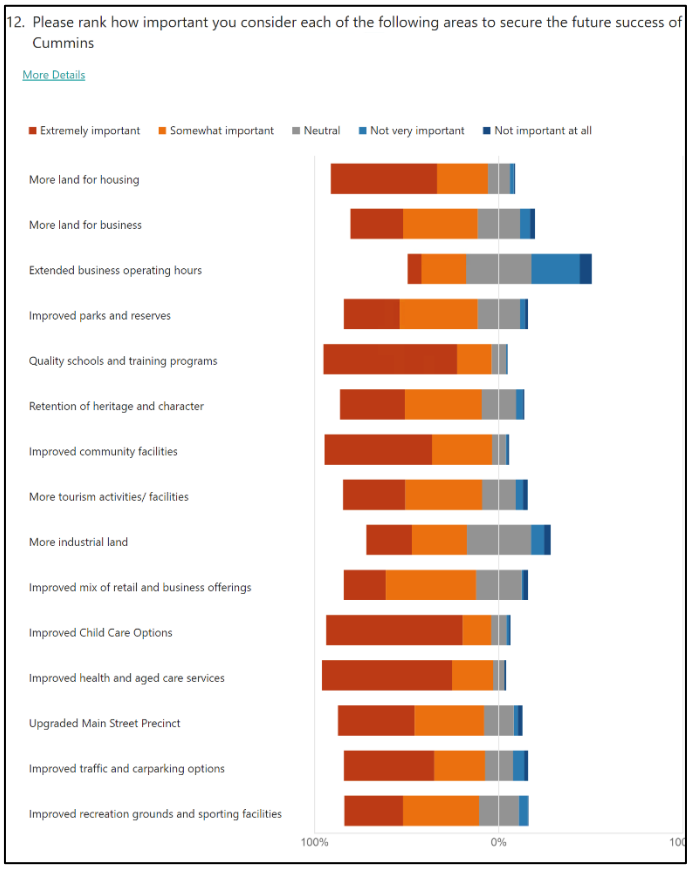
The drop-in session saw approximately 15 attendees, ranging from school children to retirees.

6.2.1. Online Survey

The Cummins Township Master Plan Survey was made available to the public online via the Council's website through a dedicated Cummins Township Master Plan landing page. The survey was advertised through similar channels as the drop-in session including newsletter articles, radio ads, social media posts, posters, fact sheets and direct email correspondence. All promotional engagement material was accompanied by a QR code that could be scanned on an individual's mobile phone and take them directly to the online survey.

The survey asked 19 questions, including several demographic questions such as age bracket, residences and gender, long answer question which gave the respondent an opportunity to share ideas and concerns with detail and a Likert scale to rate levels of importance against key topics.





6.3. Community Consultation Feedback

In analysing the outcomes of the community engagement discussed in the Engagement Summary Report, there was a significant alignment in respect to the priorities between the different stakeholder groups and community members and strong sense of community identity that positions Cummins to capitalise on the opportunities from the development of the Cummins Township Master Plan.

The Engagement Summary acknowledged the communities generally happy tone with the current approach to sporting facilities, community services, and existing plans for ongoing improvement. While investment is still required into these areas, the focus of the Master Plan would be required towards those areas of the town that do not have the same level of planning and focus to improve the community and tourism offer.

In our analysis we identified a collection of common, repeating themes that are recommended to form a key input and focus on the Cummins Township Master Plan, with short term prioritisation being aligned to these priority items. The top five repeating priorities were:

1. Delivery of a variety of new housing opportunities within Cummins, to suit a range of different community demographic groups including families and downsizers. This housing analysis should include key worker housing appropriate to attract staff to reinforce Cummins as a major service centre of the Eyre Peninsula.
2. Resolve the future of the Cummins Rail Corridor, if no longer required for freight transport, explore options within the current land ownership configuration to utilise this area for a range of community activation and beautification opportunities along the rail corridor to connect the two sides of the Cummins Township, improve the appearance and provide a tourism attractor.
3. Traffic safety, parking and management through Cummins needs to be resolved, balancing safety, business activation to identify suitable solutions to manage everyday operations and peak harvest challenges.
4. Improved health and aged care services, to support an aging population.
5. Childcare centre places to support the Cummins and surrounding areas is required, as the current services are at capacity which constrains employment opportunities.

These findings and themes can be translated into a collection of short-, medium- and long-term actions for Council, some of which will be tied to third party decisions on land ownership, grant funding availability and other decisions outside Council and the community's direct control.

The full range of engagement activities and their findings from community and stakeholder participation can be viewed in Appendix B Cummins Township Master Plan Engagement Summary.

7 – OPPORTUNITIES AND CONSTRAINTS

7. Opportunities and Constraints

7.1. SWOT TABLE

During the engagement workshops and research that has informed this master plan the following strengths, weaknesses, opportunities, and threats of the Cummins Township were identified.

Strengths

- Central service centre for education, health and community, retail and business services and facilities for the Eyre Peninsula community, providing critical services beyond that needed for the Cummins community alone.
- Established agricultural community with employment opportunities and investment in new facilities and equipment.
- Strong sense of community and community involvement.
- Cummins Area School brings regional families into the town with high quality facilities and programs.
- Hospital and allied medical facilities.
- Sporting complex and club participation and volunteerism.
- Safe and community minded population with a strong established local character and sense of ownership
- A proactive Council seeking to invest in the future of the Cummins community.
- Critical infrastructure including major road for large truck movements, highly connected to major towns across the Eyre Peninsula.
- Local Airfield.
- Affordable residential housing of good quality within a walkable planning layout.
- Central main street character of buildings with quality addresses to the street containing major retail and service offerings that is highly accessible.
- Proximity to Port Lincoln.
- Hotel and short stay accommodation including caravan park.
- Large areas of zoned undeveloped employment land suitable for commercial and industrial use exist within the township.
- Large areas of zoned, undeveloped residential land available for township growth
- Adequate land zoned for retail and commercial growth.

Weaknesses

- Reliance on third party landowners and investors to make critical future decisions on major infrastructure, i.e., rail corridor.
- Limited tourist offerings or destination drivers for visitors to spend time and money in the town, rather than simply pass through.
- Lack of housing supply for both purchases, long and short-term rentals.
- Disconnected main street separated by the abandoned rail corridor.
- Costs associated with repair and rectification of the Cummins Institute structural issues.
- Augmentation and servicing costs for new housing allotment development.
- Limitations on land and housing values.
- Pedestrian and traffic safety with the speed and volume of large vehicles travelling through Cummins, particularly during harvest season.
- Cummins Homes (Independent Living) owned by Council operate in a deficit with revenue not covering the cost of ongoing maintenance and asset renewal required over the next decade.
- The majority of vacant Strategic Employment land is in a single ownership.
- Costs associated with infrastructure delivery for land development constrain the development of industrial and residential land.
- High commercial buildings costs limit opportunities for redevelopment and renovation of existing commercial premises.

Opportunities

- The Cummins Township Master Plan could provide an opportunity to make a significant transformation of the Cummins Township over the next 20 years.
- Attract state and federal government grants and investment.
- Attract more private sector investment.
- Attract more Eyre Peninsula locals and tourists to visit Cummins.
- Build a reputation for Cummins community and Lower Eyre Council to be forward thinking and proactive to attract investment to the town.
- Expand and grow the number of permanent residents in Cummins through the provision of new housing.
- Provide housing opportunities for Cummins residents to age in place.
- Attractive location for seasonal worker accommodation to serve the surrounding region.
- State and private interest in the future of the Cummins rail corridor to bring a resolution to a close and allow for future planning.
- Council have secured significant land holdings in Cummins that enable direct intervention and investment into the provision of additional housing.
- Expansion of uses at the Cummins Showgrounds.
- Attraction of a larger number of local and regional events.
- Build and enhance further the existing community pride in Cummins by delivering on the communities' visions for the future of the town.
- Identify additional land for employment zoning to improve the competitive land supply.
- Opportunities to mitigate heavy vehicle impacts through reduced speed environments, improved main street amenity or re-routing of heavy vehicle access to outside the town.
- Reintroduction of freight rail services and/or tourism train services.

Threats

- Seasonal weather and impact on the agricultural yields and town income.
- Lack of progress on the actions identified within the Cummins Township Master Plan.
- Cost of delivery of the Cummins Township Master Plan
- Lack of resources to deliver the Cummins Township Master Plan.
- Delay in long term ownership/access decisions around the Cummins Railway Corridor.
- Caravan Park ownership confirmation for ongoing management and growth.
- Investment in the Cummins Township Master Plan being questioned as investment will not benefit the entire Lower Eyre Council rate payer base.
- Impact of heavy vehicles on the safety and amenity of Cummins main street.
- Loss of economic activity arising from a possible rerouting of heavy vehicle movements.

8 – CUMMINS TOWNSHIP MASTER PLAN

8. Cummins Township Master Plan

8.1. Open Space

Cummins is well serviced with open space, with a range of both active recreation and passive parks and reserves that contain a range of infrastructure. These passive and active recreation spaces are managed with a level of maintenance that demonstrates that both Council and the community have invested funding and volunteer resourcing into these spaces over recent years. The Cummins Township Master Plan seeks to continue to reinforce the ongoing need to invest in a variety of passive and active open space offerings across the town to support township amenity and lifestyle offerings for residents, workers, and tourists.

The Cummins Township Master Plan has considered the open space supply and distribution against the future growth potential predicted to occur in Cummins to determine if appropriate open space land holdings of a size and distribution are currently available to support planned future population growth.

Further, the Master Plan investigations seek to identify any areas of surplus open space, where reserve land could be considered for potential re-purpose for a higher and better use, that could assist to promote broader objectives of the Cummins Township Master Plan including but not limited to delivery of additional accommodation (tourism and housing) and broader tourism and community infrastructure and facilities where there is a demonstrated demand.

8.1.1. Usable Open Space Supply

The standard approach to open space provision varies across Australia from a 'percentage of land area' as occurs in South Australia to a 'hectares per 1,000 people' calculation. Across Australia, the hectares per 1,000 people calculations vary from 2.83 hectares in New South Wales (although generally this does not include natural areas or stormwater) up to 4 hectares per 1,000 people in Queensland.

Generally, South Australia's standard of 12.5% provide some of the highest per-capita open space provisions of any state in Australia, with provision of reserve land enforced under the planning and development system at a land division stage. For smaller land divisions applicants pay an open space contribution fee based on the number of allotments being created, with the fee adjusted annually as set by regulation. This land division approach can sometimes result in Council's receiving a number of small open space parcels rather than a consolidated larger central reserve. Sometimes these small parcels may prove to be surplus to need, especially where located in close proximity to larger recreation or school areas of public open space, where consolidation of open space and infrastructure is preferred.

In rural and semi-rural towns, open space is closely linked to sport and recreation facilities and education provider ovals which often have a significant influence in country life. These types of multi-purpose public realm environments cater for a wide variety of uses that bring the community together in clusters of activity which allows multiple family members to participate in a range of activities within a single location i.e., organised sport training and informal playground access co-located within a single space.

Townships will typically have a mix of:

- Physical Open Space being open areas on community owned government land or road reserve land that include ancillary open space such as linear trails, stormwater basins, revegetation corridors and walking /cycling links. Physical open space areas may not always be maintained or improved to the same asset standard as usable open space areas.
- Usable Open Space being usable areas of formal Council maintained parks, recreation reserves, ovals and playgrounds that is typically within the care and control of Council for recreation and community use. In a situation such as Cummins, the calculation of usable open space could be argued to include school ovals and playground equipment where community access is freely provided outside of core school hours.

The current usable open space supply in Cummins is broken down in the table below, noting that the approximate reserve areas were calculated manually from the SA Property and Planning Atlas, and may vary slightly from actual

title boundary measurements. For the level of accuracy required for this exercise this approach is not considered to impact on the recommendations for open space as set out in this Cummins Township Master Plan Report.

Table 17. Usable Open Space Ownership & Development Status Summary Table

Open Space Location	Usable Open Space	Ownership	Development Status
Cummins Memorial Recreation Centre	6.035ha	Community	Developed with a range of active and passive recreation facilities including a full-size oval, clubrooms, swimming pool, bowls greens, gymnastic clubs, indoor courts, playgrounds, skate park.
Cummins Railway Triangle	6443m2	Council	District Park, with a collection of facilities including irrigated lawn area, playground, open space, toilets, partially fenced.
7 Hall Street	937m2	Council	Undeveloped reserve, with underground stormwater infrastructure
Laube Street	1841m2	Council	Undeveloped reserve
Dodd Street	3099m2	Council	Undeveloped reserve
East Cummins Residential Development	4700m2	Council	Future reserve, land secured via land division
Cummins Area School	2.5ha (Excluded from Usable Open Space Calculations but recorded for context)	Education Department	School ovals and green space, with playgrounds accessible to the community outside school hours
Cummins Showgrounds	16.45ha (Excluded from Usable Open Space Calculations but recorded for context)	Cummins Show Society	Arena, non-irrigated open space, trails network and community fitness stations

Open Space Strategies developed by Regional Development Australia organisations across South Australia that contain a mix of rural and peri-urban communities have set a benchmark for the provision of 9 hectares of usable open space per 1000 residents as a relevant benchmark that reflects the dispersed community character preferred by residents who have chosen to live within rural locations. This figure is effectively double a typical a metropolitan city open space provision example (Barossa, Light and Lower North Region – Open Space, Recreation and Public Realm Strategy September 2013 – RDA).

This benchmark is seen as a very conservative benchmark and that a figure between 4 and 9 hectares / 1,000 residents is considered applicable to the Cummins context. Using these calculations, the required forecast usable open space provision in Cummins is set out in the table below.

Table 18. Open Space Benchmark Analysis (Excess/Deficit)

Township	Usable Open Space Area In Council Ownership	Population	HA of Open Space per 1000
Current Cummins Community 2021	7.737ha	981	7.89 ha per 1000 residents
Current Cummins Community 2021 (excluding undeveloped reserves)	7.149ha	981	7.29 ha per 1000 residents
Forecast Cummins Community 2036	7.735ha	1073	7.21 ha per 1000 residents
RDA Rural Best Practice Benchmark			9 ha per 1000 residents
Queensland Open Space Benchmark			4 ha per 1000 residents

This demonstrative forecast table indicates that Cummins has significant open space available to support a growing community, with both the Cummins Area School and Cummins Showgrounds, while not in Council ownership, providing substantial usable open space areas in addition to the Council controlled sites. If these additional sites were included over 26 hectares of open space per 1000 residents is available within Cummins.

It is noted that the forecast calculation for 2036 does not include the broader network of open space that is used for walking/cycling trails and only includes the reserve proposed as part of Council's residential land subdivision proposal and a small area within the central open space area that may be created within the rail corridor as discussed as part of the Cummins Township Master Plan in Section 8.4. It assumes continuing population growth at a rate of 0.6% p.a. and the development of the surplus reserve lots (Hall, Laube and Dodd Streets) for residential purposes.

As evidenced in this analysis, the Cummins community is well served with usable open space for both the current and future population growth and has a significant excess of open space when compared against best practice benchmarks.

As a result, it is recommended that the undeveloped reserves of Hall, Laube and Dodd Street identified in Table 2 are considered for alternate use, where not required for stormwater. Alternate uses could include exploration of opportunities to deliver residential allotments in the short to medium term to meet the housing supply demand discussed in the 8.2 housing section of this report.

In making this recommendation, we note that Hall Street has underground stormwater infrastructure which will limit development potential and sale for permanent fixed properties, but alternate uses to open space could be explored for this site. Even should this recommendation be adopted across the undeveloped reserves Cummins would retain more than 7.2ha of open space per 1000 residents, without consideration of a range of informal open spaces (such as the school, the Showground, and most of the central rail reserve area).

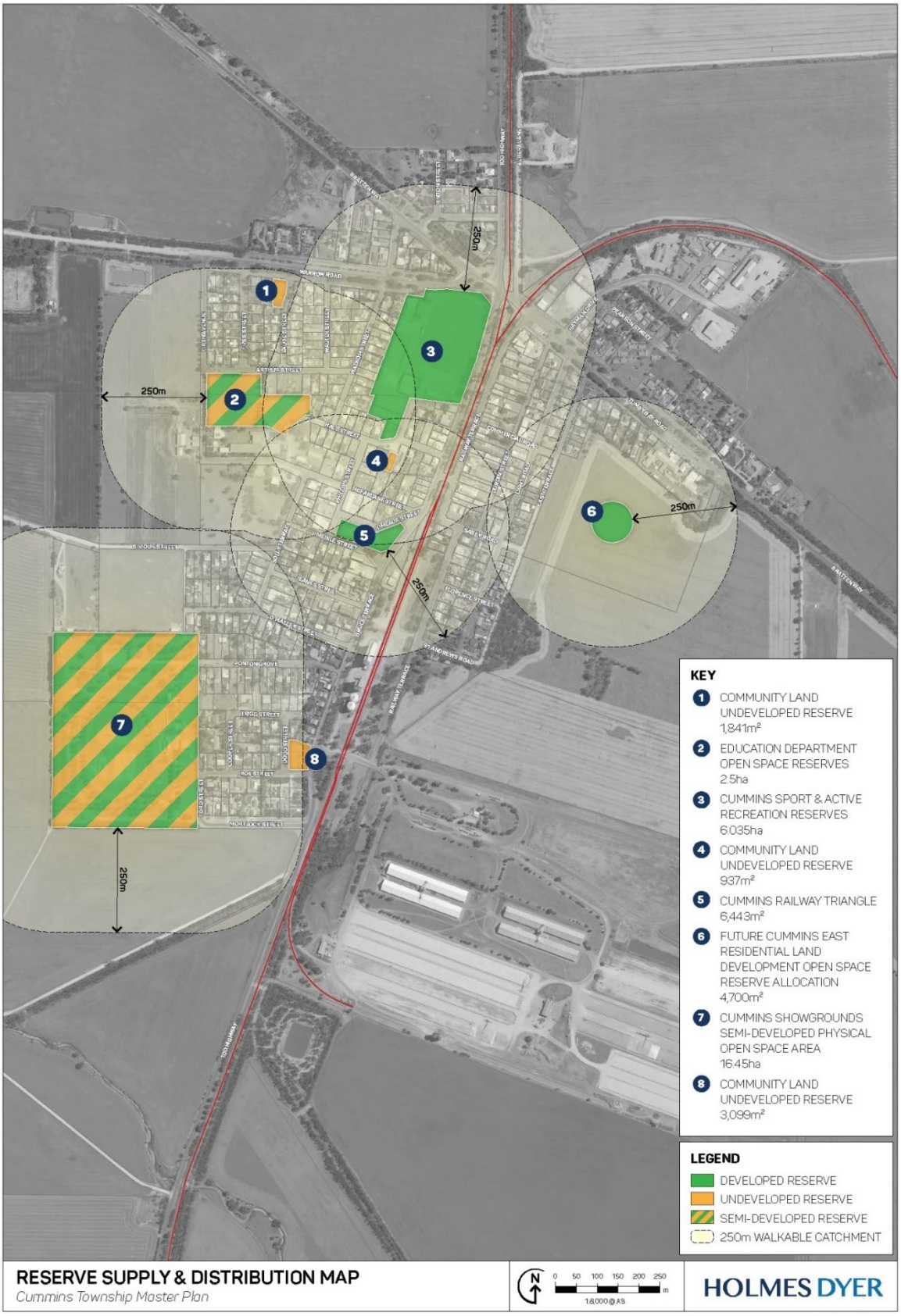
8.1.2. Usable Open Space Distribution

Total amount of open space as discussed in the above section is only one factor for consideration; the other is the equitable distribution of usable open space, including wherever possible, the provision of a park or recreation space of at least 2500m2 within 250 metres of most dwellings. This distribution is typically considered best practice, although many regions use a walking catchment of double this distance as more commonly accepted standard, that provides open space within 500m of every home (Barossa, Light and Lower North Region – Open Space, Recreation and Public Realm Strategy September 2013 – RDA).

The plan on the following page represents the distribution of open space for the Cummins Township. A 250m access circle has been overlaid over the Cummins Reserve Distribution Plan, which indicates that with the inclusion of a reserve as part of the eastern residential project planned by Council, that most residents are within this conservative 250m walking catchment.

There is a small community in the north/eastern section of Cummins north of Tumby Bay Road that is outside this best practice catchment, however the reserve in the eastern residential development, if connected to Tumby Bay Road with dedicated footpaths and a pedestrian crossing point would provide a usable open space option for these residents in the future. The *Cummins Homes* housing development has an open space area present within the title that is considered to provide an option for these special needs residents, who may have some limitations on their mobility.

Figure 18. Reserve Supply and Distribution



8.1.3. Usable Open Space Hierarchy & Maintenance

The size and distribution of open space areas managed by Lower Eyre Council needs to be balanced with the asset and maintenance service levels of each of the reserve.

Consolidating focus in larger district reserve areas distributed across the town, will maximise the quality of the outcome able to be delivered and the benefit to the community, in preference to spreading the focus across too large an area, creating multiple undeveloped or underdeveloped reserves that incur ongoing maintenance costs and responsibilities. There are currently several underutilised reserves that have been identified within the township that could be considered for alternative uses, to support open space consolidation and the prioritisation of maintenance costs. These locations include 7 Hall Street, Laube Street Reserve and Dodd Street Reserve. Further investigations would be required before any reserve or physical open space land was to transitions to an alternative use.

It is recommended that a hierarchy reserve plan for Cummins should be developed to forward plan the best configuration of open space infrastructure and investment into the passive and active recreation assets that could be delivered over the timeframe of the Cummins Master Plan. An open space hierarchy plan should specifically consider the playground hierarchy to ensure a mix of playgrounds that suit a variety of ages is provided across the town, providing a variety of experiences but reducing the risk of duplication.

8.1.4. Physical Open Space Walking Paths / Trails

The equity of access to open space is contributed by the safety and amenity of the connecting footpaths, and cycle ways between the usable open space areas and key town destinations including the main street, school, and Cummins Memorial Recreation Centre. Ensuring these connections are in place should be a primary focus in prioritising a footpath delivery program as an early priority. As an initial step in producing a footpath delivery program, foot traffic data and pathway usage patterns could be recorded to determine the highest priority routes and destinations.

The pedestrian (and cycle) connections identified on the accompanying Pedestrian Connectivity Plan essentially propose a series of east-west and north-south connections that provide linkages to key community, recreation, education, health, and commercial destinations.

The priority linkages are the north-south link along Bruce Terrace, from the Caravan Park in the south to the main sports complex in the north, while the key east-west links connect the school and library to Bruce Terrace / Railway Terrace and the residential area to the east and to the Hospital on Tumby Bay Road.

The secondary linkages provide further connectivity for residential areas to the school and recreation facilities and to the Cummins Showgrounds.

Future connections through the proposed Council subdivision area east of town could link to a future major reserve and through to the Hospital.

The possible walking trail along the railway corridor will be subject to future decisions regarding its operation, ownership, and management, but ideally, this could provide a high interest environment that provides for exercise and recreation along its length.

Figure 19. *Pedestrian Connectivity Plan*

8.1.5. Open Space Recommendations for the Cummins Township Master Plan Implementation Plan

From the analysis above, the following recommendations are identified for the Cummins Township Master Plan, that are reflected in the Implementation Plan.

OS.1 Investigate the removal of the community land classification over the undeveloped reserve land located at Hall, Laube and Dodd Street, considered excess to open space need and explore alternate uses that could include residential development.

OS.2 Prioritise the footpath connections between usable open space reserves as part of the Cummins footpath program to ensure equitable delivery of open space.

OS.3 Prepare a reserve hierarchy plan for Cummins, to plan for future new active and passive recreation asset or existing asset renewal and the associated maintenance program and operating budgets.

OS.4 Investigate opportunities for alternate uses for 7 Hall Street (vacant land at the head of the junction of Hall Street and Slaters Court), considerate of the stormwater infrastructure on the site.

OS.5 Instigate an accelerated program of street tree planting, vegetated pedestrian links and increased tree canopy.

8.2. Housing

Suitable quantity and quality of housing to meet the demographic characteristics, housing aspirations and support the attraction and retention of employees is critical for Cummins' economic future. Housing challenges in Cummins need to be understood in the context of broader housing trends and policy settings, as well as in the context of the unique challenges of the Lower Eyre regional housing market.

Housing challenges are not new to Cummins and Lower Eyre Council has undertaken a range of initiatives over the last 15 years seeking to incentivise and attract more residential housing to Cummins with varying success, previous initiatives have included;

- In 2015, Council rezoned approximately 39 hectares of land on the eastern side of Cummins between Viterra operations to the south and the hospital to the north with the intent to develop this land for residential purposes. Council has subsequently purchased 11 hectares of this rezoned land at a rural cost per hectare for the strategic purpose to directly intervene to catalyse and bring forward the development of the site for residential housing to overcome the market failure. Council applications for grant funding to support the investment into infrastructure required for this residential development has to date not being successful.

Both the market analysis set out within Section 4, considered in balance with the feedback provided through both the community and stakeholder consultation, reinforces that Lower Eyre Council's objectives to initiate additional serviced residential allotments and bring new housing to market is critical to support the future growth of Cummins. As a result, this goal remains a critical priority focus for the Cummins Township Master Plan.

This local identified Cummins housing gap is being compounded by broader macro-economic and social forces impacting housing availability and affordability in Australia including household incomes that are not keeping up with inflationary pressures, rising interest rates, lack of rental housing availability, housing price increases, including in the regions, experienced during the Covid-19 pandemic and the associated cost increase impacts that the pandemic generated through building material supply and contractor shortages which drove up price increases in new housing/extensions and a reduction in overall available supply.

8.2.1. Housing Supply Survey Findings Review

The Cummins & District Enterprise Committee undertook a Housing Survey involving both business owners and the general public in April-May 2021. Given the currency and relevance of this data, the outcomes of this survey were considered as part of developing the Cummins Township Master Plan housing recommendations. The key findings that were identified from the housing supply survey were:

- 57.14% (12 business owners) believe that attraction of quality employees is restricted due to the lack of local housing options, specifically rental accommodation.

- 11 respondents indicated that they would have a genuine interest in purchasing residential land if a new subdivision was provided in Cummins.
- 47% of general public respondents identified that it was very difficult to extremely difficult to find accommodation rental/housing in Cummins.

One respondent identified that there is no downsize retirement options available in Cummins for aging community members to live. There is a shortage of low maintenance, well located homes to fill the gap between full size family homes on 1000m2 blocks typical for Cummins and the small 1–2-bedroom Cummins Home Units owned and managed by Lower Eyre Council that are reserved for retirement living.

8.2.2. Affordable Housing

The extent of the housing affordability challenge facing Australia, has been recognised across all arms of government with a raft of grant stimulus and funding initiatives announced that are seeking to make a significant contribution towards the delivery of increased volumes of affordable, community and social housing stock in the next five years both in metropolitan and regional settings. It should be anticipated that some of these affordable housing initiatives may provide an opportunity for Cummins and the Lower Eyre Council to attract grant funding, and/or government support and advocacy that may contribute towards the delivery of improved housing within Cummins across the timeframe of this Master Plan.

While many of these government affordable and social housing initiatives are not yet fully scoped or are subject to ratification by Federal Parliament, the information available within the public domain is set out below. This will be a rapidly changing environment and as a result it is strongly recommended that the Lower Eyre Council actively monitor this area for new opportunities across the early years of the Cummins Township Master Plan and retain a degree of flexibility in respect to project timing to enable opportunities to be captured as they may arise.

- The Commonwealth Housing Accord is an agreement signed between government representatives (Federal, State & Local), construction sector /builders and investors (importantly including institutional investors such as superannuation funds), seeking to bring these groups together to connect well located land with funding availability in partnership to address the supply and affordability of housing. While it is too early to judge what will be achieved by this accord, this cross government/ industry/ investor focus on affordable housing coordination is new and it is hoped will provide improved coordination and reduced barriers to meet the aspirational target of building one million new, well-located homes over five years.
- The Australian Local Government Association were a signatory to the accord, agreeing to work with State and Federal Governments to advocate for Australian Council's to support the delivery of social and affordable housing. Lower Eyre Council has the potential to offer immediate land opportunities for the delivery of affordable, energy efficient homes to a standard of at least 7 stars, which may open up advocacy opportunities with the ALGA and supporting funding and partnership opportunity attraction to Cummins.
- Expansion of the Federal Government Regional First Home Buyer Support Scheme will help 10,000 first home buyers a year in regional Australia to buy a home, with the federal government guaranteeing up to 15% to allow purchasers who meet set criteria to purchase a home with a 5% deposit to avoid paying mortgage insurance that can save purchasers up to $32,000.
- State government has established a Housing Infrastructure Planning and Development Unit (HIPDU) to help drive residential developments and coordinate infrastructure investment. This initiative is part of the South Australian Government's $965 million *Better Housing Future plan*. The Plan will also provide more new houses in the regions and greater support for regional communities to pursue housing projects that meet their needs. Engaging the HIPDU to facilitate a cross-government approach to infrastructure planning in Cummins could assist in the delivery of affordable housing.
- A new Office for Regional Housing has been created within Renewal SA to tackle the unique housing challenges facing regional South Australia by, facilitating the development of new key worker rental housing in regional South Australia through the Regional Key Worker Housing Scheme; and supporting the planning and implementation of housing projects through advice and assistance. The Office will, where possible, help to facilitate housing projects identified by local governments, regional employers, the development industry and other peak bodies that provide strategic affordable and key worker housing in the regions.

8.2.2.1. Strategic Alignment - Local Affordable Housing Plan (LAHP)

In June 2022, the Government of South Australia, through the SA Housing Authority, released the Local Affordable Housing Plan Toolkit to support local governments to prepare a locally aligned affordable housing plan to support improved quality and quantity of affordable housing delivery. While development of a LAHP is not currently mandatory, it is being encouraged as a way of demonstrating strategic alignment necessary for strategic planning and some grant funding.

A range of benefits were identified by State Government encouraging Local Governments to develop a Local Affordable Housing Plan including:

- Increased population diversity within the municipality.
- Higher workforce productivity.
- Better access to local services for households.
- Improved collaboration with State Government agencies.
- Improved strategic alignment.
- Reduction of housing stress and associated impacts.

Planning and Land Use Services (PLUS) have confirmed that information and data developed for the LAHP's may be used for Regional Planning process to be completed in 2023.

The content and evidence-based investigations set out within the Cummins Township Master Plan would provide the majority of the input for the Cummins area contribution towards a Lower Eyre Council Local Affordable Housing Plan, should Lower Eyre Council choose to develop one. It is anticipated that having this document may assist with attracting State Government support and grant funding in the future.

8.2.3. Independent Living (Cummins Homes)

Council owns 16 independent living units in Cummins that partially support the aged care needs of the Cummins community. The facility is made up of 15 (1-bedroom units) and 1 (2-bedroom unit) and are set on a shared landscape and driveway site north of Tumby Bay Road. The units are independent living and not assisted living arrangements. Over the last decade Council has progressively updated both the bathrooms and kitchens with all works completed in 2019.

While the Cummins Homes Independent Living Units operate in a cash surplus, the return from rent does not fully cover the depreciation costs and replacement of the units when they reach the end of their useful life. Primarily this service offering is provided by Lower Eyre Council in the absence of alternate commercial operations to meet the needs of the aging population of Cummins.

The Cummins Homes independent living dwellings are very small, and the community and stakeholder engagement undertaken to inform this Master Plan identified that there is a gap for older residents of Cummins who are seeking to move off a large rural property or 1000m2 town block into a smaller 2–3-bedroom house that is more manageable in respect to maintenance but offers more space and private amenity than is available within the Cummins Homes units. The Cummins Homes site has sufficient space to expand its dwelling numbers and introduce this mid-size housing product for aging residents. Given the growth in aging population numbers and the support shown by the community for included number of residential units, this is worthy of more detailed consideration.

8.2.4. Residential Zoned Land

The Cummins Township Master Plan analysis of the residential zoning in the town found that there is sufficient residential zoned land within Cummins to accommodate forecast demand over a number of years. However, much of this existing land capacity is not 'development ready' with infrastructure investment and augmentation costs restricting the delivery of developable housing allotments into the market.

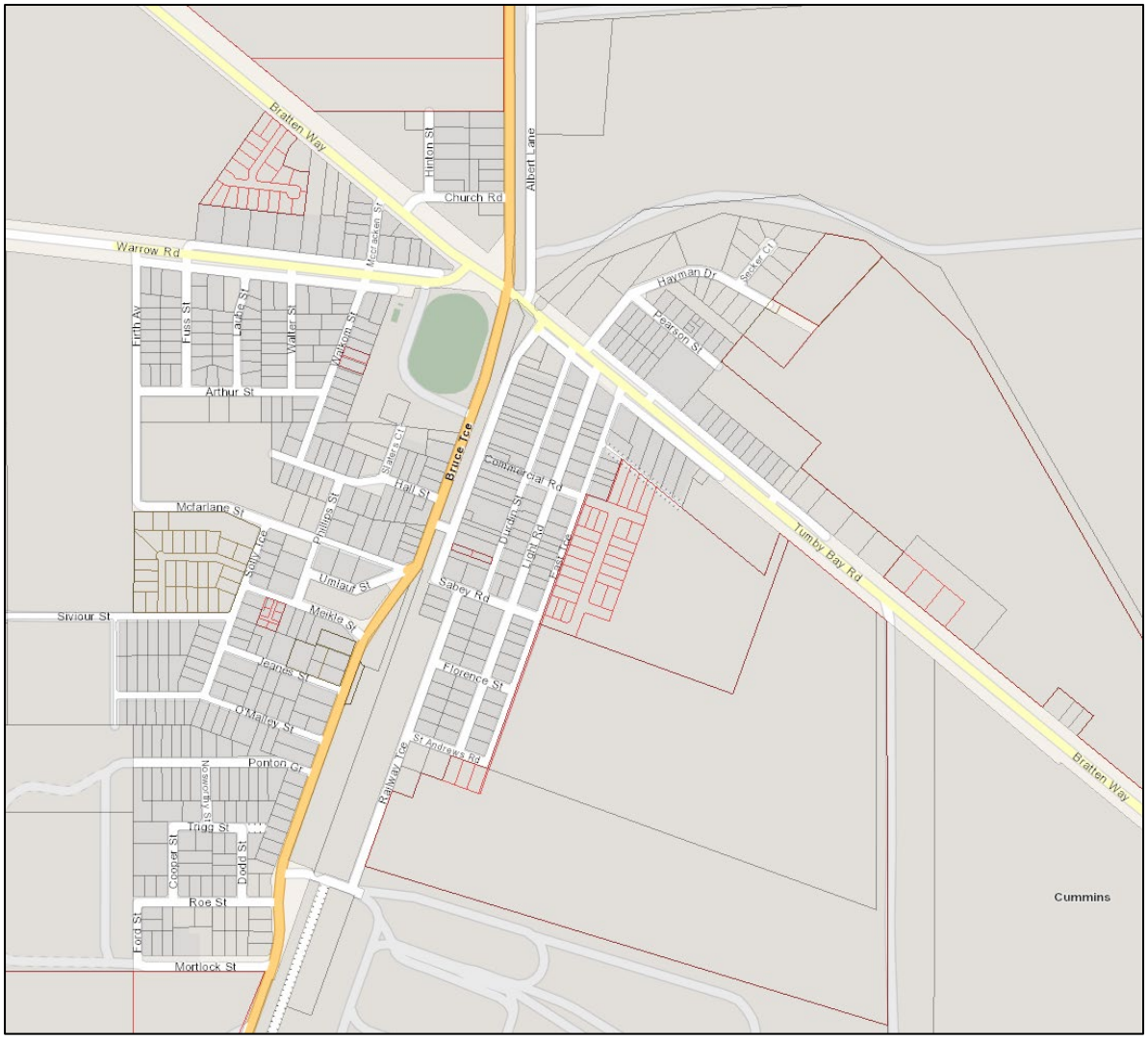
The costs involved in service upgrade and augmentation, in comparison to the land value and associated risks of variable market demand and reduced sales volumes that affect regional locations has resulted in zoned land with land division approvals in place not being brought to market across the last 15 years.

Representative of this challenge, the following multiple allotment sites, received land division approval summarised below, but have not progressed to development:

- 21 lot residential subdivision off Bratten Way (2010)
- 30 lot residential subdivision – Cummins Area School Mcfarlane Street (2014)
- 3 lot subdivision off St Andrews Road (2007)
- Community Title Unit Development at Meikle Street (2006)
- 25 lot Stage 1 – Cummins East Residential Project by LEP Council (2021) – total development c. 80 lots.

With specific regard to the Council land division proposal, we believe that there may be a strategy by which a small number of lots can be delivered without triggering major infrastructure works and thereby created at a price which meets the market and minimises the market risk to Council. This should be tested by undertaking a review of the concept, how a smaller number of lots can be delivered in an initial stage, costing of infrastructure, including negotiations with service providers for that reduced stage, review of market demand and values obtainable and preparation of a feasibility for the proposed development.

Figure 20. Approved Land Division Proposal - Not proceeded with to date (SAPPA)



While not delivered, the proposed subdivision layouts identify that the proposals continue to be dominated by large, detached dwellings on 1000m2 plus allotments, despite the demographic changes and un-met housing need for a component of new housing to be smaller, accessible, easy to maintain and in close proximity to the community services available within Cummins for temporary worker housing, affordable rental/purchase and to provide a housing option for downsizers to support an aging population to age in place bridging the gap between a 1000m2 housing allotment and the aged care accommodation single bed units available at Cummins Homes.

While the 1000m2 block should remain predominant, there is an opportunity for Lower Eyre Council to provide and alternate smaller option and test the market depth of this product for convenience, affordability, and maintenance as part of the Cummins East Residential project.

8.2.5. Council Intervention in Residential Opportunities

It is clear from the analysis above, that securing the provision of additional housing for the Cummins community remains a key focus for the Cummins Township Master Plan. The housing need in Cummins, previously identified by Lower Eyre Council, will remain a key focus across the delivery timeline of the Cummins Township Master Plan. It is likely that Council will need to play a direct interventionist role to bring additional housing to market in the short to medium term.

While housing or property development is not a typical or legislated role of Local Government, Councils across Australia have been delivering property development activities to return revenue to Council and/or address market failure for decades. While there are many examples of this property delivery activity, it is important in a local government setting to manage delivery risk that is embedded within market driven activities such as property development. These risks can be mitigated through;

- Seeking advice from development professionals relating to subdivision design, sales, and marketing expertise.
- Engaging probity advisors to oversee any sales or approaches to market to ensure transparency and documentation meets that required by the Local Government Act.
- Seeking to mitigate risks through pre-qualifying through registrations of interest and reducing the size of early stages to build momentum and confidence in the level of market interest while mitigating the financial exposure to Council.

The Cummins East Residential site provides an important opportunity for Council to deliver new housing opportunities for Cummins, however from the investigations to date there are significant infrastructure and augmentation costs required that impact the feasibility of the overall project. Noting the interest in broader affordable housing delivery outlined within Section 8.2.1, there may be funding grant opportunities that could be explored across the next few years to mitigate some of the upfront infrastructure costs and bring the early project stage to market. Alternatively, there may be an opportunity to develop a smaller number of lots in a first stage that does not trigger expensive headworks costs.

Until this feasibility can be resolved, the Cummins Township Master Plan has identified some other low risk housing opportunities that could be considered by Lower Eyre Council to bring new housing opportunities to market in the short term, that could also assist to test the depth of the residential market and underpin confidence in a larger stage of the Cummins East Residential land holdings in the medium term.

There are three undeveloped reserve sites, that were identified in Section 8.1.1 as surplus to need, and these sites are already titled with the majority of servicing in place across 7 Hall, Laube and Dodd Street Reserve. While the community land classification will need to be removed from these land holdings, the release of this land to market could bring four or more residential allotments to market within the short term, at a relatively low cost to Council. Given the land is already in Council ownership, any profit from the sale could be used to underpin the feasibility and reduce the risk of commencing the Stage 1 delivery of the Cummins East Residential project. Further, it can also test the market appetite for new allotments in that larger project.

8.2.6. Housing Recommendations for the Cummins Township Master Plan Implementation Plan

From the analysis above, the following recommendations are identified for the Cummins Township Master Plan, that are reflected in the Implementation Plan.

H.1 Investigate the removal of the community land classification over the undeveloped reserve land located at 7 Hall (vacant land at the head of the junction of Hall Street and Slaters Court), Laube and Dodd Street,

considered excess to open space need and explore alternate uses that could include residential development to deliver short term housing opportunities to meet identified current demand. Residential development could include smaller housing options and seasonal worker accommodation as well as traditional land division.

H.2 Use the content set out within the Cummins Township Master Plan, to prepare a Local Affordable Housing Plan (LAHP) to demonstrate strategic alignment and improve the collaboration with State government agencies and likelihood of attracting policy support and funding initiatives.

H.3 Provide a feasibility and risk analysis of the Cummins East Residential Project as a basis upon which Council can determine whether to develop the land, seek grant funding and / or dispose of the land, including undertaking a review to determine the viability of a revised concept with a smaller first stage which avoids major up-front headworks costs.

H.4 Investigate the viability of expanding the independent living options at Cummins Homes or elsewhere on the Cummins East Residential Project site to deliver a 2–3-bedroom housing product for the expanding aging population of Cummins.

8.3. Cummins Institute, Community & Tourism Infrastructure

8.3.1. Cummins Institute

The Cummins Institute is a large institutional building located at 32 Railway Terrace. The building is currently managed by the Cummins & District Enterprise Committee (CDEC) and occasionally used for cultural activities. The land is currently held as a reserve.

The Cummins Institute was constructed in 1936 and presents significant challenges for Council in respect to the asset standard of the current facility, the structural and upgrade work required to bring the building up to contemporary standards, the insurance costs and ongoing maintenance. Given these significant costs, a decision will be required to be made by Council in respect to the value able to be returned by this significant investment into the current facility versus the broader community benefit that may be able to be returned should a contemporary fit for purpose facility be constructed as a replacement, that would achieve broader utilisation, shared use, and operational savings.

The Management Plan for Community Land, developed in 2015 by Council, identified the need for gradual upgrade and repair of the building to reflect its cultural significance. The plan further identified management objectives that would allow for the building to be used by community groups, host civic events and public conveniences to service Railway Terrace's commercial area during the day.

In 2018, Cassurina Connections was engaged to undertake a review of the management structure and current use of the Cummins Institute. The brief also included an examination with the community of whether there were any new or increased funding opportunities that may be of assistance in contributing towards the Institutes future structural maintenance.

The report received from the consultants highlights the myriad of community uses occurring in the Institute, abet somewhat infrequent. Uses ranged from weekly craft groups to annual Country Arts performances. The report also provides a 'wish list' of internal / cosmetic fit outs that users would like to see undertaken.

Through the community meeting and survey results, there is little doubt that the community gathering space is highly valued by a portion of the community, however, with the exception of the uniqueness of space offered by the main hall of the building, no particular attachment was noted towards the preservation of the building in its current form.

The report listed current and past uses of the Institute. The list is many and varied and is included in Appendix C.

Furthermore, the report identified a range of potential additional uses for the Institute, including:

- Youth (after school)
  - Pool Tables / Table Tennis tables
- Specific parties – small groups

- Photographer
- History display / museum
- Performances
- Art works / classes / sales
- Tourist centre – local products for sale
- Consulting rooms – allied health services

Few of the past uses, existing occupants or proposed uses provide a revenue stream that is likely to approach commercial viability. Indeed, the financial evaluation preferred by Cassurina Connections suggests annual income levels that might offset annual operational expenses, but only with assistance from grant monies and Council's direct financial support, including covering of annual insurance costs. Moreover, no allowance for capital works and essential structural upgrades are considered in this budget.

As of January 2019, Council insured the Institute for a replacement value of $3.45 million and contents of $139,000 with insurance costing $11,000 per annum.

Over the previous 20 years, Council provided funding for capital upgrades and improvements to the Institute of $136,500 and had $80,000 in the 2019/20 budget for structural repairs. It is also noted that the CDEC have contributed towards repairs (such as roofing) in the past.

Based upon the Manager Corporate Services report to Council on 18 January 2019, Council should have $80,800 per annum available for works on the Institute Building (based upon Council's "Asset Sustainability Methodology"). While Council will always have competing priorities for access to funds, the application of this level of funding over a period of years could undoubtedly see the Institute restored to a fully functioning community asset.

Currently, Council is responsible for any structural repairs, the cleaning of public toilets and legislated inspections (fire safety building inspections, first aid and fire extinguishers) at the Institute. The Cummins & District Enterprise Committee (CDEC) through their Cummins Hall Committee manage the day-to-day operations, pay the electricity, and water accounts, and receive the hire fees. The CDEC Hall Committee also invest the majority of the income derived from hire fees into improvements at the hall, either cosmetic or for the assistance and comfort of various user groups (such as air conditioning, chairs, tables, kitchen supplies, etc).

The Cassurina report notes community support for a management board for the future management of the Institute. It proposes that this could consist of Elected Members, Staff, CDEC Hall Committee members and other interested parties as well as inviting paid representatives.

A further option, not noted in the report, would be the establishment of a Section 41 committee of Council (similar to the Cummins Homes Committee) which, if established under S41 legislation, would have any function / power or limitation that Council deems appropriate. A potential risk with having what is effectively a sub-committee of Council would be the possibility that community involvement may wain and eventually all operational activities be undertaken by Council staff.

Alternative options noted in the Cassurina report included a rating levy on the ratepayers of Cummins as a contribution towards the Institute, either indefinitely or for a set period of time, similar to what other Councils have in place for key infrastructure replacement.

In any scenario, Council, as the building owner, would retain the overall responsibility for the structural integrity of the building, and for the final decision making.

None of these options give rise to a financial solution that addresses the capital works requirements of the building, albeit that there are opportunities to improve the annual budget performance of the Institute's operation.

The key to increasing annual income from the building is the introduction of full rent paying commercial operators, however, attraction of such operators is likely to involve large capital expenditure to either build additional space or renovate the existing space. In a relatively low rent paying environment such as Cummins, it is doubtful that commercial rents will justify the construction of new or renovated floorspace in a high construction cost environment.

Should the Council require expanded office space for a growing workforce, then this represents a potentially cost-effective use of the Institute, by acknowledging an imputed rent for the occupied space and avoiding the need to construct new space on the existing Council site.

From a building construction / demolition perspective, there are a number of alternative approaches including:

- The managed decline of the building until it is no longer safe to occupy;
- The progressive upgrade of the building to address the essential structural repairs and then the desired operational and amenity improvements;
- Upgrade of only a portion of the building and restriction of access to unimproved sections;
- The demolition of the building without replacement;
- The demolition of the building and replacement with a fit for purpose Institute Building;
- Demolition of the façade and replacement with a new façade that either replicates the existing façade or introduces new usable floorspace that is commercially justifiable and is pre-committed.

Managed decline of the building is arguable the current state of the building. Without major structural improvements, the building is unlikely to be able to be occupied at some point in the future.

The progressive upgrade of the building will require an ongoing commitment of part of Council's capital works budget to undertake necessary repairs. Grant funding should be sought but (if available) is likely to need to be matched by Council. The operation of the building under the current management regime is unlikely to ever contribute meaningfully to its capital upkeep. Its level of usage and lack of financial return mean that the building will require continued funding by Council.

The upgrade of a portion of the building may reduce the overall capital works costs but would need clarity regarding the interface between old and new structures. This would require the management regime to address the possible dislocation of some community groups and the operation of a more compact facility.

All options involving demolition or partial demolition of the building will be required to navigate planning processes that address the Local Heritage listing of the building.

Non replacement of the building would require existing occupants to find alternative accommodation.

A replacement building of a similar size and arrangement is likely to involve an investment of some millions of dollars, which would probably invoke a change in the financial obligations imposed upon occupants of the new structure.

This would also be the case for any partial reconstruction.

In the short term, the continuation of community activities under the control of the CDEC is appropriate. However, it is essential that there are reliable costings prepared for the securing of the long-term structural integrity of the building. Additional costings should be prepared for a range of alternative construction / demolition proposals and robust income streams projected for the various scenarios. Only then will Council be in a position to determine the future direction of the Institute.

8.3.2. Childcare

There is an apparent shortage of childcare spaces within Cummins township. Existing places are provided through the Department for Education Rural Care and Preschool service. As of the 2020 annual report, Rural Care provided service for up to 19 children under a mix of a 2 to 3 -worker model and 23 students enrolled in Preschool which functions on a 1:11 staffing ratio.

CDEC estimate that there is a demand for 27 preschool places per day (as at 2019). Advice from the Department of Education Rural Care Office suggests that any provision requirements above the 2 worker / 9 places model should be the responsibility of the community to provide. While preschool age population numbers have declined in the 2016 – 2021 intercensal period, there is a risk that a lack of available childcare spaces will force families to locate in areas other than Cummins in order to access this key service, thereby limiting the town and region's access to the skills and labour required to grow the area.

Requests to the Preschool Program and Policy Unit for additional rural care places can be made in writing to Child Care Services via email (Education.ChildcareServices@sa.gov.au). The Unit considers preschool enrolment data (including projected enrolments), the rural care program's utilisation history, and future demand for care before approving additional places.

Opportunities to address this shortfall include the following:

- Attraction of a private sector operator;
- Provision of subsidised accommodation by Council to attract an operator;
- Council operation of its own childcare centre;
- Preparation of proposals to attract additional subsidised places through the Department of Education Rural Care Preschool service.
- Review the Community Child Care Fund (CCCF) to identify a range of grants for child care services.

Attraction of a private sector operator is likely to be difficult, given the economies of scale sought by such operators (typically a minimum of 40 places per day) to provide the necessary income stream to underpin such an investment. They would be seeking a predominance of full fee-paying placements.

The Community Child Care Fund (CCCF) limited supply grant supports the establishment of early childhood education and care (ECEC) services in identified priority areas. This grant program could be explored by Council to support private sector operators establish a service in Cummins. The grant helps Child Care Subsidy-approved providers wanting to set up new early childhood education and care services. Grants are for establishing new Centre Based Day Care and Family Day Care services:

- In areas experiencing disadvantage in regional and remote Australia
- Where there are no or limited similar services

If Council were to subsidise a building or site suitable for childcare operation, then the potential for attraction of an operator would be increased. Alternatively, Council could offer to expand the existing facility as part of an offer to the Department of Education Rural Care Office. This might be achieved with the assistance of CDEC and a community drive for fund raising, with monies held in trust until an agreement on the additional facility and staffing is reached.

Council could contemplate the delivery of its own childcare facility and service. This would have accreditation and staffing requirements and would require purpose built or purpose modified indoor and outdoor spaces. Such an approach would involve significant capital and recurrent expenditure and the need for a long-term commitment to the facility's operation in order to justify the establishment costs. We suggest this as a last resort but recognise that, like aged care, it is a legitimate activity for Council participation as a means of providing support to a community which is unlikely to have access to private sector service delivery.

8.3.3. Caravan Park

The caravan park is located at the southern end of the township at the corner of Tod Highway / Bruce Terrace and Roe Street. It is owned by the Lower Eyre Council and operated by the Cummins & District Enterprise Committee (CDEC). The site is relatively small (c.1 hectare in area) and therefore limited in its ability to accommodate short stay tourists and longer stay seasonal workers. Expansion of the facility could assist in Council's broader objectives of providing additional accommodation (albeit of a specific quality and market appeal) to support employment needs in the town, and to provide a more attractive short stay option for tourists. Improved amenities and a more attractive irrigated setting would be a desirable outcome for the existing site.

The options available to grow the Caravan Park include the area immediately south of the current caravan park location on Tod Highway, south of Mortlock Street, or utilising part of the Showgrounds site off Mortlock / Ford Street or off Ponton Grove.

The Tod Highway site is already zoned "Caravan and Tourist Park" (an area of around 2.5 hectares) but is in private ownership. It would be an ideal location to capture passing trade and is therefore most suited to short stay tourists. The facility could be in addition to or a replacement of the existing caravan park. The existing caravan park could be remodelled for seasonal workers' accommodation or could be redeveloped for traditional housing. The site would also be suitable for tourist information (either static or staffed).

8.3.4. Showgrounds

The Showgrounds are a large, attractive area on the southwestern edge of Cummins township. They are accessed via Mortlock Street / Ford Street or via Ponton Grove, with pedestrian access also available via O'Malley Street. With their current Neighbourhood zoning, surplus land could be developed for housing purposes, or as previously discussed, as a caravan park and / or for seasonal workers accommodation. Extension of services to support a new housing estate could be expected to face similar financial challenges as those faced by other land divisions previously proposed for in Cummins. A caravan park or seasonal workers accommodation would be unlikely to face the same level of infrastructure costs as that of a land division.

The Showgrounds site is owned by the Cummins Agricultural and Horticultural Society Incorporated and we understand that its utilisation is low. The site is some 16.45 hectares in area and therefore has ample space to continue existing activities as well as accommodate a caravan park. It is zoned "Neighbourhood" and could be utilised for short- and long-term accommodation purposes. Its location off the main highway would require clear signage to attract passing motorists. Its extensive mature tree cover and rural outlook would provide an attractive caravan park environment.

We understand that the Showgrounds are currently used on an informal and infrequent basis for overnight stays by 'truckies'. Truck stop facilities, an RV dump site and seasonal worker accommodation would represent a practical use of the surplus land, however, frequent truck use of Mortlock Street and Ponton Grove would be undesirable. Mortlock Street has only 4 dwellings facing the street and would be the preferred access point.

As the Showgrounds are owned by the Cummins Agricultural and Horticultural Society Incorporated it would be a matter for that owner to determine whether new uses should be developed on the site.

8.3.5. Cummins Institute, Tourism and Community Recommendations for the Cummins Township Master Plan Implementation Plan

From the analysis above, the following recommendations are identified for the Cummins Township Master Plan, that are reflected in the Implementation Plan.

CCT.1 Prepare costings for structural repairs to the Cummins Institute Building, together with costs and income projections for a range of construction and demolition options.

CCT.2 Investigate the opportunity for commercial utilisation of floorspace within the Institute, including consideration of Council occupation, tourist facility, health services and offices.

CCT.3 Council to resolve a position on restoration, extension, or demolition of the Institute Building based upon the findings of CCT.1 and CCT.2 above.

CCT.4 Council to review the management structure only when a decision about the long-term future of the Institute has been made.

CCT.5 Investigate the opportunity for Council provision of premises suitable for a childcare facility, Council in-kind or financial contribution towards the operation of a childcare facility or Council operation of a childcare facility.

CCT.6 Prepare a comprehensive proposal to the Department of Education Rural Care office outlining the need for expanded placements at the existing childcare facility, highlighting the Council and community contributions available to support such an expansion and the benefits derived from such an investment in the Township's future.

CCT.7 Prepare a brief seeking private sector expressions of interest in the operation of a childcare centre.

CCT.8 Approach the private landowners regarding their interest in the development of a caravan park, seasonal worker accommodation, a truck stop and a RV dump site, either as a private development, in partnership with Council / CDEC or as a Council / CDEC project.

CCT.9 Subject to interest shown by existing landowners (CCT.8), prepare a feasibility study to determine the viability of developing a caravan park, seasonal worker accommodation, a truck stop and an RV dump site

over the identified sites, together with investigation of land development for housing on surplus or redundant land.

CCT.10 Consider locational options for a tourist information service as part of the development investigations for the Cummins Institute, the Rail Corridor, and the Caravan Park expansion.

8.4. Main Street & Rail Corridor Enhancement

The rail corridor is a major dilemma for the township. On the one hand, its existence provides a visually interesting, heavily vegetated linear strip through the centre of town, which has great potential to be developed as a strong positive feature of the town. However, its control by One Rail and the uncertainty surrounding its possible re-establishment as a freight route limit the opportunity to invest in the alignment and creates considerable risk to the long-term holding of that investment. As of early 2023, One Rail and Viterra have made a request to the State Government for consideration to reopening the rail line, but no further action has occurred.

Accordingly, rather than progressing a comprehensive plan over the whole of the railway reserve, it is our view that a more responsible approach is to seek the rail operator's agreement to permit Council to landscape and invest in only selected portions of the rail reserve that are most critical to the beautification and functioning of the town centre. Our concept for the area involves the following:

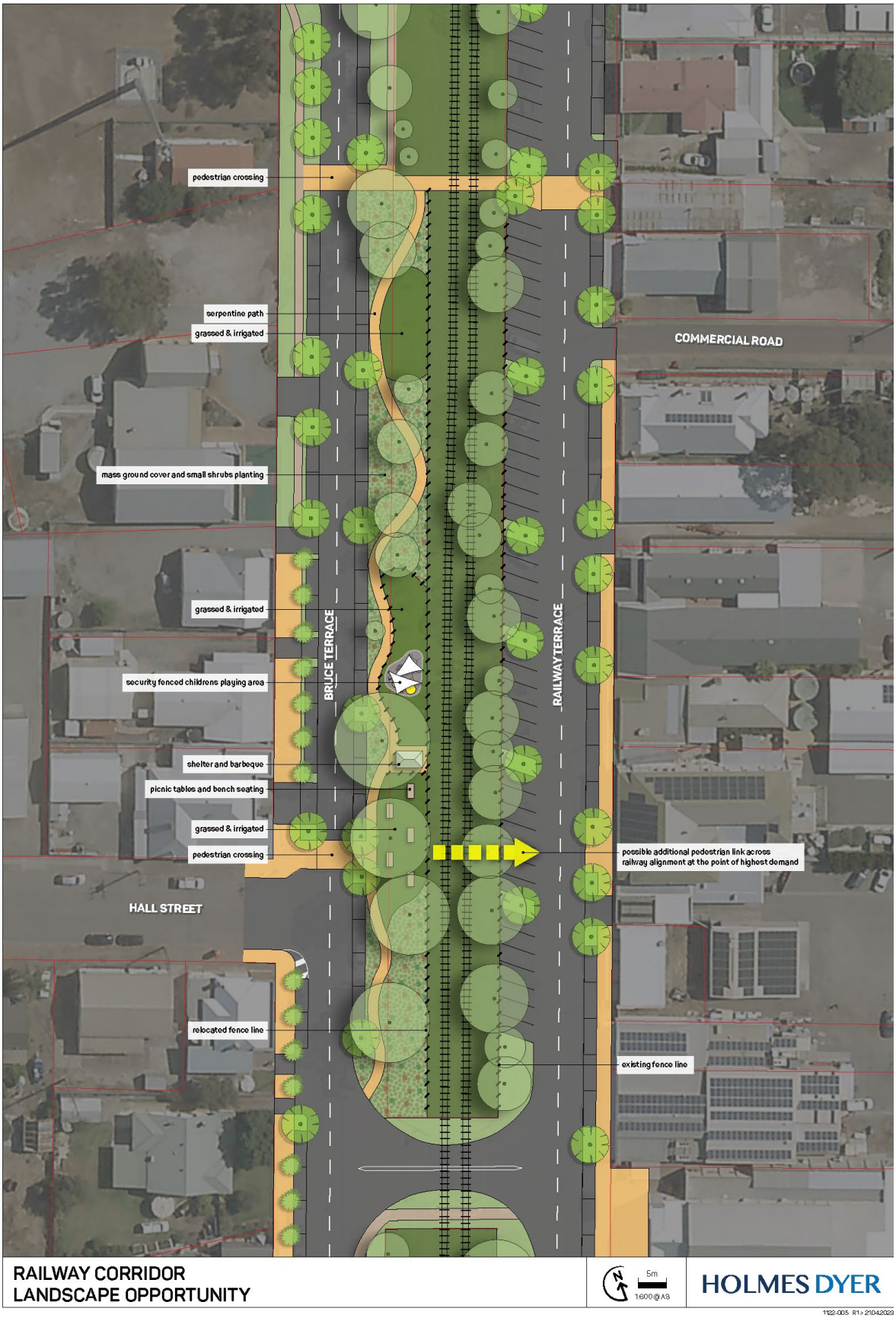
- Relocation of the railway reserve fencing a distance of some 6.5-7 metres east of the current property boundary along Bruce Terrace for the area north of the Railway Terrace link across the railway to Bruce Terrace, through to the existing pedestrian crossing across the railway, some 260 metres south of the Tumby Bay Road railway crossing;
- Landscaping of that area, together with relevant sections of Bruce Terrace Road reserve, through the introduction of the following:
  - Grassed and irrigated play spaces;
  - Childproof fencing of selected play spaces;
  - Picnic tables and benches, shelter and barbeque;
  - Supplementary planting of ground covers and low shrubs to define the usable passive recreation space;
  - Protection of existing mature vegetation;
  - Provision of publicly available Wi-Fi service;
  - Installation of a serpentine Walking Tail, linking the nominated and landscaped area from north to south and to identified pedestrian crossing points across Bruce Terrace and across the railway alignment;
- An optional extra pedestrian crossing point of the railway alignment would be desirable but not essential, as a continuation of the Bruce Terrace pedestrian crossing point located immediately north of the Hall Street intersection with Bruce Terrace. This would link the shopping focus on Bruce Terrace with Cummins Hotel and IGA Supermarket on Railway Terrace.

The following concept plan seeks to achieve a number of key objectives, notably:

- Providing an attractive green space in the centre of town that encourages visitors or passers-by to stop and enjoy the space, and discover other facets of the town;
- Providing an outdoor dining space where patrons of the various retail outlets can sit, barbeque and eat;
- Providing a secure play area for children to enjoy while their parents/carers relax;
- A short-time stopping point for caravans and RV's occupants to relax.

The concept involves minimal construction, some investment in paths, fences, and vegetation, but could form the basis of a more substantial recreational space should the railway ever be removed, and the land revert to public open space.

Figure 21. Railway Corridor Landscape Opportunity



8.4.1. Main Street Enhancements & Rail Corridor Recommendations for the Cummins Township Master Plan Implementation Plan

From the analysis above, the following recommendations are identified for the Cummins Township Master Plan, that are reflected in the Implementation Plan.

MS.1 Approach One Rail and the State Government regarding the long-term future of the rail corridor and seek agreement to occupy a section of the rail corridor as an interim arrangement.

MS.2 Subject to One Rail's position, prepare detailed designs to deliver a public park and associated facilities on the selected area of the rail corridor. Coordinate designs with the Bruce Terrace upgrade.

MS.3 Pilot a shopfront improvement program in conjunction with businesses.

8.5. Road, Traffic & Infrastructure Upgrades

8.5.1. Bruce Terrace Shopping Precinct

Bruce Terrace is the main north-south road link through Cummins. It carries high levels of heavy vehicles but is also the main commercial precinct serving the town and surrounding areas. WGA was engaged to prepare options for the improvement of safety and amenity within the Bruce Terrace Shopping Precinct, which includes the parallel Railway Terrace to the east of the railway alignment. Key considerations in the development of these options include availability of on-street parking to serve the local businesses, impact on existing vegetation and implications for the rail corridor.

The options prepared by WGA are summarised as follows:

- Option 1: One way movement, northbound on Bruce Terrace and southbound on Railway Terrace, with new crossing points over the railway alignment, providing space for angled parking on Bruce Terrace and Railway Terrace.
- Option 2: Provision of off-street parking at the rear of existing retail facilities and truck bays at the northern end of Bruce Terrace.
- Option 3: Creation of a one-way movement between Bruce Terrace and Railway Terrace with the introduction of second railway crossing point. This would reduce the number of right hand turns from Hall Street onto Bruce Terrace.
- Option 4: Provision of a second crossing point over the railway alignment, but with two-way movement and a protected right hand turn off Bruce Terrace into the new crossing point. This option eliminates car parking along the western side of Bruce Terrace.
- Option 5: Creates a service road to serve businesses on the west side of Bruce Terrace, keeping through traffic away from the parallel parking area. Requires widening to the east, possibly impacting existing trees in the railway reserve.
- Option 6: Creates angled parking to serve businesses on the west side of the Bruce Terrace, requiring widening to the east, with a potential risk to existing trees in the railway reserve.
- Option 7: Involves the creation of off-street parking within the railway reserve, new access between Bruce Terrace and Railway Terrace and removal of the railway and trees.

Appendix E contains the WGA report which provides additional details about each option, a concept plan, and an impact summary.

Our opinion is that all of the options prepared have shortcomings, in that they either reduce parking in key locations, remove important vegetation, require acquisition of railway land or require acquisition of land for car parking in locations that are unlikely to serve passing trade.

We believe that the least intrusive option in terms of avoiding tree removal and the need for acquisition of railway land is to create a slow speed environment along Bruce Terrace through signage, protuberances, landscaping, and threshold paving, which provides for maximum on street parking and nominated truck parking areas. The provision of parking at the rear of the retail premises and an additional link across the railway reserve to Railway Terrace then become non-essential optional additions that could be pursued by Council but are not fundamental to the success of the concept. Other features could include upgraded pedestrian paving to highlight the centre of

township activities on both Bruce Terrace and Railway Terrace, selection of distinctive tree species to create a recognisable town centre precinct and the creation of picnic and play areas adjacent to the main retail shopping point for passing traffic.

The following plan presents the concept. It is included in Appendix D at a larger scale for increased clarity.

Figure 22. Bruce Terrace / Railway Terrace Upgrade

8.5.2. Viterra Site Access

WGA has investigated alternative options for heavy vehicle access to the Viterra site off Railway Terrace, with the expressed intent of facilitating A-Triple vehicle movement. The three identified options are:

- Option 1 – Widening the intersection of Bruce Terrace and Railway Terrace and the length of the east-west leg of Railway Terrace to the Viterra site. This involves continued use of Bruce Terrace for the majority of truck movements.
- Option 2- Development of an alternative access from Tumby Bay Road, east of the Hospital through to the Viterra site. This involves high construction and acquisition costs and locates the new access along the eastern boundary of the proposed residential expansion area.
- Option 3 – Development of an alternative access through the rail corridor from Bruce Terrace, south of McFarlane Street through to the east-west leg of Railway Terrace. This presumes the availability of the rail corridor and the permanent cessation of rail activities.

The most readily achievably option is Option 1 which is relatively low cost and low impact. The introduction of A-Triple vehicles should reduce overall truck movements in Bruce Terrace.

Appendix E contains details of each option in the WGA Report.

8.5.3. Bulk Fuel Station

WGA has identified a series of sites as possible locations for a bulk fuel station to provide trucks and the general public with refuelling facilities. These are as follows:

- Site 1 – West side of Tod Highway, north of the existing township.
- Site 2 – West side of Tod Highway, south of the existing township.
- Site 3 – East of Railway Terrace, north of the Viterra site access.
- Site 4 – Within the rail corridor, at the corner of Bruce Highway and the east-west leg of Railway Terrace.
- Site 5 – East side of Tod Highway, north of Tumby Bay Road.

Sites 4 and 5 rely upon permanent cessation of rail activities and are therefore highly problematic. Sites 1 and 3 have limited commercial appeal. Site 2 represents the best option for a bulk fuel station, however, it could conflict with possible expansion of tourism facilities zoned for this site. We therefore recommend a site to the south of Site 2.

Appendix E contains details of each option in the WGA report.

There is currently a DA application for an unstaffed fuel outlet with associated advertising signage at 42-46 Bruce Terrace.

8.5.4. Bruce Terrace / Tumby Bay Road Intersection

In order to reduce crash risks, WGA has identified the Bruce Terrace / Tumby Bay Road intersection as a location which should be considered for the development of a large roundabout, catering for large vehicle movements.

This recommendation warrants further investigation.

8.5.5. Heavy Vehicle Parking

WGA has identified the northern end of Bruce Terrace, south of Tumby Bay Road, as a suitable location for parking of heavy vehicles.

This location is suitable for this purpose and the design of indented parking bays along Bruce Terrace and appropriate signage could facilitate use of this are for heavy vehicles and restrict usage elsewhere. The concept plan for Bruce Terrace addresses this issue.

Community consultation identified a desire for heavy vehicle parking to be investigated opposite Railway Triangle Park. This space if often informally used by heavy vehicles for parking and it at a key location within the township. Further traffic consultant reporting and advice would be required to progress this parking solution.

8.5.6. Road, Traffic & Infrastructure Upgrades Enhancements & Rail Corridor Recommendations for the Cummins Township Master Plan Implementation Plan

From the analysis above, the following recommendations are identified for the Cummins Township Master Plan, that are reflected in the Implementation Plan.

RTI.1 Prepare detailed designs for the streetscape upgrade and reduced speed environment for Bruce Terrace, from McFarlane Street to Tumby Bay Road.

RTI.2 Undertake required consultation in support of a speed reduction for part of Bruce Terrace, together with proposed streetscape works.

RTI.3 Determine funding and staging requirements for Bruce Terrace upgrade.

RTI.4 Undertake construction works for the Bruce Terrace upgrade.

RTI.5 Approach Viterra regarding upgrading of access to the Viterra grain transfer site including the potential development of Tumby Bay Road access (by-pass), identifying the requirement to upgrade access to the site for A-Triple vehicles and a preference for improvements to the Bruce Terrace / Railway Terrace intersection and the east-west leg of Railway

RTI.6 Investigate the widening of the Bruce Terrace / Railway Terrace intersection with State Government and Viterra.

RTI.7 Further investigate the development process and implications of a roundabout at the corner of Bruce Highway and Tumby Bay Road as identified in WGA's Cummins Township Traffic Impact Study.

RTI.8 Incorporate heavy vehicle parking opportunities into the streetscape improvement of the northern end of Bruce Terrace.

RTI.9 Prepare detailed designs for streetscape upgrades.

9 – IMPLEMENTATION PRIORITIES

9. Implementation Priorities

9.1. Advocacy

The Cummins Township Master Plan priorities will require Lower Eyre Council to advocate and partner with a range of government, private land holders & the community to deliver the outcomes represented in this Township Master Plan. No organisation can deliver the identified outcomes, in isolation and a partnership approach and supporting governance and advocacy position will be critical to success.

The key advocacy stakeholders that should be prioritised early in the implementation priorities should include:

- Department for Infrastructure and Transport as the registered owner of the rail corridor to resolve future and determine opportunities as part of the corridor land holding.
- Advocate for policy and strategic alignment to the objectives of the Cummins Township Master Plan as part of the 2023 Regional Planning Process underway by the State Planning Commission.
- Advocate to the Australian Local Government Association as a signatory to the Housing Accord to promote the opportunities to deliver affordable housing on Council owned land parcels and identify the infrastructure grant funding and/or broader support required to progress the Cummins East Residential housing project.
- Advocate to South Australian Government local representatives, to promote regional housing opportunities identifying the infrastructure grant funding and/or broader support required to progress the Cummins East Residential housing project seeking support and assistance from Renewal SA, SA Housing Authority and other agencies as may be required, focussing on the immediate development ready nature of this opportunity.

9.2. Grant Funding Opportunities

The Cummins Township Master Plan priorities will require grant funding to support the delivery and implementation program. The grant funding environment at both a State and Federal level is constantly changing and as such should be a watching brief, however the following opportunities were identified at the time of writing for consideration in year 1 of the implementation plan.

9.2.1. General Grant Schemes

<u>Federal Government</u>

As part of the 2022-23 Federal Budget several new and revised grant funding programs were announced to support growth in the regions, specifically:

- A $250 million expansion of the Local Roads and Community Infrastructure Program, through to 2025-26.
- A $ 1 billion commitment across three years for a new *Growing Regions Program* and *Precincts and Partnership Program*, which replaces the former Building Better Regions Fund.
    - The *Growing Regions Program* will be open to both regional local Council's and not for profit organisations through an annual open, competitive grants process that will fund local infrastructure projects including libraries and regional airport upgrades.
    - The regional *Precincts and Partnerships Program* will focus on funding and coordinating larger-scale projects that transform a place, to benefit communities in regional cities and wider rural and regional Australia.
- $80 million to support Councils, State and Territory governments to provide heavy vehicle rest stops on local roads.

While details are not yet available, Commonwealth Government funding commitment to affordable housing should be monitored.

<u>State Government</u>

A number of funding sources are potentially available, including:

- Open Space and Places for People Grant Funding. This opportunity is currently (2022-23) focussed upon the purchasing of pocket parks, but most historical annual funding has been provided for the improvement of parks. This should be a focus for Lower Eyre Council in 2023-24.
- Heritage Fund. Given the local status of all items in Cummins, improvements to buildings such as the Cummins Institute are likely to be of lower priority.
- Local Affordable Housing Plan. Although not a formal funding source, having a LAHP could assist with the attraction of financial support for affordable housing delivery in Cummins.
- Not for Profit and Community Grants. Funding requests by individual community groups could assist in minor works to buildings such as Cummins Institute.

9.3. Implementation Plan

The following table highlight the key actions identified by this Master Plan and provides a broad understanding of the priority ascribed to each action, its broad budget implications, and the entity responsible for driving the outcome.

High priority actions are proposed to occur within the first 12 months, medium priorities in 2-3 years and low priorities in 4-5 years.

High budget costs reflect the need for major construction activity. Medium budget costs assume more modest construction activity, while low budget costs typically infer Council or consultant input into a task, rather than requiring a capital budget.

Council responsibility for various tasks may involve the use of consultants or committees or community groups, but the ultimate decision and output remains the responsibility of the Council.

In addition to the following table, a 'Key Initiatives' plan is included as a visual summary of the Implementation Plan.

Appendix A provides a stand-alone Implementation Plan document which should be reviewed and updated annually.

Table 19. Cummins Township Master Plan Implementation Strategy

ACTION REFERENCE NUMBER	ACTION DESCRIPTION	PRIORITY	BUDGET	RESPONSIBILITY
Open Space				
OS.1	Investigate the removal of the community land classification over the undeveloped reserve land located at Laube and Dodd Street, considered excess to open space need and explore alternate uses that could include residential development.	High	Low	Council
OS.2	Prioritise the footpath connections between usable open space reserves as part of the Cummins footpath program to ensure equitable delivery of open space.	Medium	Low	Council
OS.3	Prepare a reserve hierarchy plan for Cummins, to plan for future new active and passive recreation asset or existing asset renewal and the associated maintenance program and operating budgets.	Low	Low	Council
OS.4	Investigate opportunities for alternate uses for 7 Hall Street (vacant land at the head of the junction of Hall Street and Slaters Court), considerate of the stormwater infrastructure on the site.	Medium	Low	Council
OS.5	Instigate an accelerated program of street tree planting, vegetated pedestrian links and increased tree canopy.	Low	Medium	Council
Housing				
H.1	Investigate the removal of the community land classification over the undeveloped reserve land located at 7 Hall (vacant land at the head of the junction of Hall Street and Slaters Court), Laube and Dodd Street, considered excess to open space need and explore alternate uses that could include residential development to deliver short term housing opportunities to meet identified current demand. Residential development could include smaller housing options and seasonal worker accommodation as well as traditional land division.	High	Low	Council
H.2	Use the content set out within the Cummins Township Master Plan, to prepare a Local Affordable Housing Plan (LAHP) to demonstrate strategic alignment and improve the collaboration with State government agencies and likelihood of attracting policy support and funding initiatives.	High	Low	Council

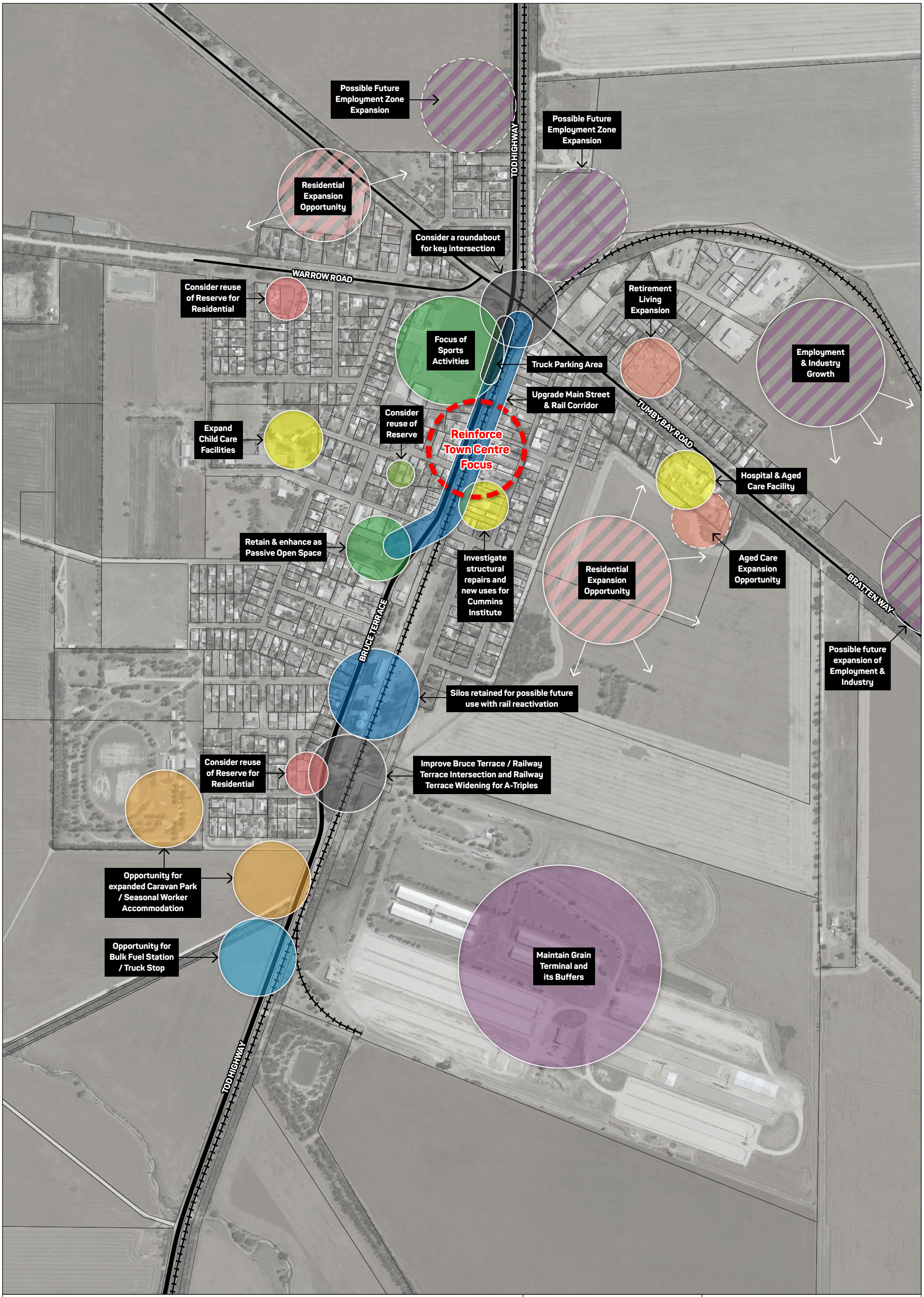
H.3	Provide a feasibility and risk analysis of the Cummins East Residential Project as a basis upon which Council can determine whether to develop the land, seek grant funding and / or dispose of the land, including undertaking a review to determine the viability of a revised concept with a smaller first stage which avoids major up-front headworks costs.	High	Low	Council
H.4	Investigate the viability of expanding the independent living options at Cummins Homes or elsewhere on the Cummins East Residential Project site to deliver a 2–3-bedroom housing product for the expanding aging population of Cummins.	High	Low	Council
Cummins Institute, Community & Tourism Infrastructure				
CCT.1	Prepare costings for structural repairs to the Cummins Institute Building, together with costs and income projections for a range of construction and demolition options.	High	Low	Council
CCT.2	Investigate the opportunity for commercial utilisation of floorspace within the Institute, including consideration of Council occupation, tourist facility, health services and offices.	Medium	Low	Council
CCT.3	Council to resolve a position on restoration, extension or demolition of the Institute Building based upon the findings of CTT.1 and CTT.2 above.	Medium	High	Council
CCT.4	Council to review the management structure only when a decision about the long-term future of the Institute has been made.	Medium	Low	Council
CCT.5	Investigate the opportunity and advocate for provision of childcare facilities.	High	Low	Childcare Working Group
CCT.6	Prepare a comprehensive proposal to the Department for Education Rural Care office outlining the need for expanded placements at the existing childcare facility, highlighting the Council and community contributions available to support such an expansion and the benefits derived from such an investment in the Township's future.	High	Low	Childcare Working Group / State
CCT.7	Prepare a brief seeking private sector expressions of interest in the operation of a childcare centre.	Medium	Low	Council
CCT.8	Approach the private landowners regarding their interest in the development of a caravan park, seasonal worker accommodation, a truck stop and a RV dump site, either as a private development, in partnership with Council / CDEC or as a Council / CDEC project.	Medium	Low	Council / Private

CCT.9	Subject to interest shown by existing landowners (CCT.8), prepare a feasibility study to determine the viability of developing a caravan park, seasonal worker accommodation, a truck stop and an RV dump site over the identified sites, together with investigation of land development for housing on surplus or redundant land.	Medium	Low	Council / Private
CCT.10	Consider locational options for a tourist information service as part of the development investigations for the Cummins Institute, the Rail Corridor, and the Caravan Park expansion.	Medium	Low	Council
Main Street & Rail Corridor Enhancement				
MS.1	Approach One Rail and the State Government regarding the long-term future of the rail corridor and seek agreement to occupy a section of the rail corridor as an interim arrangement.	High	Low	Council / State / Private
MS.2	Subject to One Rail's position, prepare detailed designs to deliver a public park and associated facilities on the selected area of the rail corridor. Coordinate designs with the Bruce Terrace upgrade.	Medium	High	Council
MS.3	Pilot a shopfront improvement program in conjunction with businesses.	Low	Low	Council
Road, Traffic & Infrastructure Upgrades				
RTI.1	Prepare detailed designs for the streetscape upgrade and reduced speed environment for Bruce Terrace, from McFarlane Street to Tumby Bay Road.	High	Low	Council
RTI.2	Undertake required consultation in support of a speed reduction for part of Bruce Terrace, together with proposed streetscape works.	Medium	Low	Council / State
RTI.3	Determine funding and staging requirements for Bruce Terrace upgrade.	Medium	Low	Council / State
RTI.4	Undertake construction works for the Bruce Terrace upgrade.	Medium	High	Council
RTI.5	Approach Viterra regarding upgrading of access to the Viterra grain transfer site including the potential development of Tumby Bay Road access (by-pass), identifying the requirement to upgrade access to the site for A-Triple vehicles and a preference for improvements to the Bruce Terrace / Railway Terrace intersection and the east-west leg of Railway.	Medium	Low	Council / State / Private

RTI.6	Investigate the widening of the Bruce Terrace / Railway Terrace intersection with State Government and Viterra.	Medium	Low	Council / State / Private
RTI.7	Further investigate the development process and implications of a roundabout at the corner of Bruce Highway and Tumby Bay Road as identified in WGA's Cummins Township Traffic Impact Study.	Low	Low	Council / State
RTI.8	Incorporate heavy vehicle parking opportunities into the streetscape improvement of the northern end of Bruce Terrace.	Medium	Medium	Council
RTI.9	Prepare detailed designs for streetscape upgrades.	Medium	Medium	Council

APPENDICES

Appendix A. Implementation Plan and Key Initiatives Plan



KEY INITIATIVES

Cummins Township Master Plan

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HOLMES DYER

1322-008 R2 > 31.10.2023

Cummins Township Master Plan Implementation Strategy – Priority Order

ACTION REFERENCE NUMBER	ACTION DESCRIPTION	PRIORITY	BUDGET	RESPONSIBILITY
Low Priority Level				
OS.3	Prepare a reserve hierarchy plan for Cummins, to plan for future new active and passive recreation asset or existing asset renewal and the associated maintenance program and operating budgets.	Low	Low	Council
OS.5	Instigate an accelerated program of street tree planting, vegetated pedestrian links and increased tree canopy.	Low	Medium	Council
MS.3	Pilot a shopfront improvement program in conjunction with businesses.	Low	Low	Council
RTI.7	Further investigate the development process and implications of a roundabout at the corner of Bruce Highway and Tumby Bay Road as identified in WGA's Cummins Township Traffic Impact Study.	Low	Low	Council / State
Medium Priority Level				
OS.2	Prioritise the footpath connections between usable open space reserves as part of the Cummins footpath program to ensure equitable delivery of open space.	Medium	Low	Council
OS.4	Investigate opportunities for alternate uses for 7 Hall Street (vacant land at the head of the junction of Hall Street and Slaters Court), considerate of the stormwater infrastructure on the site.	Medium	Low	Council
CCT.2	Investigate the opportunity for commercial utilisation of floorspace within the Institute, including consideration of Council occupation, tourist facility, health services and offices.	Medium	Low	Council
CCT.3	Council to resolve a position on restoration, extension or demolition of the Institute Building based upon the findings of CTT.1 and CTT.2 above.	Medium	High	Council

CCT.4	Council to review the management structure only when a decision about the long-term future of the Institute has been made.	Medium	Low	Council
CCT.7	Prepare a brief seeking private sector expressions of interest in the operation of a childcare centre.	Medium	Low	Council
CCT.8	Approach the private landowners south of Mortlock Street and the Cummins Agricultural and Horticultural Society Incorporated regarding their interest in the development of a caravan park, seasonal worker accommodation, a truck stop and a RV dump site, either as a private development, in partnership with Council / CDEC or as a Council / CDEC project.	Medium	Low	Council / Private
CCT.9	Subject to interest shown by existing landowners (CCT.8), prepare a feasibility study to determine the viability of developing a caravan park, seasonal worker accommodation, a truck stop and an RV dump site over the identified sites, together with investigation of land development for housing on surplus or redundant land.	Medium	Low	Council / Private
CCT.10	Consider locational options for a tourist information service as part of the development investigations for the Cummins Institute, the Rail Corridor, and the Caravan Park expansion.	Medium	Low	Council
MS.2	Subject to One Rail's position, prepare detailed designs to deliver a public park and associated facilities on the selected area of the rail corridor. Coordinate designs with the Bruce Terrace upgrade.	Medium	High	Council
RTI.2	Undertake required consultation in support of a speed reduction for part of Bruce Terrace, together with proposed streetscape works.	Medium	Low	Council / State
RTI.3	Determine funding and staging requirements for Bruce Terrace upgrade.	Medium	Low	Council / State
RTI.4	Undertake construction works for the Bruce Terrace upgrade.	Medium	High	Council
RTI.5	Approach Viterra regarding upgrading of access to the Viterra grain transfer site including the potential development of Tumby Bay Road access (by-pass), identifying the requirement to upgrade access to the site for A-Triple vehicles and a preference for improvements to the Bruce Terrace / Railway Terrace intersection and the east-west leg of Railway.	Medium	Low	Council / State / Private
RTI.6	Investigate the widening of the Bruce Terrace / Railway Terrace intersection with State Government and Viterra.	Medium	Low	Council / State / Private

RTI.8	Incorporate heavy vehicle parking opportunities into the streetscape improvement of the northern end of Bruce Terrace.	Medium	Medium	Council
RTI.9	Prepare detailed designs for streetscape upgrades.	Medium	Medium	Council
High Priority Level				
OS.1	Investigate the removal of the community land classification over the undeveloped reserve land located at Laube and Dodd Street, considered excess to open space need and explore alternate uses that could include residential development.	High	Low	Council
H.1	Investigate the removal of the community land classification over the undeveloped reserve land located at 7 Hall (vacant land at the head of the junction of Hall Street and Slaters Court), Laube and Dodd Street, considered excess to open space need and explore alternate uses that could include residential development to deliver short term housing opportunities to meet identified current demand. Residential development could include smaller housing options and seasonal worker accommodation as well as traditional land division.	High	Low	Council
H.2	Use the content set out within the Cummins Township Master Plan, to prepare a Local Affordable Housing Plan (LAHP) to demonstrate strategic alignment and improve the collaboration with State government agencies and likelihood of attracting policy support and funding initiatives.	High	Low	Council
H.3	Provide a feasibility and risk analysis of the Cummins East Residential Project as a basis upon which Council can determine whether to develop the land, seek grant funding and / or dispose of the land, including undertaking a review to determine the viability of a revised concept with a smaller first stage which avoids major up-front headworks costs.	High	Low	Council
H.4	Investigate the viability of expanding the independent living options at Cummins Homes or elsewhere on the Cummins East Residential Project site to deliver a 2–3-bedroom housing product for the expanding aging population of Cummins.	High	Low	Council
CCT.1	Prepare costings for structural repairs to the Cummins Institute Building, together with costs and income projections for a range of construction and demolition options.	High	Low	Council
CCT.5	Investigate the opportunity and advocate for provision of childcare facilities.	High	Low	Childcare Working Group

CCT.6	Prepare a comprehensive proposal to the Department for Education Rural Care office outlining the need for expanded placements at the existing childcare facility, highlighting the Council and community contributions available to support such an expansion and the benefits derived from such an investment in the Township's future.	High	Low	Childcare Working Group / State
MS.1	Approach One Rail and the State Government regarding the long-term future of the rail corridor and seek agreement to occupy a section of the rail corridor as an interim arrangement.	High	Low	Council / State / Private
RTI.1	Prepare detailed designs for the streetscape upgrade and reduced speed environment for Bruce Terrace, from McFarlane Street to Tumby Bay Road.	High	Low	Council

Appendix B. Cummins Township Master Plan Engagement Summary Report

HOLMES DYER

CUMMINS TOWNSHIP MASTER PLAN

ENGAGEMENT SUMMARY REPORT

PREPARED FOR:

Lower Eyre Council

DATE:

27.10.2022

Proprietary Information Statement

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Document Control

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Approved by: Not yet approved

Date Approved:

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1. Introduction

This report provides a summary of findings and next steps from community and stakeholder engagement to inform the Cummins Township Master Plan.

1.1. Background

Lower Eyre Council engaged Holmes Dyer to prepare a Township Master Plan for Cummins in collaboration with community members and key stakeholders.

The Master Plan seeks to provide a strategic long-term framework to guide the future development and supporting investment in Cummins.

The core elements of this project are:

- Create a strategic outline for the town's long-term asset and infrastructure needs.
- Guide the proactive and planned population and business growth of Cummins.
- Identify land use requirements across a diverse group of activities.
- Provide options for enhanced connections/links between the built and natural environment.
- Provide options for the use and arrangement of community infrastructure, parks and reserves.
- Identify potential barriers and constrains to the development of Cummins.

This document provides a summary of the feedback and information gathered during the initial engagement period (19th September to 17th October 2022) from local community members, business owners and other stakeholders to inform the investigation of detailed actions and outcomes for incorporation in the Cummins Township Master Plan.

1.2. Engagement purpose

The purpose of community and stakeholder engagement is to identify a shared vision and collect diverse ideas provided by the community and key stakeholders are incorporated into the Master Plan. Objectives of the initial period of engagement included:

- Develop a high level of trust and confidence between Council, Consultants and the community to engender a shared vision for Cummins.
- Share information and provide clarity with stakeholders and the public about the project.
- To create or enable community and stakeholder action in response to community or organisational challenges and/or opportunities.
- Identify the community's perspective on Cummins' current qualities, short and long term needs and future direction.

1.3. Summary of engagement activities

The engagement program for the initial stage of community and stakeholder engagement was predominantly undertaken during the 4-week consultation period from 19 September to 17 October, with the project initiation meeting occurring prior.

Table 1. *Overview of engagement activities*

Engagement Activity	Date	Stakeholders	Participants
Elected Members project initiation meeting	1 August 2022	Elected Members Lower Eyre Council Mayor Council staff Lower Eyre Council CEO	11
Council staff workshop	6 October 2022	Lower Eyre Council staff	12
Business breakfast workshop	7 October 2022	Cummins District Enterprise Committee Local business owner representees	15
Community drop-in session	7 October 2022	General public/community members	15
Online survey	19 September – 17 October 2022	General public/community members	239
Kids drawing activity	19 September – 17 October 2022	-	5
Written submissions	19 September – 17 October 2022	-	4

30% of the Cummins community participated in stage one of engagement for the Cummins Township Master Plan

1.4. What we heard: key themes

Maintaining and strengthening community pride

Community members shows a strong sense of community pride, with 49% of the population acting in a volunteer role for community groups, sporting clubs and representative committees. Community pride and involvement was recognised as a key factor to promote and encourage to support the ongoing viability of some community /sporting facilities and services in Cummins.

Building generational connections and sharing heritage

Cummins has a rich heritage, and the community value the ability to share their stories and knowledge across generations. The community see this ability as an asset to the town and are looking to maintain and strengthen avenues to share and respect the heritage and cultural history of Cummins amongst residents and visitors alike.

Growing the town through business and employment opportunities

Cummins acts as a central employment and service centre for the Eyre Peninsula community with an Area School, Hospital, Bank and range of social and business services required by the local and regional community. Retaining and strengthening these services to continue to meet the needs of the Cummins community is of key importance to continue to grow.

Recognising the need for housing

Community members, key stakeholders and Council all identified a critical need for an increased volume and diversity of housing for construction, rent and purchase in the township. There is a recognised lack of new and affordable housing that has previously limited opportunities for attraction and retention of new residents and employees of Cummins based businesses.

Future proofing key infrastructure and services

Need for improved and expanded key infrastructure services including roads and essential services including water, wastewater, power and stormwater to support future growth was a reoccurring theme discussed by community members and stakeholders. People identified upgrades to existing infrastructure as a pathway to supporting growth, beautifying the town and its public spaces.

2. Council and Stakeholder Workshops

2.1. Who we spoke to?

In August 2022, a start-up in-person workshop with Elected Members and senior Council staff was held. Two additional workshops were held in Cummins during the 4-week community consultation period of 19 September to 17 October 2022 with broader Council staff and the town business community.

The purpose of these workshops was to:

- Identify community and stakeholders perceived and actual needs;
- Identify the major challenges and opportunities facing the township of Cummins;
- Generate ideas and feedback from stakeholders and community members regarding the future direction of the town;
- To disseminate and share information about the Cummins Township Master Plan through key town community networks and contacts to encourage attendance at the community drop-in sessions and completion of the online surveys;
- Inform stakeholders and the community about the impact of the engagement and outcome of the proposal; and
- Gather contacts and to ensure community and stakeholders are kept informed throughout the project.

The three workshops were held with Elected Members, Council Staff and the Cummins District Enterprise Committee (CDEC) and representees from local businesses.

Some stakeholders were uncontactable or unavailable to attend on the day and were subsequently encouraged to attend the drop-in session, complete the online survey or contact the consultation team directly. During the consultation period we were also able to talk directly to some business owner and make a written record of their ideas and feedback on their behalf.

2.2. Key findings

The key findings from the in-person meeting and workshops have been captured under the following categories:

- Business representees and District Community Enterprise Committee
  - What do you love about Cummins?
  - What would you change or delete?
- Council staff and Elected Members
  - What are the greatest risks/challenges?
  - What are the greatest opportunities?

Key responses to each category are summarised below.

What do you love about Cummins?

- Sense of community and support of community projects, groups and events.
  - Large appreciation for the work the community volunteers do to maintain the values of the town.
- Community facilities such as the Railway Tringale Park, Community Pool and Cummins Memorial Recreation Centre.
  - Well utilised locations and attract people from outside the area to visit.
- Iconic buildings, local heritage and culture that is actively used through community groups and Council and volunteer organised events.
- Play spaces and open green space is plentiful
  - Public outdoor gym equipment is well utilised.
- Cummins Area School and Community Library is recognised in high distinction, well utilised by the local community and attracts residents from neighbouring areas.
- Plentiful parking options in the main streets that service businesses.
- Successful local business operations.
- Successful caravan park.

What would you change about Cummins?

- Introduce more variety of activities for children and youth
  - Addition of a splash park at the community pool.
- Increase childcare operations and services.
- Increase aged care operations and services.
- Address the traffic safety from the increased volume of truck movements at key harvest periods because of the closure of the railway line.
- Treat the truck entrance for safety and atheistic concerns.
  - Develop a dedicated truck stop.
- Implement a stronger township branding, with a streetscape and beautification project to the centre of town
- Upgrade key infrastructure such as roads and stormwater.
- A bypass by trucks of the main street
  - Increase safety and reduce noise and pollution.
- Remove or alter railway track through town to provide more public space, cultural space, residential potential or greenspace.
  - Place railway carriages along the railway line to be used as art spaces, or accommodation.
- Increase the number and type of housing for rent and sale.

There was a clear link between the identified risks and challenges for the future of Cummins. A reoccurring topic was housing, both the lack of available properties, limited diversity in accommodation type and lack of for short term accommodation options.

What are the greatest risks/challenges?

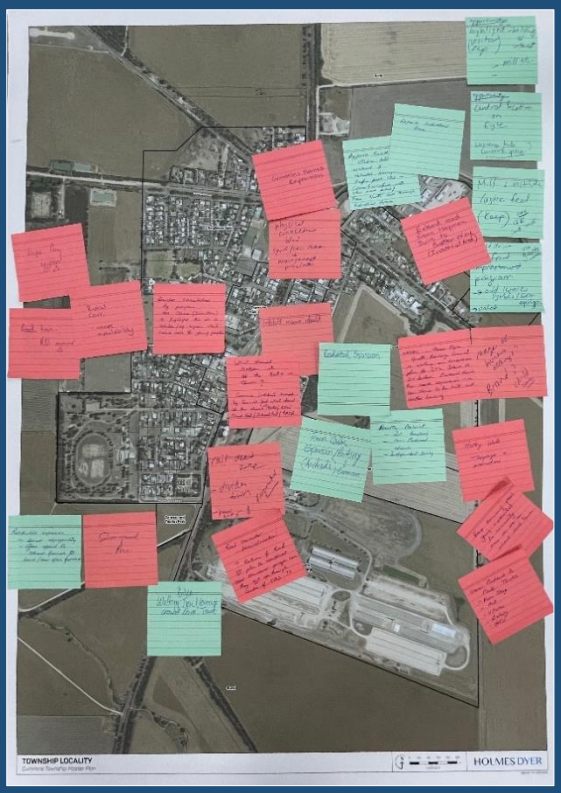
- Lack of childcare options for residents
- Lack of aged care options for residents
- Frequency and risk of large and industry related vehicles traveling along the main roads through town.
- A bypass of vehicles of the main street would risk the loss of a customer base for some businesses
- Undersupply of housing for rent and sale as well as options for short term accommodation.
  - Limiting potential new residents, employment take up and business interest in Cummins.
- Issue of service duplication across a wide network of community buildings stretching resources and limiting vibrancy of bringing people together into common spaces.
- Pressure on aging service infrastructure.
  - Flooding and issue with stormwater have been a reoccurring event in recent years.
- Succession of volunteering and involvement in community issues and activities, passing on the baton to the younger generation to build on the volunteer traditions and commitment of the older Cummins generation
- Council office reaching staffing capacity.
- Operation and ownership of the railway track and the barrier that this creates to the town.
- Retention and attraction of key resources to the town critical service facilities, including the Hospital

Representees from local businesses at the Business Breakfast Workshop.

What are the greatest opportunities?

- Exploring the potential to develop greenfield land, land divisions and underutilised land for more housing.
- The railway corridor if ownership and/or control could be secured by the Town, could provide a unique opportunity to bring an open space corridor, recreation and tourism facilities and improved amenity and connections to the centre of town that could become an identifying character element for Cummins.
- Extending the caravan park to accommodate greater number of visitors and short stays, with potential integration with opportunities to collaborate with the expansion of activities at the Cummins Showground.
- Potential to expand the Cummins Homes development for aged housing and general expansion of retiree and aged care units to support the existing population to age in place.
- Opportunity to encourage increased industrial, commercial storage and distribution operations in the industrial precinct to support the local employment opportunities.
- Increasing connectivity and walkability between sporting facilities, main street and school.
- Extend walking trails, bike tracks and running routes.
- Build upon the archiving work the Library is undergoing to share greater knowledge about the history of the town.

Discussion regarding opportunities for population and business growth was particularly focused on enhancing existing activities and places as well as responding to gaps in key areas.



Ideas and comments provided by business owners at the business breakfast workshop.

priorities

Vision photos chosen by Council staff members to represent their ideas and priorities

3. Drop-in session and activities

3.1. Drop-in session findings

A community drop-in session was held on the 7th of October 2022 at the Cummins Institute, Railway Terrace. The session which ran from 11am to 2pm utilised informal engagement activities and informational material to support a range of conversations with the local Cummins community.

The aim of the drop-in session was to provide community members with an in-person opportunity to engage with the project team, understand the Master Plan and consultation process and discuss their ideas and feedback for the future of Cummins with the support of visual aids and a range of different engagement activities.

The engagement activities acted as conversation starters and simple metrics to generate and gather ideas.

The engagement activities included:

- Describe Cummins in one word – People wrote a word they felt best describe the Cummins township
- How old will you be in 10 years? – To help community members think long term they were asked to identify what age bracket they would be in, in 10 years' time by placing a token in the corresponding jar.
- What are your ideas or concerns for Cummins? – People wrote their responses and ideas on post-it notes and placed them on a corresponding location on a plan of the Cummins Township.
- What is important to you for the future success of Cummins? – People voted with sticky dots for the three most important themes to them for the success of Cummins from a collection of 13 themes as used in the online survey.

The drop-in session was promoted through the Fortnightly Focus Newsletter, social media posts via the Councils accounts, physical displays such as posters and fact sheets in some local shops, the Councils office and the Community library, several radio adverts and direct email correspondence with local community groups and business owners were also facilitated.

The drop-in session saw approximately 15 attendees, ranging from school children to retirees.

Community drop-in session displays and activities

Community members discussing their ideas over a township plan

FACT SHEET

CUMMINS TOWNSHIP MASTER PLAN

LOWER EYRE COUNCIL

Background

The Cummins Township Master Plan is being developed by the Lower Eyre Council. This Master Plan will provide a 20-year strategic framework and vision to guide the proactive and planned population and business growth and supporting investment required. Lower Eyre Council is now seeking ideas and feedback to inform the development of the Cummins Township Master Plan with broad community engagement occurring for a 4-week period, between 19th September - 17th October 2022.

How will the Master Plan work?

Once finalised the township Master Plan will directly inform Council's strategic planning, asset and infrastructure planning and budget priorities. The strategy will also be used for Council to advocate to the State Government and other partners to secure grant and investment attraction funding and the direction of State Government Regional Planning.

Implementation of any of the recommendations within the final township Master Plan will require separate investigation and community consultation before any change is made to either the use of Council land or facilities or the land use planning zoning established for Cummins within the State Government Planning & Design Code.

How can I have a say?

You can find out more about the Cummins Township Master Plan on Council's Website.

You can provide your ideas for consideration as part of the Master Plan through attending a community drop-in session.

Cummins Institute
Friday 7 October 2022
11am - 2pm

Or provide your feedback by completing a short survey or providing a written submission until 5pm on Monday the 17th of October 2022. Please access the survey via scanning the QR Code on your phone or visit Council's website.

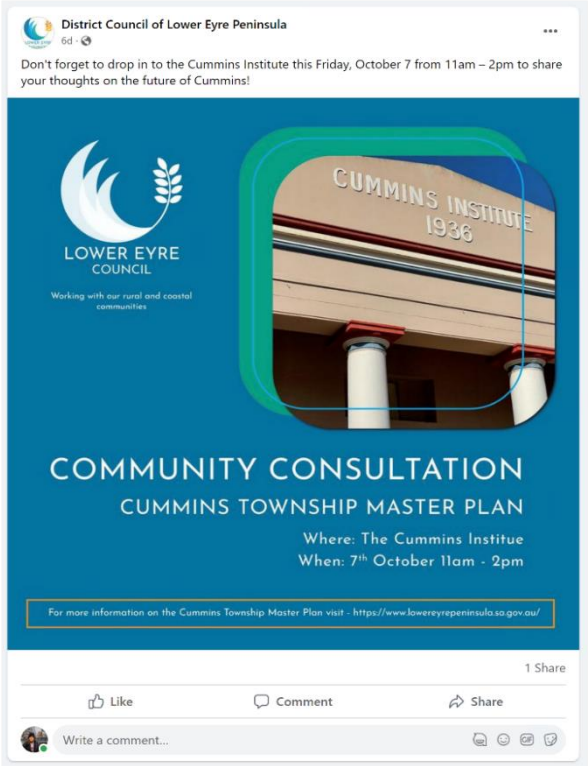
Need further information

Holmes Dyer have been engaged to work with Council on this important project. Should you wish to ask questions or require further information on the Cummins Township Master Plan please contact Holmes Dyer on:

Phone: (08) 7231 1889
Email: engagement@holmesdyer.com.au

HOLMES DYER

Factsheet shared to local community members and business owners.



District Council of Lower Eyre Peninsula
6d

Don't forget to drop in to the Cummins Institute this Friday, October 7 from 11am – 2pm to share your thoughts on the future of Cummins!

LOWER EYRE COUNCIL
Working with our rural and coastal communities

CUMMINS INSTITUTE 1936

COMMUNITY CONSULTATION
CUMMINS TOWNSHIP MASTER PLAN
Where: The Cummins Institue
When: 7th October 11am - 2pm

For more information on the Cummins Township Master Plan visit - https://www.lowereyrepeninsula.sa.gov.au/

1 Share
Like Comment Share
Write a comment...

Social media post regarding the community drop-in session

THE FORTNIGHTLY FOCUS

6 OCTOBER 2022

LOWER EYRE COUNCIL

PO Box 41 I Cummins SA I 5631 Ph: (08) 8676 0400 I Email: mail@dclep.sa.gov.au I Web: www.lowereyrepeninsula.sa.gov.au

COUNCIL NEWS

PROJECT PROGRESS: The Fishery Bay boardwalk is coming along well!

EMPLOYMENT OPPORTUNITY
Works Admin Officer

Applications are invited for an Administration Officer with great attention to detail to work from the Cummins office 48 hours per fortnight to assist in customer service and undertake general administration duties within the works department.
Salary and conditions of employment will be at Level 3 in accordance with the Council's Enterprise Bargaining Agreement.
For more information visit Council's website or call 8676 0400. Applications close 5pm, Thursday, October 13.

Young Driver Awareness Program
Are you a Learner or P-Plate driver? This driver training program provides both practical sessions for on-road skills and theory to help make you safer behind the wheel. Brought to you through a partnership between the Lower Eyre Council, the Community Bank Cummins District and the Cummins Youth Advisory Committee.

- When: 8.30am-5pm on Sunday, October 16
- Location: Matt and Jodi Mickan's farm, Cummins
- Cost: $30 per driver
- Vehicle: All participants are required to bring their own vehicle. L-Plate drivers must have a fully licensed supervising driver with them in the vehicle.
- Bookings: Contact Council on 8676 0400 or email mail@dclep.sa.gov.au

DrumMUSTER
Council is taking bookings for the next drumMUSTER on October 25-26 at the Cummins Waste Transfer Station. Bookings are essential and can be made by contacting the Cummins Council Office and speaking to Works Admin on 8676 0400.

Poonindie Cemetery surveying
Community members gathered at Poonindie Cemetery on September 28 to learn about the ground radar survey work being completed by Flinders University. The survey will assist Council to identify potential interment sites and determine a cemetery boundary.

COMMUNITY NEWS

Navigating Aged Care Expo
Lower Eyre Health Advisory Council will hold a Navigating Aged Care Expo at the Cummins Hall on October 17 (10am-12.30pm & 2pm-4.30pm), and the Tumby Bay RSL Hall on October 18 (10am-12.30pm & 2pm-4.30pm).
Go alone to hear guest speakers, access aged care and disability support services and learn about Advance Care Directives. There will also be a pop up COVID vaccination clinic.
For more information call Liz Mickan on 0428 372 436.

Donate blood
People can donate blood when the Red Cross Lifeblood visits Port Lincoln from October 17-20. Book via the website - www.donateblood.com.au, App, or by calling 13 14 95.

Parkinson's wellbeing session
The Hospital Research Foundation Group Parkinson's will hold a wellbeing and information session at the Port Lincoln Hotel from 9.30am-12.30pm on October 18. To register call 8357 8909.

BreastScreen SA visit
The BreastScreen SA mobile screening unit will be in Port Lincoln from late September to late January. The service provides free screening mammograms for women aged 50-74 years without breast symptoms. Please phone 13 20 50 to make an appointment.

LOWER EYRE COUNCIL
CUMMINS TOWNSHIP MASTER PLAN

SHARE YOUR IDEAS

The Cummins Township Master Plan is being developed by the Lower Eyre Council. This Master Plan will provide a 20-year strategic framework and vision to guide the proactive and planned population and business growth and supporting investment required.

The Master Plan once finalised will be used by Council to inform future project timing, budget forecasting and advocacy agenda to Federal & State Governments and the Private Sector.

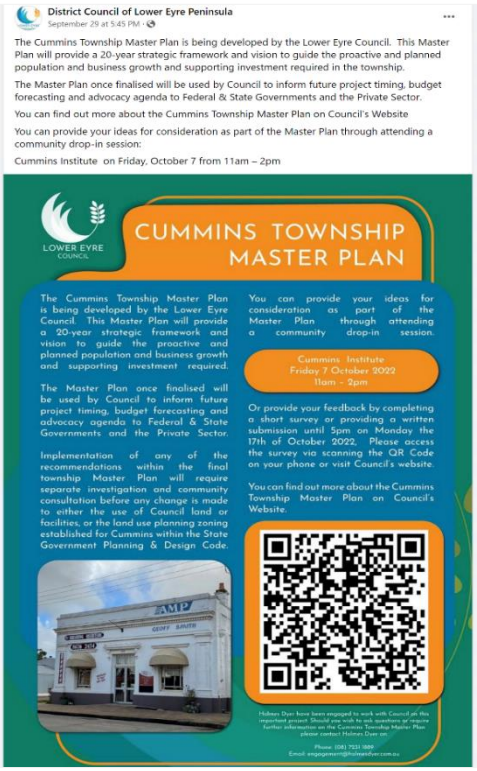
You can find out more about the Cummins Township Master Plan on Council's Website. Provide your ideas for consideration as part of the Master Plan through attending a community drop-in session.

Drop In Session
Cummins Institute
Friday 7 October 2022
11am - 2pm

You can also provide feedback through completing a short survey via scanning the QR Code on your phone or visiting Council's website. Written submissions can also be directed to Holmes Dyer (engagement@holmesdyer.com.au). Feedback will be received until 5pm on Monday the 17th of October 2022.

If you require further information or wish to discuss the Cummins Township Master Plan please contact Holmes Dyer on (08) 7231 1889 or email engagement@holmesdyer.com.au

The article in the Fortnightly Focus Newsletter advertising the engagement process and drop-in session



District Council of Lower Eyre Peninsula
September 29 at 5:45 PM

The Cummins Township Master Plan is being developed by the Lower Eyre Council. This Master Plan will provide a 20-year strategic framework and vision to guide the proactive and planned population and business growth and supporting investment required in the township.

The Master Plan once finalised will be used by Council to inform future project timing, budget forecasting and advocacy agenda to Federal & State Governments and the Private Sector.

You can find out more about the Cummins Township Master Plan on Council's Website

You can provide your ideas for consideration as part of the Master Plan through attending a community drop-in session:

Cummins Institute on Friday, October 7 from 11am – 2pm

LOWER EYRE COUNCIL

CUMMINS TOWNSHIP MASTER PLAN

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Phone: (08) 7231 1889
Email: engagement@holmesdyer.com.au

Social media post alerting people to the engagement process and the various methods they can use to provide feedback

3.1.1. Describe Cummins in one word

People were asked to write on a poster one word they felt best described the township of Cummins. A collection of responses included:

- Friendly
- Family
- Welcoming
- Good place
- Community
- Active
- Clique

The word friendly was the most reoccurring. Some people at the drop-in session further clarified their choice by stating that the residents of Cummins are approachable, social and always willing to help.

3.1.2. How old will you be in 10 years?

People were asked to consider how old they would be in 10 years' time and identify that age bracket by placing a token into the corresponding jar. This activity was used to help people visualise their life stage in the future and therefore their future needs.

Majority of people who participated in this activity identified that they would be in the 10-25 age bracket in 10 years. As children or young adults in 10 years some participants stated they would like to see more activities for young people to socialise and an expansion to the current educational programs and in Cummins.

The next largest group of participants in this activity were people in the 65+ age bracket in 10 years' time. Many of these people stated that as they reach their later life stages, they would consider the need for age care and assistance as well as accessible medical services.

3.1.3. What are your ideas or concerns for Cummins?

People were asked to write down on a post-it note their ideas or concerns for the future success and development of Cummins and place it on a plan of the Cummins township to help provide geographical context.

Overall, this activity produced the greatest amount of discussion between members of the community and the consultant team. A summary of the response can be seen following.

Community facilities and activities

- Addition of a circuit pump track for bikes, scooter and roller blades much like the one found in Tumby Bay.
- Develop a roller-skating rink or dedicated space.
- Addition of a bouncy pillow at Railway Triangle Park or another public facility.
- Develop a dedicated kids leisure centre for sport, crafts, theatre and socialising.
- All ages playground
- Waterplay, splash park and slide at the community pool.

Business and industry activity

- Create a truck only bypass north of the dump that enters through the rear of the Viterra site.
- Truck layover space with fuelling stations, food and amenities.
- Distribution and storage facilities in the industrial precinct.
- Investigate business operations like Cleve Workshop 26.

Housing and Accommodation

- Expand the caravan park.
- Showground could have short term accommodation or seasonal workers accommodation to maximise use of this critical space in the town and the vegetated setting.
- Increase the number of aged care units and share amenities for residents.

Railway Track

- Develop railway track walking trail.
- Use the railway track for community events and attractions.
- Beautify railway track.
- Use railway track to expand parking options.
- Kalamazoo racing on railway track

Branding and signage

- Have signage at the entry ways of the town for the caravan park and places where trucks and caravans can park to encourage people to stop.
- Clear signs for key businesses such as deli, IGA and bakery where visitors might want to stop.

Cummins in one word
Friendly
Family
Quaint
Active
Community
Fabulous
Unique
SHARE YOUR IDEAS

10 - 25
26 - 35
36 - 45
46 - 55
56 - 65
65 +
How old will you be in 10 years?

DISTRICT COUNCIL OF LOWER EYRE PENINSULA
Working with our Rural and Coastal Communities
Rural
Coastal
TOWNSHIP LOCALITY

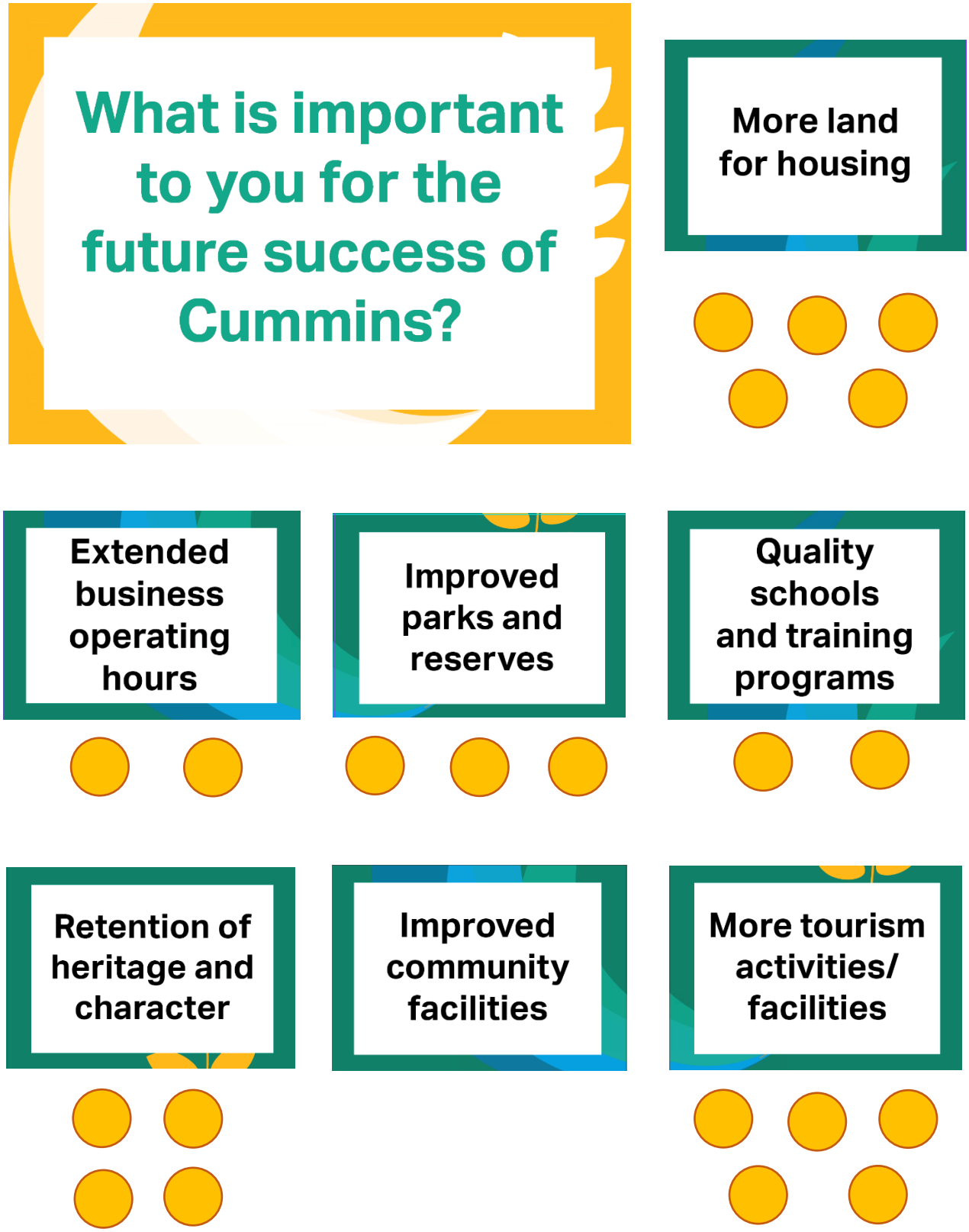
HALL ST

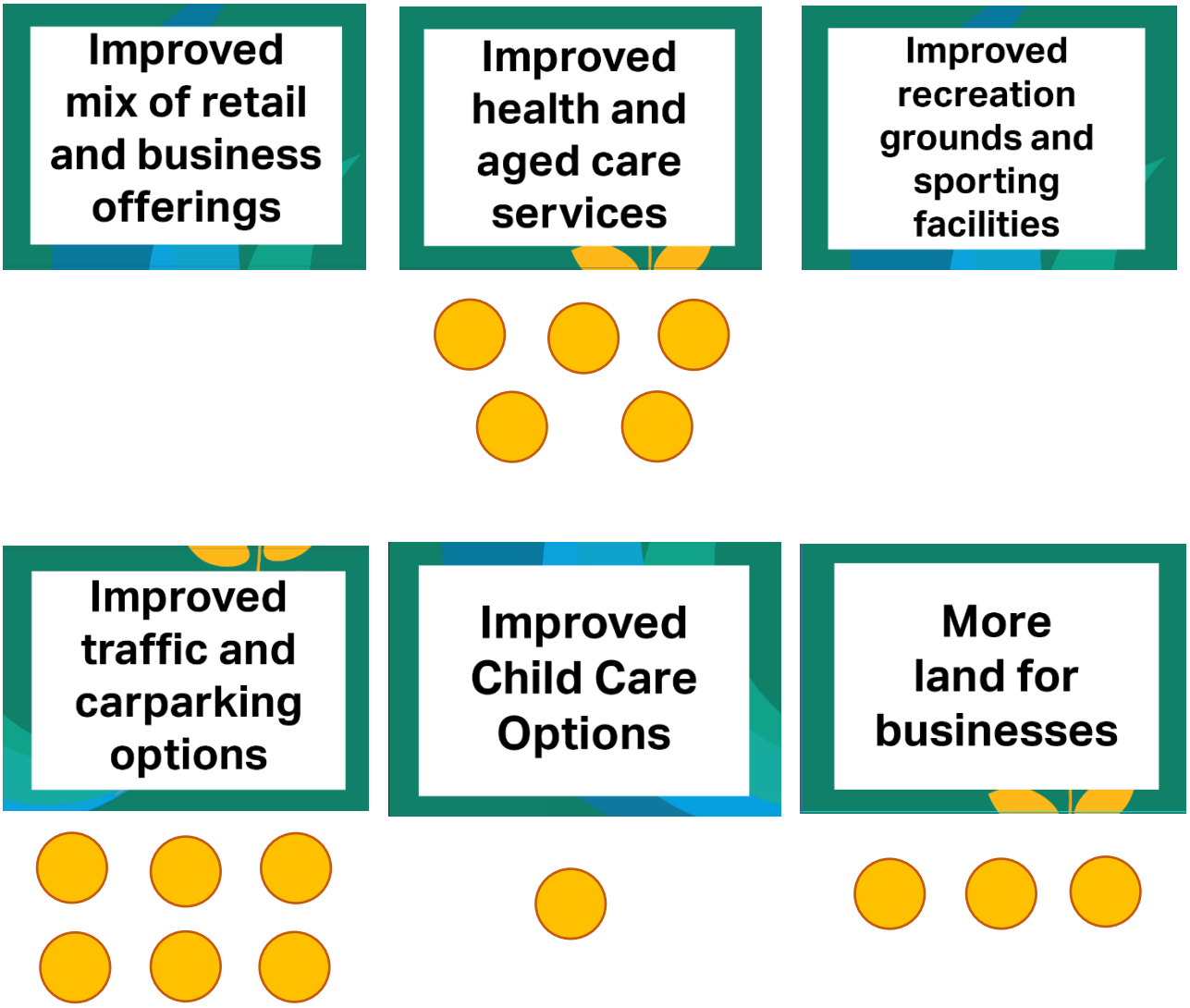
ADULTING
AVAILABLE NOW!
THE FORTNIGHTLY FOCUS
CREATING CONNECTIONS
Thursday 20th October

10 - 25
How old will you be in 10 years?

3.1.4. What is important to you for the future success of Cummins?

People were given three sticky dots to vote for the themes that they believed were the most important for the future success of Cummins. This activity was helpful for those who hadn't yet had time to develop their own ideas but were keen to give priority direction for the Cummins Township Master Plan.

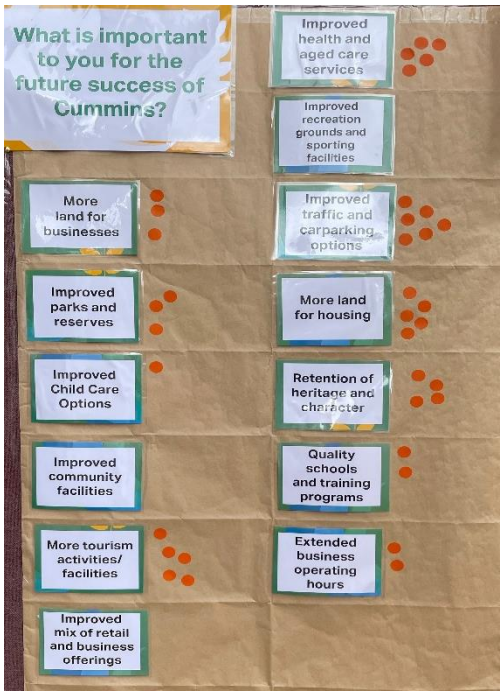




Improved traffic and carparking options was the most occurring theme selected during the drop-in session followed by more tourism activities and facilities, more land for housing and improved health and aged care services.

Some people highlighted that they view certain themes such as recreation grounds and facilities as highly important for the future success of Cummins, yet they may not require much, if any, change or improvement, and therefore placed their votes against other themes. This aligns with the overall level of quality sport and recreation facilities available to the town.

The variety of engagement tools used at the drop-in session, in particular the voting themes, were helpful in expanding people's knowledge of the role and influence that the Master Plan could have in Cummins and to act as a conversation starting point to more specific individual ideas placed on the Township map.



4. Survey findings

4.1. About the survey

The *Cummins Township Master Plan Survey* was made available to the public online via the Council's website through a dedicated Cummins Township Master Plan landing page. The survey was advertised through similar channels as the drop-in session including newsletter articles, radio ads, social media posts, posters, fact sheets and direct email correspondence. All promotional engagement material was accompanied by a QR code that could be scanned on an individual's mobile phone and take them directly to the online survey.

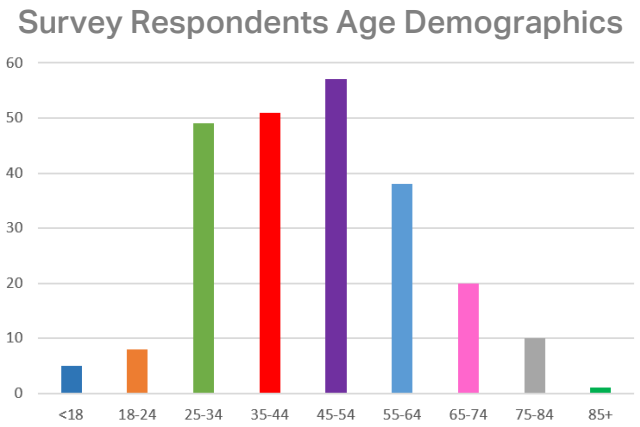
The survey asked 19 questions, including several demographic questions such as age bracket, residences and gender, long answer question which gave the respondent an opportunity to share ideas and concerns with detail and a Likert scale to rate levels of importance against key topics.

4.2. Respondent profile snapshot

The *Cummins Township Master Plan Survey* was responded to by a substantial segment of the community, with respondent ages ranging from those aged below 18 to 85+. The largest respondent age group was 45-54, which captured 23.8% (57) of survey responses, followed by 21.3% (51) responses from those aged 35-44, and 20.5% (49) responses of those aged 35-44.

Responses were also received from individuals who were part of the following age groups:

- 38 (15.9%) respondents aged 55-64
- 20 (8.3%) respondents aged 65-74
- 10 (4.1%) respondents aged 75-84
- 8 (3.3%) respondents aged 18-24
- 5 (2.0%) respondents aged below 18
- 1 (0.4%) respondent aged 85+



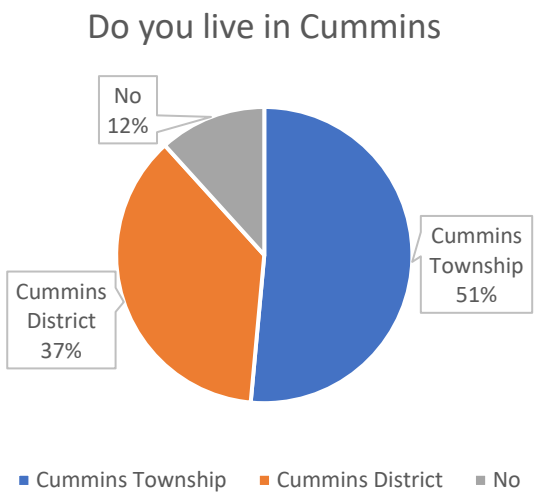
The gender balance of the survey responses identified that 76% (182) of respondents were female, 23% (54) were male, and 0.4% (1) were non-binary. There were 2 (0.8%) respondents who preferred not to state their gender.

Question 3 asked respondents to best describe what their relationship with the township of Cummins was, with the majority stating that they were a resident (41.4%, 175), were employed or worked in Cummins (20.6%, 87), or were a member of a community group or organisation (17.0%, 72). Other answers to this question included:

- Operator / business owner (12.0%, 51)
- Nearby business operator / owner (4.5%, 19)
- Lower Eyre Peninsula Council Employee (1.6%, 7)
- Student (1.4%, 6)
- Farmer (0.4%, 2)
- Family Connections (0.2%, 1)
- Regular Visitor (0.2%, 1)
- Rental Homeowner (0.2%, 1)

Respondents were asked to describe what their connection with Cummins township was. The survey was largely responded to by Cummins residents, with 51% (123) from the Cummins township and 37% (88) from the Cummins district, whilst 12% (29) were from other towns or areas.

Those who identified that they did not live in the Cummins area were directed to a separate question which identified that responses were received from Boston (4), Charlton Gully (1), Coffin Bay (1), Edillilie (2), Karkoo (1), Mitchell (1), Wanilla (1) and Yeelanna (1), along with 1 response from a respondent residing in the hundred of Cummins, and 1 response from a past Cummins resident. Outside of the Lower Eyre Peninsula Council region 5 respondents where from Tumby Bay Council, 1 from the District Council of Elliston, and 1 from Woomera (Unincorporated SA).



A large portion of respondents had lived in Cummins or the Cummins District for either their whole life (33.9%, 70) or between 10 – 20 years (29.1%, 60). 14% (29) had lived in the area for between 5 – 10 years, 10.6% (22) for more than 20 years, 9.2% (19) between 1 and 5 years, and 2.9% (6) for less than a year.

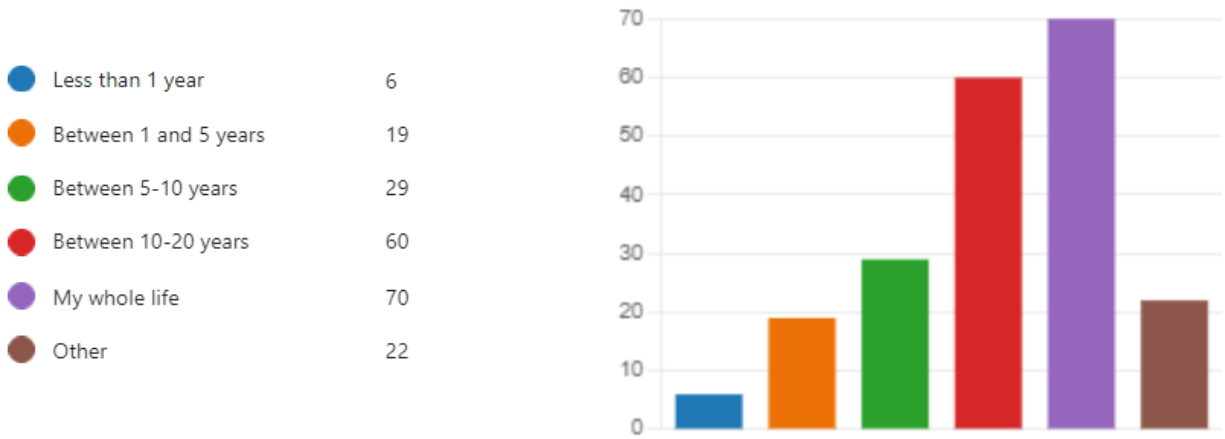
On average 57.4% (27) of respondents visited Cummins daily, 21.2% (10) visit weekly, 19.1% (9) visit monthly, and 2.1% (1) visit seasonally.

The main reason for visiting Cummins was largely to work (19.2%, 20), shop (18.2%, 19), access health and medical services (12.5%, 13), and to go to the Cummins Area School (9.6%, 10).

Other reasons why respondents visited Cummins included:

- Community Events / Activities (8.6%, 9)
- Business Activities (6.7%, 7)
- Library (5.7%, 6)
- Sporting Spectator (5.7%, 6)
- Church Services (2.8%, 3)
- Organised Sport Participation (2.8%, 3)
- Visiting family and friends (2.8%, 3)
- Open Space / Recreation (1.9%, 2)
- Checking on Property (0.9%, 1)
- Council Services (0.9%, 1)
- Travel stop on the way to other locations (0.9%, 1)

6. How long have you lived in Cummins & district?



4.3. Analysis of question responses

4.3.1. Describe Cummins using one word

Respondents were asked to describe Cummins in one word, with the top three responses being:

- Friendly (22.6%, 50)
- Community (15.8%, 35)
- Peaceful (2.7%, 6)

There were many individual words identified by the community, but the recurring theme of friendly community resonated strongly, as is a vision that should be reflected in the final Cummins Township Master Plan.

Describe Cummins using one word – Word Cloud

The word cloud represents respondents' answers to the survey question "describe Cummins using one word." The single word responses were then scaled to size based on the frequency the word was used.

4.3.2. What do you like most about Cummins main street (Bruce Terrace and Railway Terrace)?

Respondents were asked "what do you like most about Cummins main street" in regard to Bruce Terrace and Railway Terrace and provided with a long answer question box. Respondents were able to list as many responses as they desired.

The most occurring response was the range and ease of accessibility to businesses including the Bakery, IGA and Pub along the main streets. This theme made up 50% of all responses (120). Additional comments were made towards the friendly nature of staff and the quality of service received.

"The convenience of accessing the main shops in one area."

Similar theme to accessibility of shops, was the location and ease of movement in Cummins, with 11% (26) of people stating that the central location of Cummins and the ease of getting around the main streets was their most liked aspect.

"Ease of access to everything."

The availability, location and number of car parks along the main street was a reoccurring answer, with 17% (41) of survey respondents noting parking in their response. Proximity of parking to businesses and the shade trees provide to the parks were of particular note in the responses.

"Adequate parking with shade."

Some other reoccurring responses included.

- Streetscape
  - Tidy
  - Wide streets
  - Quaint and uniquely authentic looking
- Greenery
  - Trees
  - Railway Triangle Park
- History and heritage
  - Building architecture/style
- Community facilities
  - Outdoor pool
  - Community garden
- Friendly atmosphere
  - Friendly people
  - Social

4.3.3. What do you think most needs to change about the Cummins main street (Bruce Terrace and Railway Terrace)?

Respondents were asked "What do you think most needs to change about the Cummins main street" in regards to Bruce Terrace and Railway Terrace and provided with a long answer question box. Respondents were able to list as many responses as they desired.

Service infrastructure including the conditions of roads, footpaths and stormwater drainage. Creating clear accessible crossings for pedestrians and separation between people and vehicles.

"…footpaths, pedestrian crossing over train line, stormwater drainage issues."

Respondents noted the need to reinforce and increase the vibrancy and visual appeal of shopfront and open spaces, particularly the railway corridor which is currently underutilised and could be activated and repurposed through landscaping, community use and general maintenance. 31% of responses (75) indicated that the railway corridor needs to be addressed, removed or restored.

"Beautify the central corridor…flowering trees…add colour to tired [buildings]."

The occurrences of trucks and heavy vehicles traveling along Bruce Terrace is a shared safety concern amongst respondents. The need to maintain a safe speed limit, introduce alternate pedestrian access and widen the road were reoccurring issues. A collective idea of a truck only bypass was identified by respondents as a solution to traffic volumes and safety issues.

"Maintaining a safe speed limit is paramount."

A large proportion of respondents (28%) highlighted the need for increased safe parking options for both general vehicles, trucks and caravans.

Other reoccurring responses to what need to change in Cummins included.

- Business activity
  - Increased opening hours
  - Incentives for vacant shops to be leased
  - Diversity in business types
- Greenery
  - Addition of lawns and garden beds
  - Maintained of trees
- Addition of artwork
  - Sculptures and mosaics
- Informational and directional signage

4.3.4. Importance ranking

Question 12 ask respondents "rank how important you consider each of the following areas to secure the future success of Cummins". This is an insightful question, as it enables community priority to be understood, appreciating that there will be a limited budget and resources available to the implementation of the Cummins Township Master Plan and where strategic objective and community importance align, is where significant focus should be made.

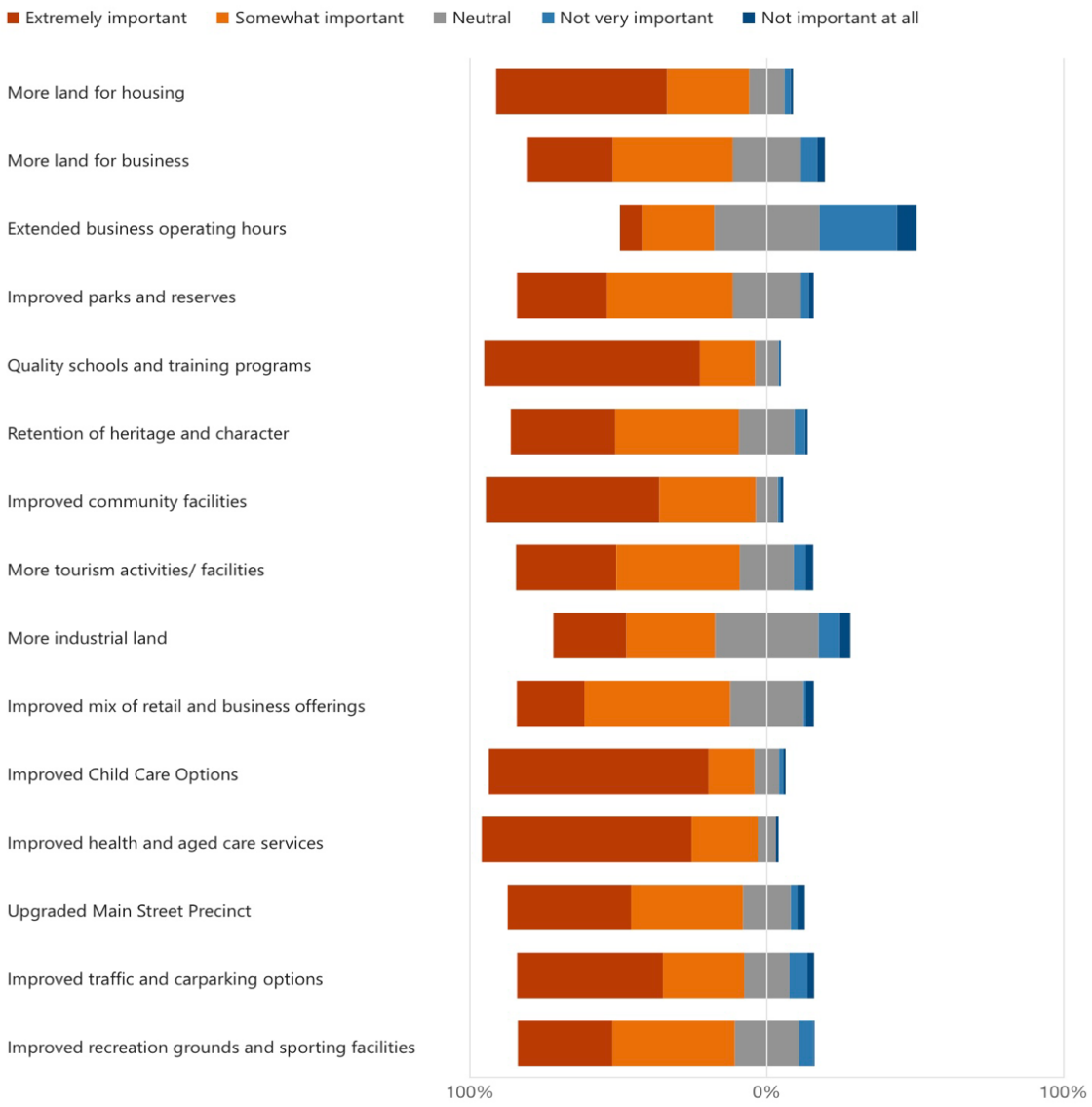
The top 5 responses with the highest extent of extremely important responses included

- Quality schools and training programs
- Improved health and aged care services
- Improved childcare services

Each of these responses speak to the importance of maintaining and building on the existing position of Cummins as the major community service point for the central Eyre Peninsula community.

The other noted response of priority was the need to focus on the provision of more land for housing, which reconfirms that strong view of the importance of this issue that was being shared with the broader stakeholders as part of the workshop process.

The least important item to the Cummins community was increased business operating hours.



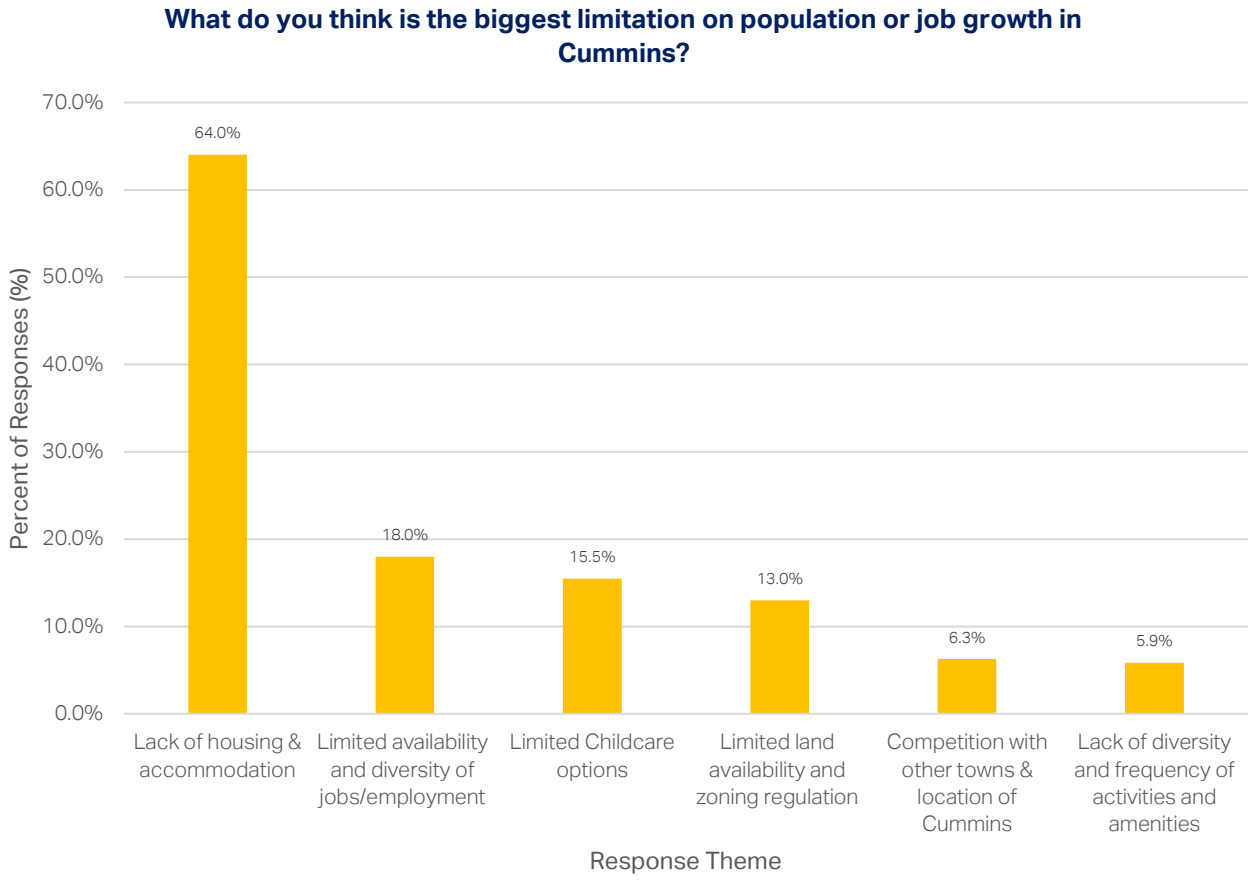
4.3.5. What do you think is the biggest limitation on population or job growth in Cummins?

The question "what do you think is the biggest limitation on population or job growth in Cummins?" received a congruent response with 64% (153) of respondents identifying the lack of housing and accommodation options as the key barrier to population growth and therefore potential growth in jobs and businesses. Similarly, the lack of available and appropriately zoned land for future development, including residential, industry and tourism related activities was a reoccurring limitation noted by 13% of people.

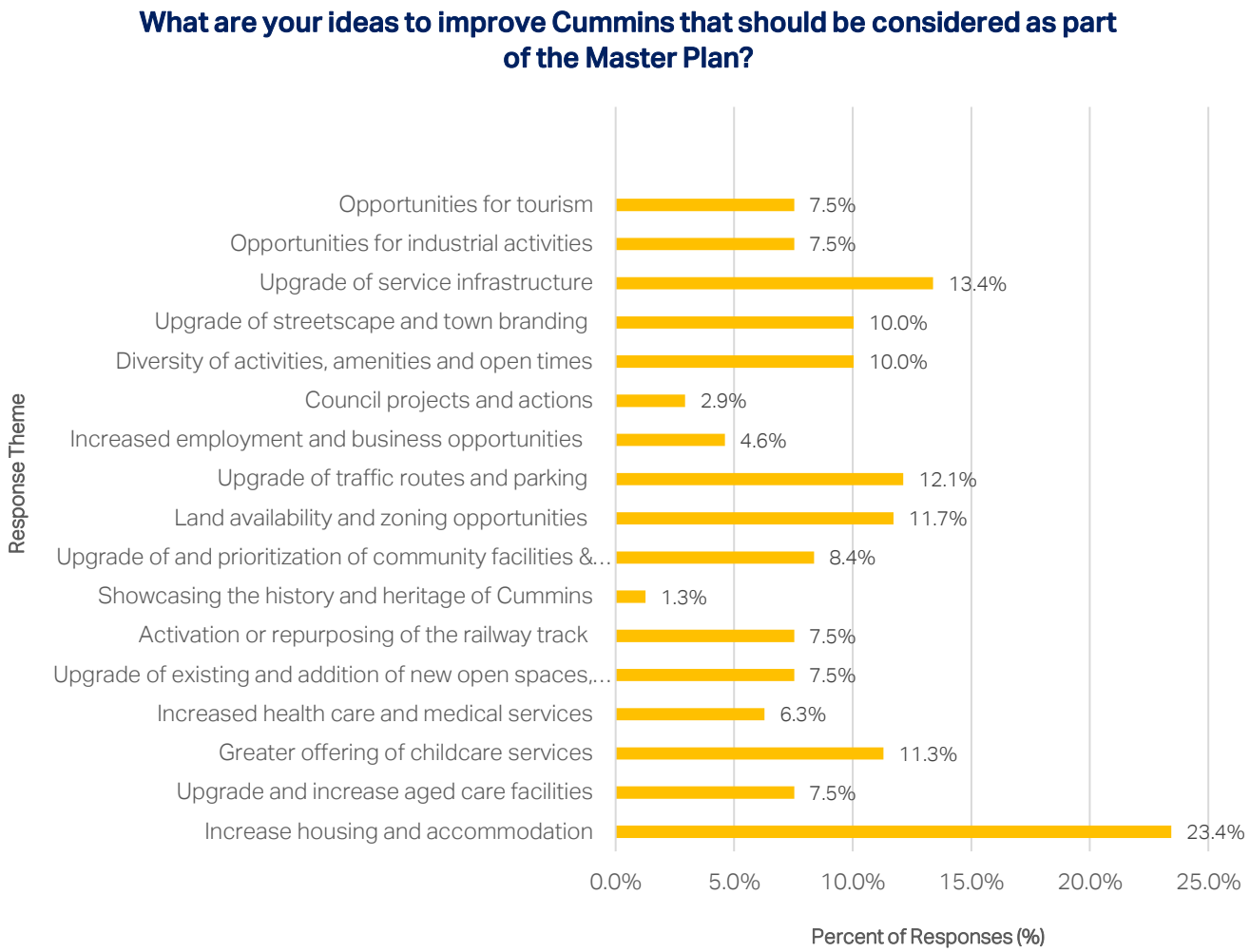
Limited childcare options was a widely shared response, with 15.5% of people stating their concern that young families will look to move from Cummins to access childcare facilities as well as families choosing to not relocate to Cummins due to the current lack of services. Limited childcare has a flow on effect of limiting some people's availability to work.

Other themes provided as a response to this question included:

- Competition with other towns & location of Cummins (6.3%, 15)
- Lack of diversity and frequency of activities and amenities (5.9%, 14)
- Restrictions or actions by Council (3.3%, 8)
- Strain on medical and healthcare services (2.1%, 5)



4.3.6. What are your ideas to improve Cummins that should be considered as part of the Master Plan?



Following the trend of responses in Question 15 (What do you think is the biggest limitation on population or job growth in Cummins), the need for increased housing and accommodation was identified by 23.4% of respondents as an action to improve Cummins. Upgrading service infrastructure, most notably road conditions and stormwater services were also a popular response. A unique response to this question was the need for greater action from Council in the delivery of housing and service infrastructure.

Generally, the responses for Question 16 were aligned with the same themes respondents discussed in Question 12, 13 and 15. This demonstrates a universal group of community priorities including:

- Housing and accommodation
- Services infrastructure
- Childcare
- Land availability
- Railway corridor

Some of the long answer responses included:

"...Advertising not just on promoting Cummins as a tourist destination but as a place to live and bring up a family."

"I would love to see decent a splash park at the railway triangle, I think this would draw in so many visitors, and they'd then engage with our other things in those summer months (e.g., wonderland, markets etc)."

"Develop land for housing, encourage investment in properties that would be available for rent and [provide] land for the expansion of industry and businesses."

"It would be great to see the council adopting more environmentally friendly land care management to help support the community's health."

4.3.7. Do you have any other ideas or feedback that you wish to share?

Question 15 allowed respondents to provide any additional feedback or ideas they wished to be considered as part of the Master Plan. The responses included a varied group of short-term actions and long-term vision for Cummins, extending on many of the key themes identified in earlier questions.

There was a large consensus that the lack of housing and childcare are currently the greatest limitation to Cummins future growth. It was noted in question 15 additional feedback that there are too few opportunities for people to live in the township and those who do must find alternate childcare means as the childcare facility has reached its capacity. This means some families rely on one parent working limited hours, taking extended time away from employment or looking to extended family for additional support.

Some responses that were unique to Question 15 that were not well covered in the previous survey response questions included:

- *Addition of in-home aged care services*
- *Council should look to take control of the swimming pool and to some degree the oval/recreation centre to ensure it is maintained and limit risk of losing community volunteers and support*
- *Create opportunities to sponsor apprentices and qualified trade workers (potentially through school programs)*
- *Fully fence the playground at Railway Triangle Park*
- *Pooling of water around main roads*
- *No in home aged care options*
- *Poor accessibility for elderly people or people with limited mobility*
- *Master Plan is timely and needed*
- *The quality of medical services is high*
- *Health and Aging report 2018*
- *Slow progress and action by council*
- *Previously growth and success in the town has been attributed to the hard work of community members and groups*
- *Options and activities for day trippers*
- *Community Bank, CDEC and Council partnership*
- *Make commercial road one way*
- *Change in any form needs to happen at the Cummins Institute*
- *Footpaths need to be added to streets that lack them*
- *Develop a new modern community hub with conferences capabilities and indoor sports facilities*
- *Council should look to take control of the swimming pool and to some degree the oval/recreation centre to ensure it is maintained and limit risk of losing community volunteers and support*
- *Bypass for trucks and agricultural machinery so they don't go the centre of town.*
- *Notify residents when spraying weeds and chemical products in parks/ public spaces*
- *Parks and recreation spaces are great and don't require much improvement*
- *Seal dirt roads around town*
- *Value add to successful town aspects such as the pool*
- *Amalgamate DCLEP and Tumby Bay Council*
- *Rural care (childcare) options*
- *Alternate operating hours for businesses on the weekends*
- *Greater promotion of the town*
- *Opportunities to sponsor apprentice and qualified trade workers*
- *Opportunities for school to introduce trades programs*
- *Repurpose under-utilised reserves and parks for residential housing*
- *Fully fence the playground*
- *Revision of how rates are utilised*
- *Introduce smaller dwelling types for people look to retire closer to town*
- *Alternate activities to weekend sport*
- *Transform the railway track into a walking and cycling trail*
- *Add car parking to the railway track*
- *Provide caravan parking on the parcel of land adjacent the RSL hall (south of RSL) with appropriate signage*
- *Opportunities for walking tracks north of Bratten Way and Marble Range*
- *Develop a mini golf course*
- *Water features in park and potentially railway track*
- *Seating options at the parks and reserves, along the railway line, at the show grounds*
- *Invest in current assets such as the airport*
- *Repaint parking spaces at the hospital*

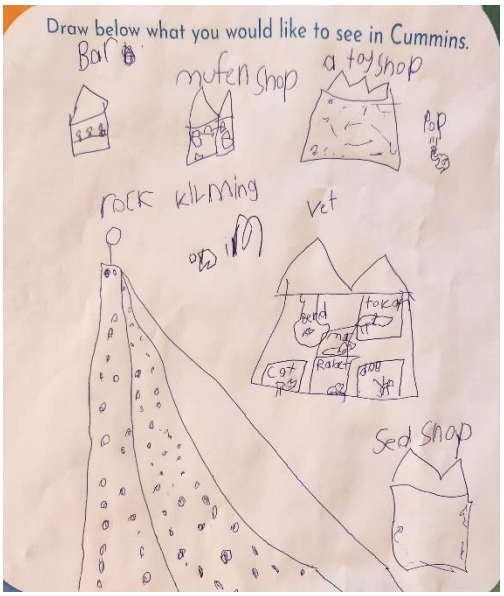
5. Additional Activities and Responses

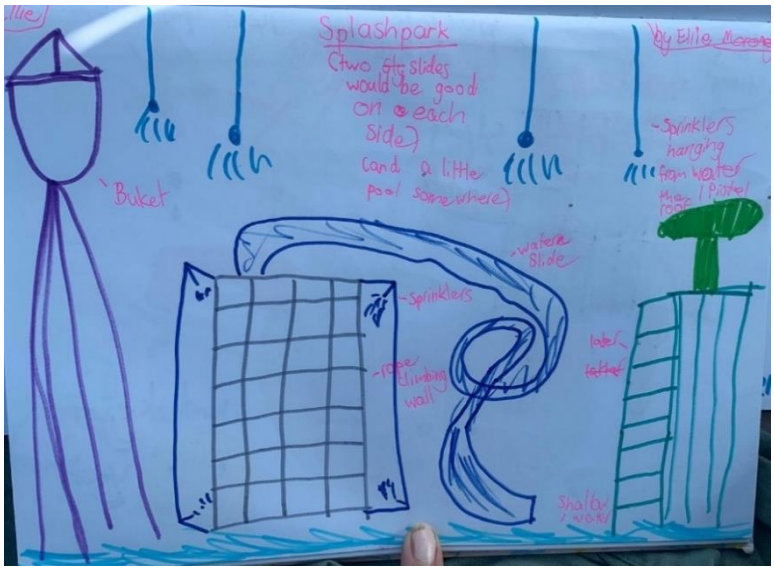
5.1. Kids Drawing Activity

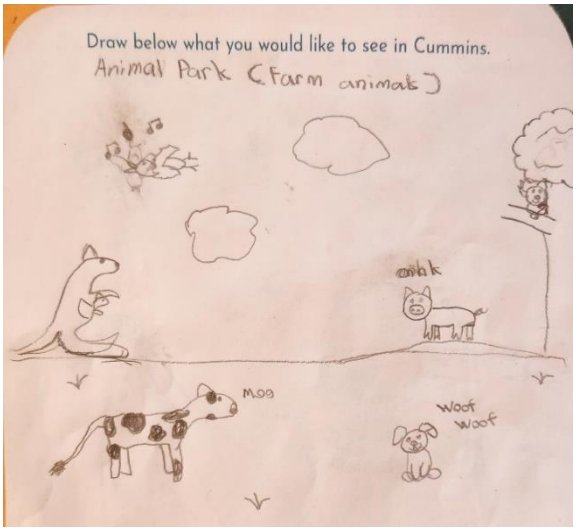
The kids drawing activity was an opportunity for younger members of the local community to showcase their ideas for the future of Cummins. The activity was made avaible at the community drop-in session and at the library as a part of a information display. The activity sheet asked participants to "draw below what you would like to see in Cummins." The activity sheet was distributed at the community drop-in session and community library alongside an information display for parents.

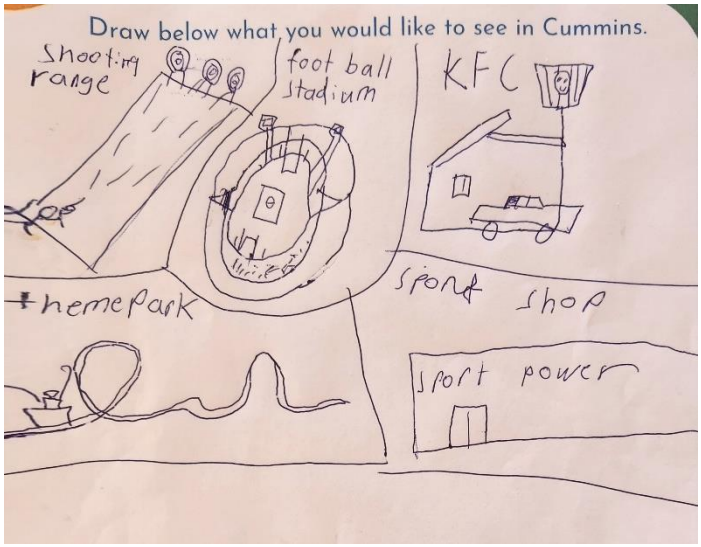
Splash parks and water activities were common ideas amongst kids. The completed activity sheets shared a range of ideas, including:

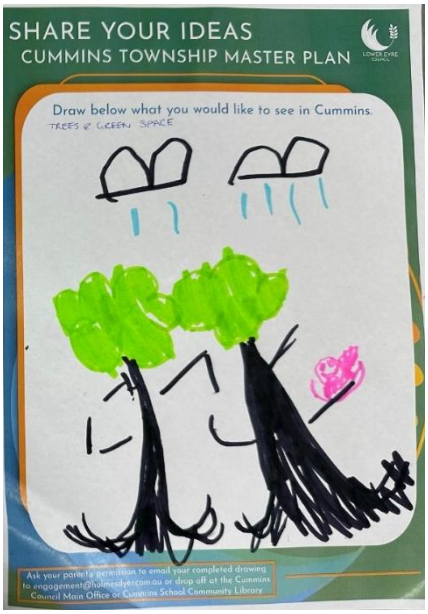
- Splash park
  - Water slide
  - Tipping bucket
  - Sprinklers
  - Water soakers
- Playground
  - Climbing wall
  - Rock climbing
  - Examples like Cows and Wudinna
- Animal park
  - Petting zoo
- Increased retail and hospitality
  - Muffin shop
  - Toy store
  - Sports store
  - Seed shop
  - Bar
  - KFC
- Veterinary practice
- Shooting range
- Football stadium
- Theme park
- Maintain and enhance the greenery and connection to nature in the town

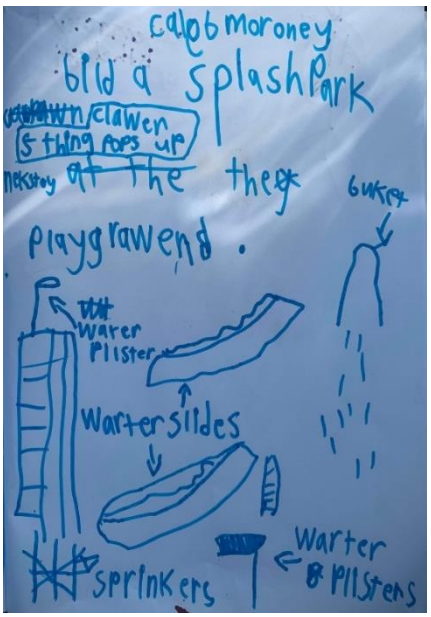

Draw below what you would like to see in Cummins.
Bar
mufen shop
a toy shop
Pop
rock klimming
vet
Cat
Rabet
Sed shop


Splashpark
(two slides would be good on each side)
(and a little pool somewhere)
Buket
-Sprinklers hanging from water
-water slide
-sprinklers
-rope climbing wall
Shallow water


Draw below what you would like to see in Cummins.
Animal Park (Farm animals)
oink
moo
woof woof


Draw below what you would like to see in Cummins.
Shooting range
foot ball stadium
KFC
themePark
sport shop
sport power


SHARE YOUR IDEAS
CUMMINS TOWNSHIP MASTER PLAN
Draw below what you would like to see in Cummins.
TREES & GREEN SPACE
Ask your parent's permission to email your completed drawing to engagement@holmesdyer.com.au or drop off at the Cummins Council Main Office or Cummins School Community Library


calob moroney
bild a splashpark
clawen
(s thing ropes up
playgrawend.
warer plister
wartersildes
sprinkers
warter & pilsters

SHARE YOUR IDEAS
CUMMINS TOWNSHIP MASTER PLAN
Draw below what you would like to see in Cummins.
Ask your parent's permission to email your completed drawing to engagement@holmesdyer.com.au or drop off at the Cummins Council Main Office or Cummins School Community Library

5.2. Written Feedback

Stakeholders and community members were able to submit written feedback via the consultation email displayed on all promotional material as part of the consultation process. Respondents that provided written feedback shared detailed ideas and points of interest including:

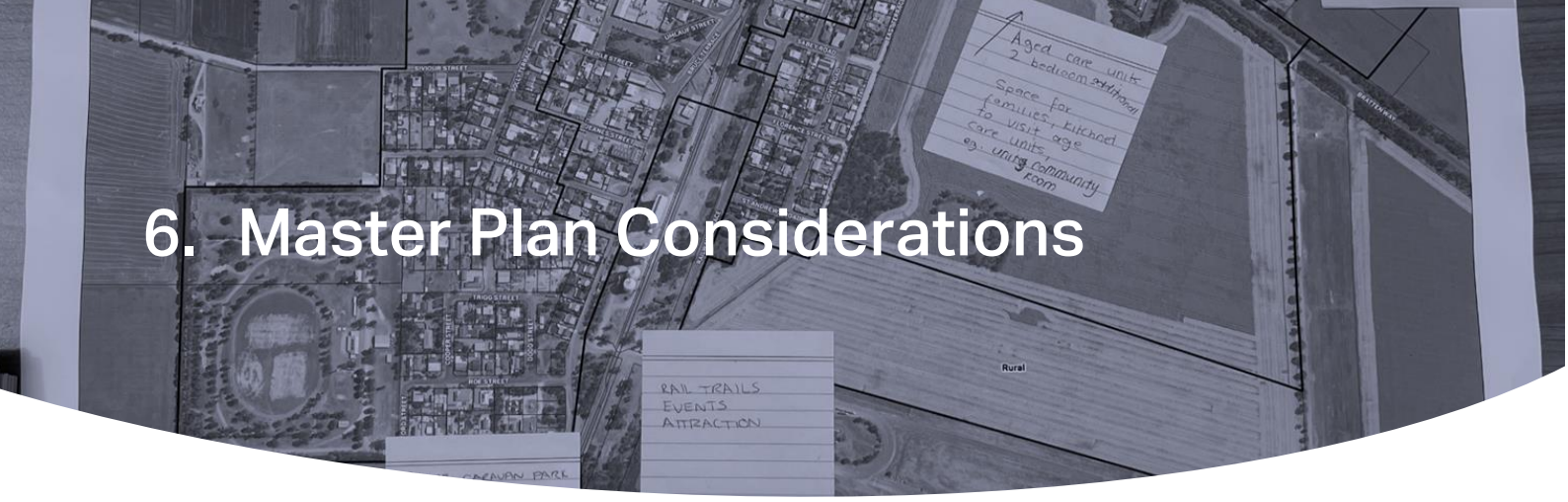
- Install CCTV in critical locations to provide additional support to public safety
- Addition of disability access to police station and other key service locations
- Bruce Terrace between Hall Street and Meikle Street is a high-risk section of road for vehicle accidents.
- Bruce Terrace requires permanent reduced speeds
- General untidiness of town, requiring clean-up of vegetation and public spaces.
- Derelict allotments need to be repurposed; they currently make some spaces feel unsafe.
- A focus on activation of the ole rail corridor, including considering acquiring a number of old rail cars for retail and short-term accommodation, to create a unique destination for Cummins.
- Activation of the rail corridor for a range of public connection and amenity purposes including a mix of public spaces including lawn, landscaping, coloured gravel, paving to reflect the history of the Cummins Township.
- Shop activation and beautification to the centre of town with Council partnering with business owners and building owners.
- Improved connectivity, across the main street in town by removal or treatment of the abandoned rail corridor to create a public space, that could include elements like the NY Highline on a regional scale.
- Create a high visible, picture moment at the entry to the town using the feature agricultural buildings for major mural artworks and/or digital art utilising the silos/ Cummins Mill, which are already significant landmarks at the arrival to town, similar to what has been delivered at Tumby Bay, Quorn and Karoonda. This needs to be a unique interpretation of what makes Cummins, uniquely Cummins and not a replication of what someone else has done.
- Digital heritage trail with a mix of physical heritage displays and digital information sharing for visitors and locals alike.
- Housing opportunities are critical, and a Housing Survey was conducted by the Cummins& District Enterprise Committee in May 2021, that could provide input data to the Master Plan.

5.2.1. Cummins Police Station Stakeholder Feedback

The following feedback for consideration was provided by representatives of the Cummins Police Station, for consideration in the Master Plan.

- The township would benefit greatly by having CCTV installed in areas including the main roads in and out of town, as well as general public access areas and parks. The CCTV would be used to deter criminal offending and public order offences as well as a primary source of evidence during investigations. Several neighbouring small towns have adopted this equipment in their towns.
- There are numerous issues with the existing police residence and Cummins Police Station as it is aged infrastructure and does not provide adequate housing for the current sized family and is not fit for purpose. The condition of the infrastructure is poor and requires ongoing regular maintenance, and there is no disability/wheelchair access for the public to enter the station or house. Whilst I understand this is a state government (DTEI) asset, the Master Plan process may be able to provide an alternative process to address these issues in particular offer suitable housing.
- Bruce Terrace between Hall Street and Meikle Street is a high-risk section of road for vehicle accidents.

Some respondents provided supporting images to their ideas and feedback to give context and background. The above image was provided as an example of how disused railway tracks and carriages can be activated for the community.



6. Master Plan Considerations

6.1. Master Plan considerations

In analysing the outcomes of the community engagement outlined in this report, there is significant alignment in respect to the priorities between the different stakeholder groups and community members and strong sense of community identity that positions Cummins to capitalise on the opportunities from the development of the Cummins Township Master Plan.

There were areas of previous investment in the town specifically in respect to sporting and recreation facilities and programs, that while not unimportant to the community, were not ranked as highly as other areas. It is our analysis that this should be read as the community being generally happy with current approach to these facilities, and existing plans for ongoing improvement. While investment is still required into these areas, this is more seen as a status quo investment with the focus of the Master Plan required towards those areas of the town that do not have the same level of planning and focus to improve the community and tourism offer.

In our analysis we identified a collection of common, repeating themes that are recommended to form a key input and focus on the Cummins Township Master Plan, with short term prioritisation being aligned to these priority items. The top five repeating priorities were:

1. Delivery of a variety of new housing opportunities within Cummins, to suit a range of different community demographic groups including families and downsizers. This housing analysis should include key worker housing appropriate to attract staff to reinforce Cummins as a major service centre of the Eyre Peninsula.
2. Resolve the future of the Cummins Rail Corridor, if no longer required for freight transport, explore options within the current land ownership configuration to utilise this area for a range of community activation and beautification opportunities along the rail corridor to connect the two sides of the Cummins Township, improve the appearance and provide a tourism attractor.
3. Traffic safety, parking and management through Cummins needs to be resolved, balancing safety, business activation to identify suitable solutions to manage everyday operations and peak harvest challenges.
4. Improved health and aged care services, to support an aging population.
5. Childcare centre places to support the Cummins and surrounding areas is required, as the current services are at capacity which constrains employment opportunities.

With any Master Plan there will be a collection of short, medium and long term actions for Council, some of which will be tied to third party decisions on land ownership, grant funding availability and other decisions outside Council and the community's direct control.

To build momentum and community buy-in on the Cummins Township Master Plan, it will be important to identify some 'quick wins' that could be progressed immediately within 6-12 months of the final Master Plan being completed.

6.2. Closing the loop

As per the engagement plan developed by Holmes Dyer, this engagement outcome report, once considered by Lower Eyre Council should be made available on Council's website and all respondents who provided contact details to be kept informed of the progress provided a direct email link to access this report.

Included in this community update correspondence should be a high level program for the development of the Master Plan including identification of the Stage 2 Community Consultation opportunity to review and provide feedback on the detailed plan in 2023.

Appendix C. Past and Current Institute Uses

Appendix D – Past and Current Institute Uses

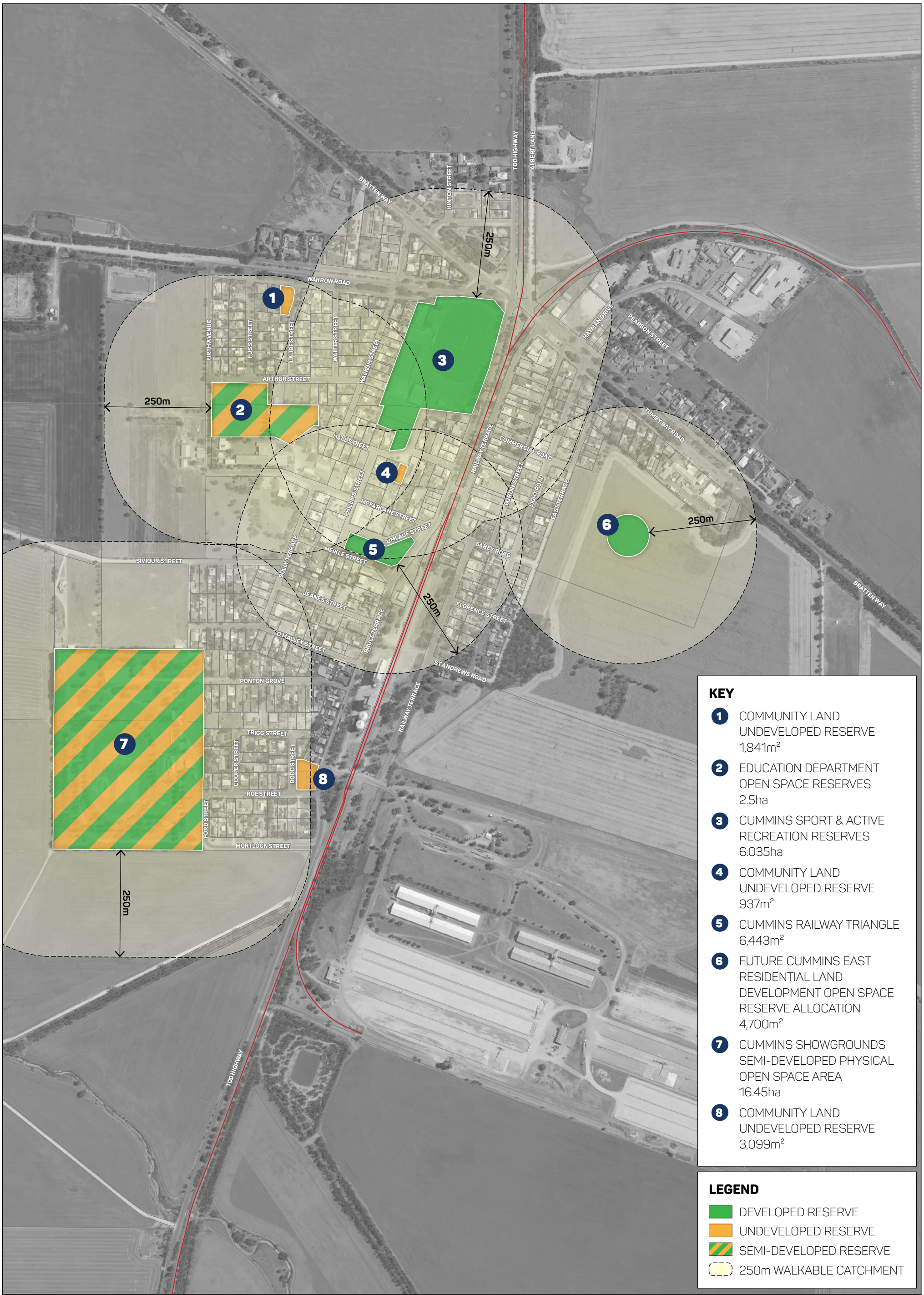
GENERAL INTEREST	
Country Arts SA	1 Year
Gym	
Movie nights	
Salt Festival	
Photography exhibition	
African children's choir	
Comedy show	
"Annie Lenox' performance	
Nuclear waste information session	
Bushfire – recovery centre	
FAMILY EVENTS	
Engagement Party	
Funerals	
Wedding Reception	
Family function	
FUND RAISERS	
Fashion Parade	
Cancer Raising events	
High Tea – fund raiser	
Movie nights	
Music Hall Concert (Hospital fund raiser)	Every 2 years (4 – 6 shows)
Hospital fund raiser	
Quiz night	
Biggest morning tea	
Cancer Council walk	

COMMUNITY EVENTS	
Aged Care Expo	This Year
Australia Day Awards	1 x year
Christmas Carols	
Community Markets	3 x year
Empowering Lower Eyre- Mental Health	2 x this year
Garage Sale – Stalls for out of towners	Every 2 years
Breakfasts	
Cummins Financial Services – Client Nights/Forums/Finance for young people	
Great Flinders (Football & Netball) League – Count Night New Format	
Mosaic Group	1 x week
Quilting Retreats	
Red Cross Function	
Refuge point for disasters	
Saucy Saturday – Master Class / Competition	
School – Year 10 Youth opportunities (20 students this year)	1 x week
Science Shows/Science Pub/ Science Week	
Guest Speakers	
Local displays – mental health	
Deb Ball	
Gala ball	
Creating Connections	
Website Launch	
Meet the new people – welcome to Cummins nights	
Father's day breakfast	
Love is concert	

Bank Birthday	
Mock Wedding	
Youth Advisory Committee events	
Stitching/Craft/Sewing	1 x week and 1 x month
Bridal Parade	
Baby Competition	
School Formals	
Christmas Wonderland	
COMMUNITY MEETINGS / PUBLIC MEETINGS	
Caravan Park meeting (Tourism Committee)	
CDEC – meetings	1 x month
CWA	1 x year for the last 3 – 4 years
Hall Committee meetings	1 X month
Tourism Committee meetings	
WORKSHOPS	
Bird Course	
First Aid Course	
Training event	
Zonta club breast pillow assembly day	
Zonta Conference	
Scrapbooking	
Mother's day classic event	
Craft Workshop	
BUSINESS VENTURE	
Nails and Massage Business	
Physio	2 x week
Pilates	3 x week
Thermo mix events	

COUNCIL (DCLEP)	
DCLEP Office – during renovations to main office	4 years ago
EPLGA Conference	Every 8 – 10 years

Appendix D. A3 Plans



RESERVE SUPPLY & DISTRIBUTION MAP

Cummins Township Master Plan

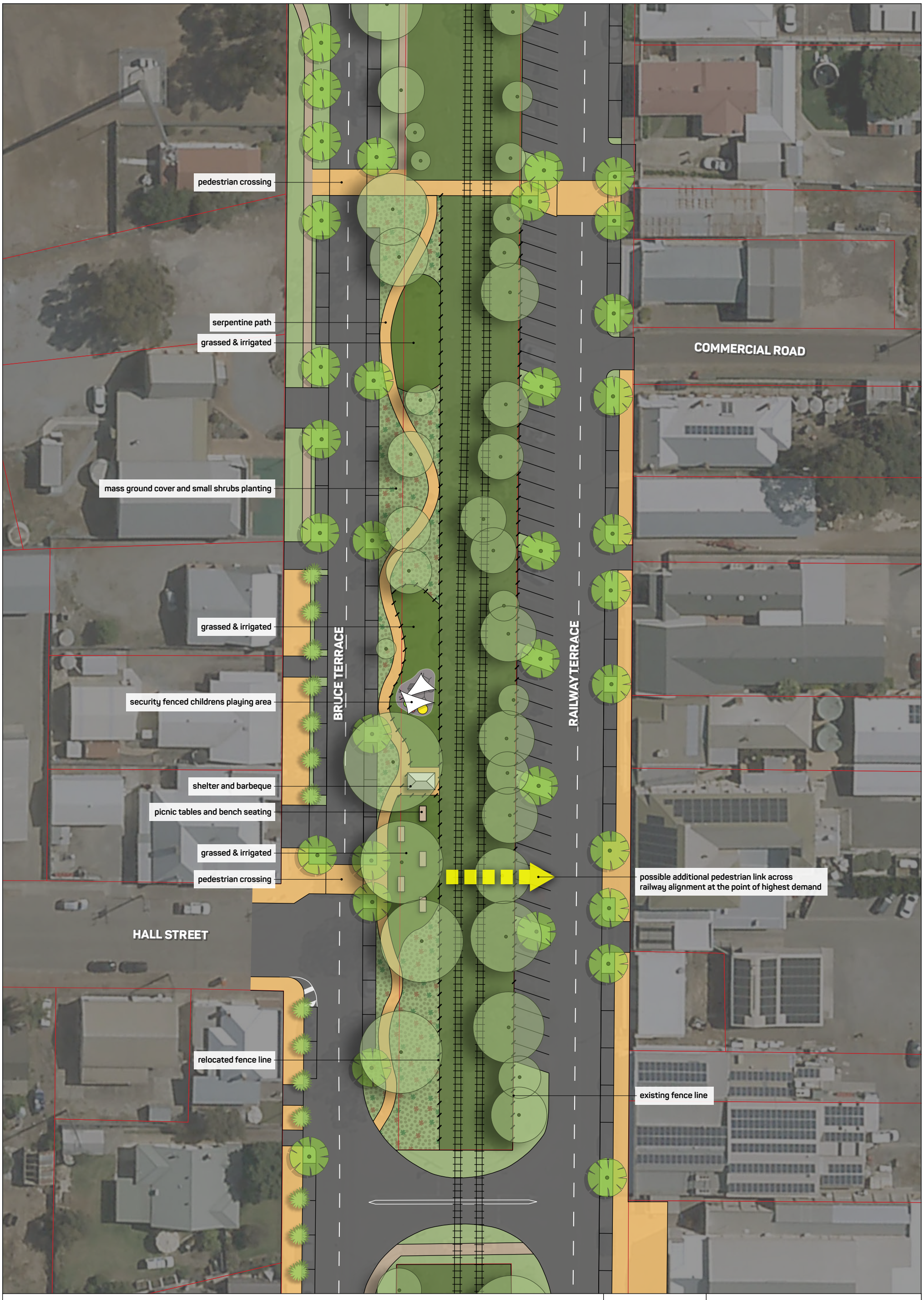
N

0 50 100 150 200 250 m

1:8,000 @ A3

HOLMES DYER

1322-003 R2 > 03.11.2022



RAILWAY CORRIDOR LANDSCAPE OPPORTUNITY

N

5m

1:600 @ A3

HOLMES DYER

1122-005 R1 > 21.04.2023

BRUCE TERRACE / RAILWAY TERRACE UPGRADE (NORTH)

HOLMES DYER

1122-004 R1 > 08.12.2022

BRUCE TERRACE / RAILWAY TERRACE UPGRADE (CENTRAL)

HOLMES DYER

1122-004 R1 > 08.12.2022

1122-004 R1 > 08.12.2022

Appendix E. WGA Report

District Council of Lower Eyre Peninsula

Cummins Township Traffic Impact Study

CONCEPT REPORT

Project No. WGA200004
Doc No. WGA200004-RP-TT-001[A]
Rev. A

13 August 2020

Revision History

Rev	Date	Issue	Originator	Checker	Approver
A	13/08/2020	Initial Issue	CP/ SSS	HB	HB

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Appendix E Bruce Tce Concept Sketches

Appendix F Viterra Access Sketches

Appendix G Bruce Tce/Tumby Bay Rd roundabout

1 INTRODUCTION

Wallbridge Gilbert Aztec (WGA) has been engaged by the District Council of Lower Eyre Peninsula (Council) and the Department of Planning, Transport and Infrastructure (DPTI) to develop a Traffic Impact Study (TIS) for the township of Cummins. Cummins is located on the Eyre Peninsula, approximately 60km to the north west of Port Lincoln (refer to Figure 1).

Figure 1 Locality Plan, Cummins

It is understood that from May 2020 there has been an increased amount of grain to be transported via the road network on the Eyre Peninsula due to the non-renewal of the rail network contract by Viterra.

This has resulted in an increase of heavy vehicles movements through/within the township of Cummins, which is considered likely by Council to compound existing conflicts within the township between pedestrians and vehicles. The aim of this TIS is to:

- Review existing road network and traffic flows (existing conditions);
- Determine future Viterra operations and the impact this may have on traffic volumes within the township of Cummins;
- Document conceptual design solutions developed to improve heavy vehicle accessibility, safety and amenity within Cummins, focussing on the following key areas/elements:
  - Bruce Tce Shopping Precinct;
  - Existing Viterra Site Access (and potential alternative access points);
  - Potential locations for a truck bulk fuel station; and
  - Any other improvement opportunities identified

2 EXISTING CONDITIONS

2.1 GENERAL

Cummins has a population of approximately 800 and is at the centre of an agricultural region with key industries of sheep farming and cereal grain growing. The township is shown in Figure 2, and comprises small retail areas on Railway Tce and Bruce Tce, a school, a hotel and grain storage facilities operated by Viterra. A railway line runs through the centre of the town, which is understood to have become non-operational as of May 2019.

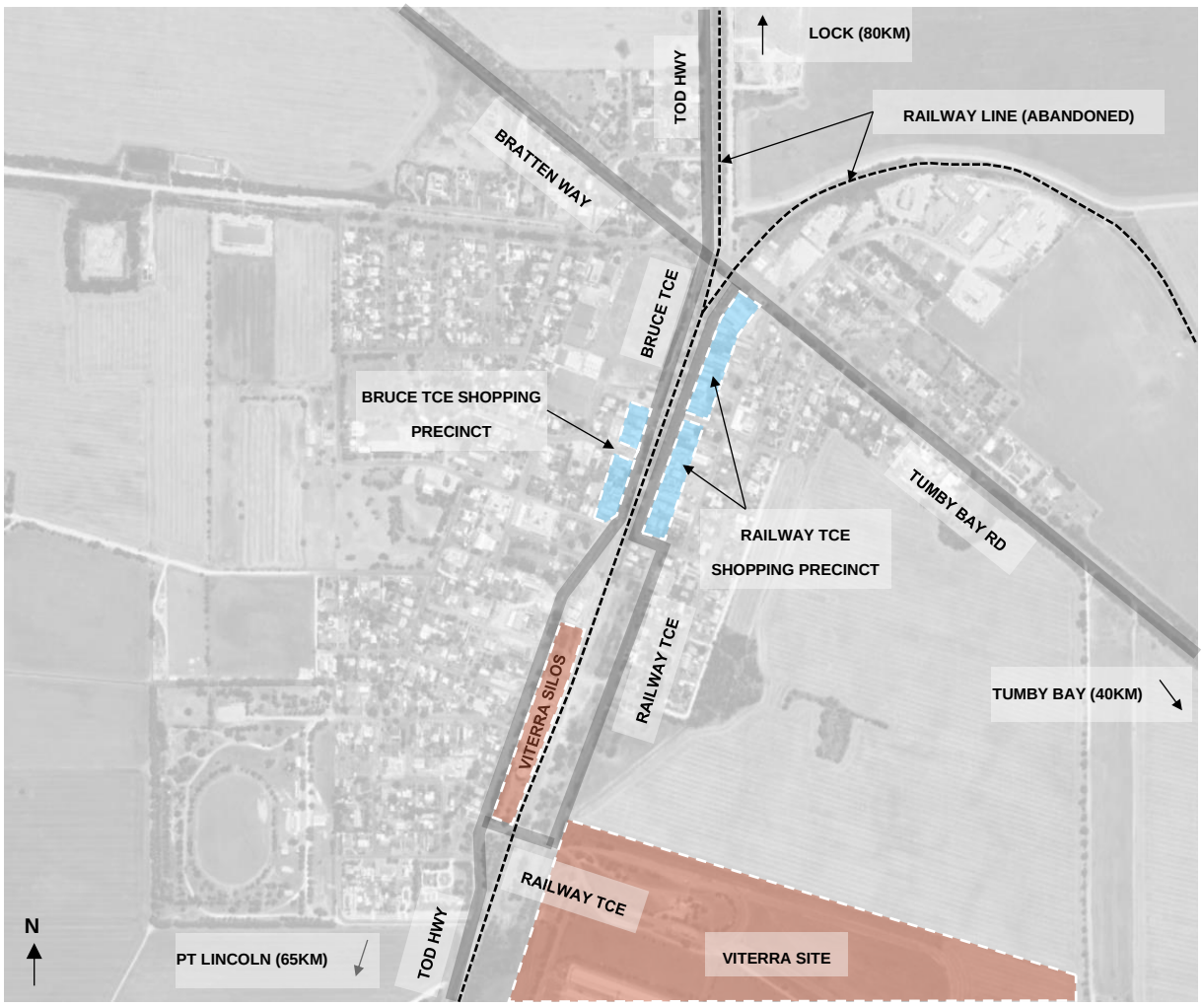

Figure 2 Township of Cummins

Council has provided current zoning plans within the township and these are shown in Figure 3. It can be seen that the land adjacent Bruce Tce and Railway Tce is typically zoned as commercial, with residential zones located within the eastern and western portions of the town.

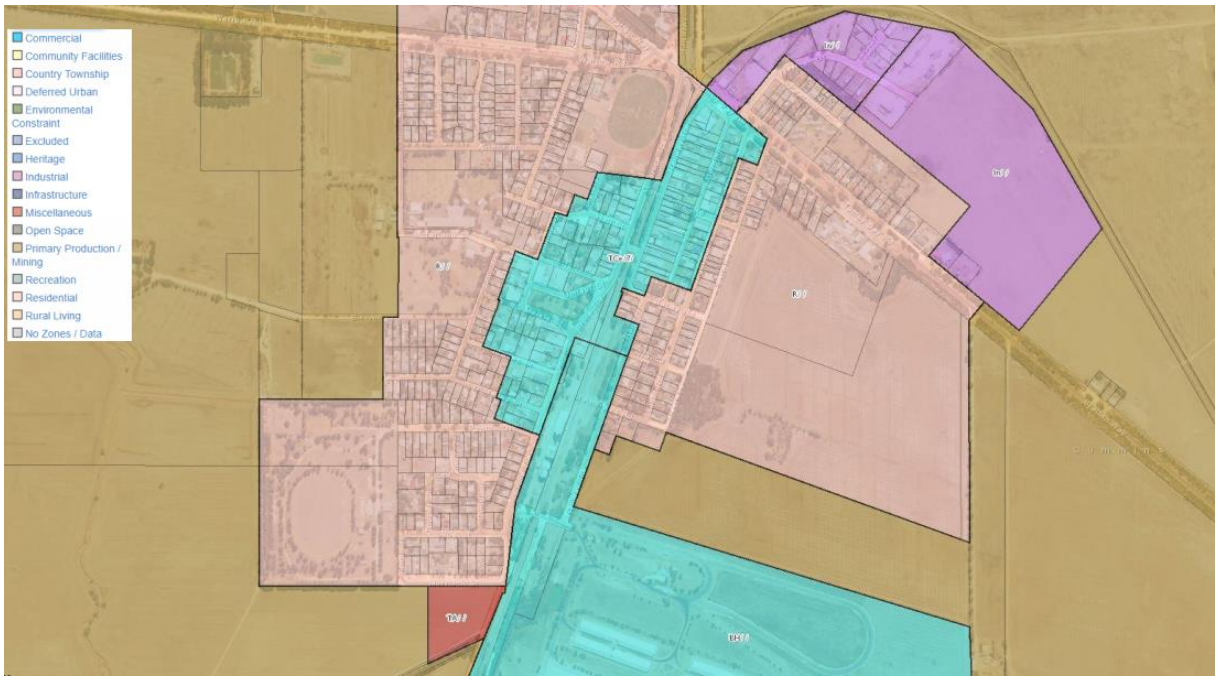

Figure 3 Current Zoning in Cummins

2.2 BRUCE TERRACE SHOPPING PRECINCT

The Bruce Tce Shopping Precinct has been defined as the section of Bruce Tce and Railway Tce between McFarlane St in the south and Tumby Bay Rd in the north, as shown in Figure 4. There are a number of small retail facilities (such as a butcher, chemist and bakery) on the western side of Bruce Tce within this precinct. On the eastern side of Railway Tce, there are a number of small businesses and facilities, including a hotel, supermarket and banking facilities.

On street parallel parking is available on both the eastern and western sides of Bruce Tce and the eastern side of Railway Tce, with angled parking provided on the western side of Railway Tce, adjacent the median containing the redundant railway line.

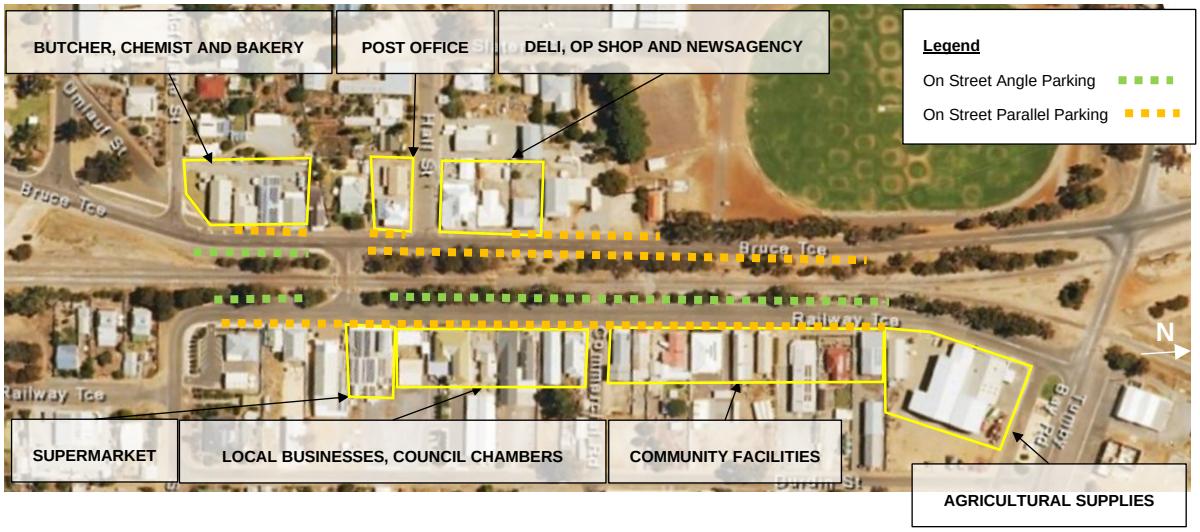

Figure 4 Existing Conditions – Bruce Tce

Whilst onsite on the 22 June 2020, WGA observed a high volume of on-street parking turnover (particularly on Bruce Tce adjacent the bakery and the post office).

2.3 EXISTING VITERRA SITE OPERATIONS

As discussed in Section 2.1, there are a number of grain storage facilities operated by Viterra within the southern portion of Cummins, as shown in Figure 5. WGA met with a representative from Viterra on the 22 June 2020 and also received additional information in an email from Viterra on the 17 July 2020 (refer to Appendix A). As a result, WGA understand that heavy vehicles associated with Viterra currently undertake the following movements:

- All vehicles enter the Viterra sites via Railway Tce from Bruce Tce (refer to Figure 6)
- All vehicles proceed straight to the Viterra Processing Site where they are weighed and processed (area contains a large area to contain queuing vehicles as required)
- The vehicles then either travel internally to the Viterra Storage Site (majority of vehicles) or via Railway Tce to the Viterra Silos Site
- Vehicles exiting the Viterra Storage Site do so via Railway Tce to Bruce Tce, whilst those exiting the Viterra Silos Site may use the Viterra Silo Egress Point, which provides direct access onto Bruce Tce or travel via Railway Tce to Bruce Tce.
- Some vehicles travel straight through Cummins (without stopping at the Cummins Viterra Sites) via Bruce Tce/Tod Hwy

Figure 5 Viterra Sites within Cummins

Figure 6 Existing Condition – Viterra Site Access from Bruce Tce/Railway Tce

WGA understand that heavy vehicle movements associated with Viterra can be broadly classified into the following three categories:

- Grower Receivals (to Cummins) – these movements consist of local producers delivering grain to the Viterra storage facility and are understood to generally originate to the north, east and west of Cummins
- Site to Site (Cummins to Port Lincoln) – these movements consist of heavy vehicles transporting grain from the Cummins Viterra storage facility to Port Lincoln (where grain is loaded to ships)
- Site to Site (Through Cummins) – these movements consist of heavy vehicles transporting grain from other storage sites to the north of Cummins (such as from Lock or Wudinna) to Port Lincoln (where grain is loaded to ships). These movements would pass through Cummins from north to south only and not stop at the Cummins Viterra storage facility.

Viterra has provided the average number of movements per year associated with each category (taken over 3 years), and these are summarised in Table 1. Also provided were the average splits of heavy vehicle types associated with each category and the average mass transported per vehicle, and these are also summarised in Table 1. For example, of the average 3,618 movements/year associated with Site to Site movements (Cummins to Port Lincoln), 47% of these (or 1,700) were by AB-Triples. The average mass of material transported per heavy vehicle was 64.4t.

Table 1 Viterra Heavy Vehicle Movements

Movement	Average number of movements / 1 year	Average split of heavy vehicles types		Mass Transported (Tonnes)	Average Mass/Truck (Tonnes)
Site to Site (Cummins to Port Lincoln)	3,618	AB-Triple	47%	235,788	64.4
		A-Double Road Train	53%		
Site to Site (Through Cummins)	3,055	AB-Triple	47%	195,591	63.8
		A-Double Road Train	53%		
Grower Receivals (to Cummins)	10,620	A Double	39.87%	395,467	37.1
		AB Triple	0.61%		
		B-Double	1.48%		
		B-Triple	1.50%		
		Rigid Truck	19.07%		
		Single	37.47%		

There are a higher number of vehicle movements associated with Viterra during harvest season, which is understood to be typically between the 1st of October and the 1st of January each year, and Viterra has provided the historical proportions in Table 2. It can be seen that the proportion has varied each year based on seasonal conditions (resulting in considerable swings in production and hence grower receival tonnage).

Viterra have also advised typical harvest receival hours of operations are between 7am - 7pm whilst Site to Site Movements hours of operation are typically between 7am – 3pm. During harvest, Viterra also engage operators to assist with overflow during a limited proportion of the harvest between the hours of 7pm – 3am.

Table 2 Proportion of moved volume in Harvest Season

Season	Percent of volumes moved between 1st Oct - 1st Jan (Harvest Season)
2019/2020	49%
2018/2019	55%
2017/2018	87%

WGA has undertaken an assessment of swept paths of a B Triple and an A Triple at the junction of Railway Tce and Bruce Tce junction, adjacent the Viterra site and these are included in Appendix C for reference. It can be seen that the vehicles can undertake turning movements within the provided pavement areas at the junction, however due to the current width of Railway Tce there is currently not enough width for two heavy vehicles to pass one another. Opportunities for improvement at this location are discussed further in Section 5.2.

2.4 TRAFFIC VOLUMES

2.4.1 General

Traffic volume data for midblock sections of roads within the township of Cummins has been obtained from the SAViewer website and Council databases. In addition, WGA undertook short period turning counts within Cummins whilst onsite at the junction of Bruce Tce/Tod Hwy/Tumby Bay Rd/Bratten Way and the junction of Hall St/Bruce Tce/Railway Tce Access.

2.4.2 Midblock Volumes

The available traffic volume data within midblock sections is summarised in Figure 7. It can be seen that the highest traffic volumes are typically observed on the Tod Hwy/Bruce Tce, with the highest traffic volumes observed within the town.

Figure 7 Historic Traffic Count Information – Average Daily Volume, Percentage of Heavy Vehicles (Year of Data)

2.4.3 Turning Counts

Whilst onsite on the 22 June 2020, WGA undertook turning movement counts over the duration of one hour at the intersection of Bruce Tce/Tod Hwy/Tumby Bay Rd/Bratten Way and at the junction of Hall Street/Bruce Tce/Railway Tce Access. Detailed turning counts are contained within Appendix B, and the results are also summarised in Figure 8 and Figure 9.

At the junction of Bruce Tce/Tod Hwy/Tumby Bay Rd/Bratten Way, a high number of movements between Bruce Tce and Tumby Bay Rd were observed. The movement with the highest volume of heavy vehicles was Tod Highway to Bruce Tce and vice versa.

At the junction of Hall Street/Bruce Tce/Railway Tce, high traffic volumes were observed to traffic between Tod Highway and Railway Tce North using the Railway Tce Access Road. No heavy vehicle movements were observed outside of Tod Highway/Bruce Tce.

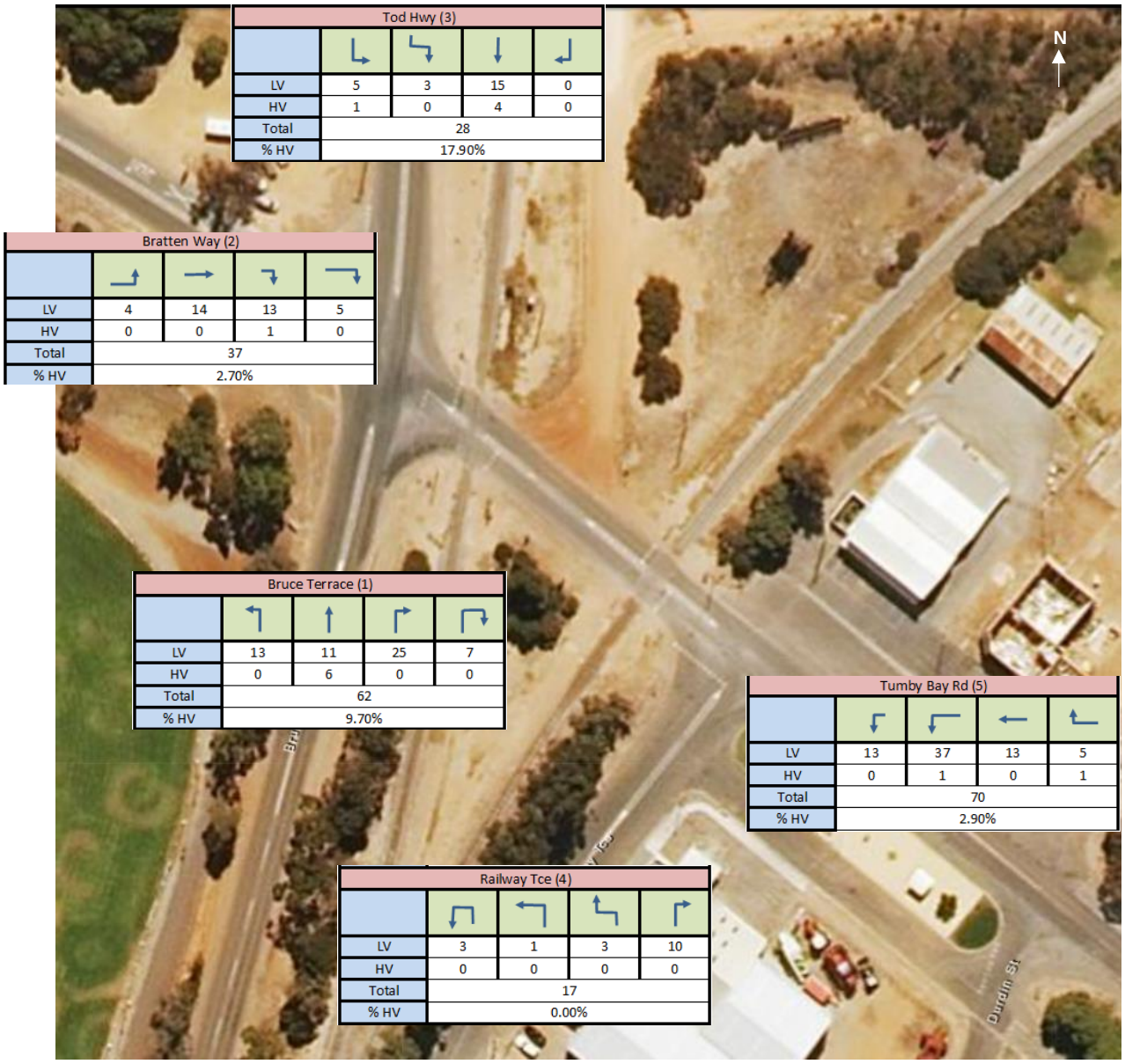

Figure 8 Turning Count Results – Bruce Tce/Tumby Bay Rd (11:15AM to 12:15PM, 22 June 2020)

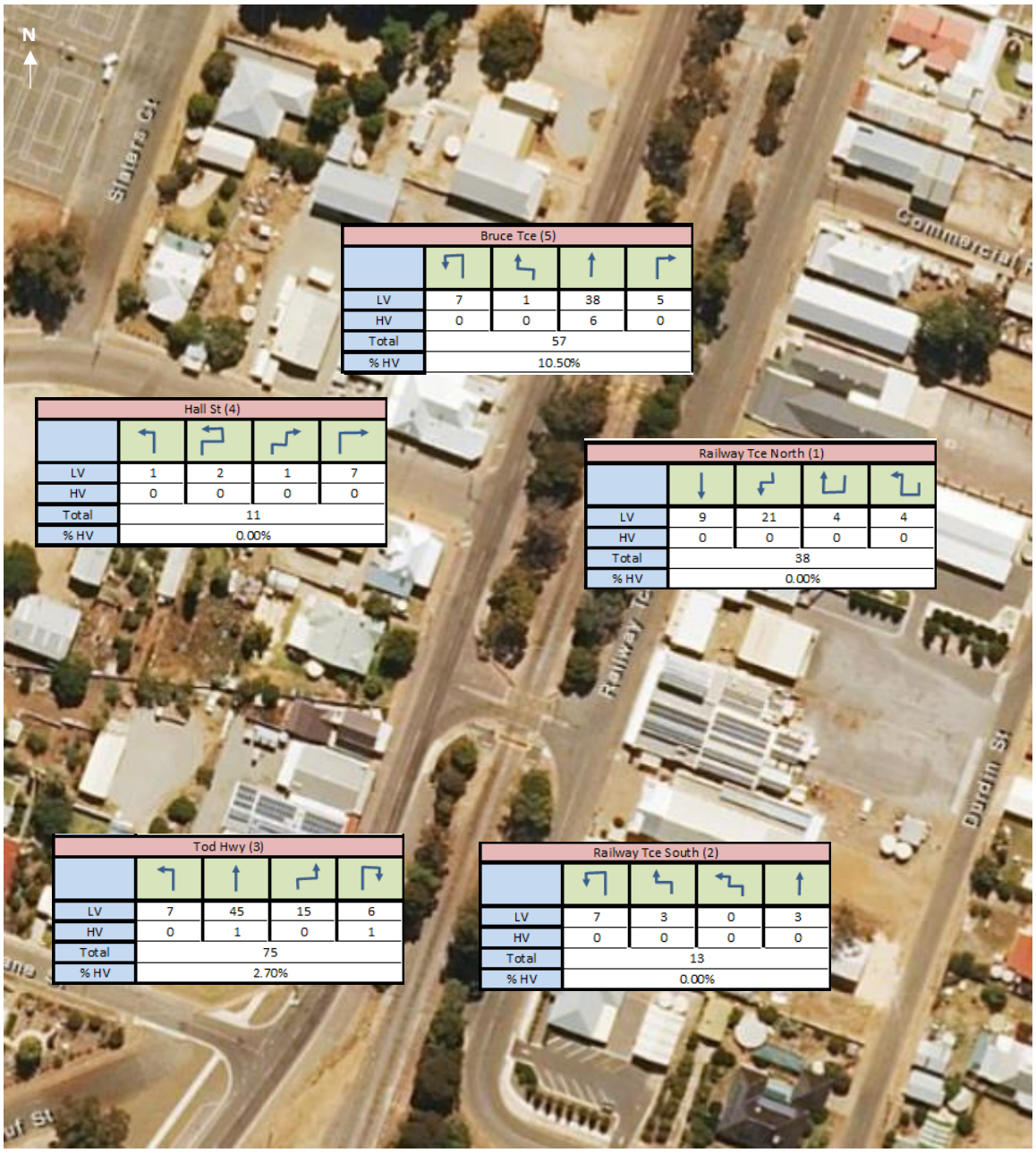

Figure 9 Turning Count Results – Bruce Tce/Hall St/Railway Tce (2:25PM to 3:25PM, 22 June 2020)

2.5 HEAVY VEHICLE ROUTES

Gazetted heavy vehicle routes (36.5m road trains) within Cummins include Tod Hwy, Bruce Tce, Tumby Bay Rd, Bratten Way and the Viterra access section of Railway Tce, as shown in Figure 10. In addition, Tod Hwy, Bruce Tce, Tumby Bay Rd and the Viterra access section of Railway Tce are also gazetted up to PBS Level 3A, which equates to a A-Double Road Train (Type I), as shown in Figure 11.

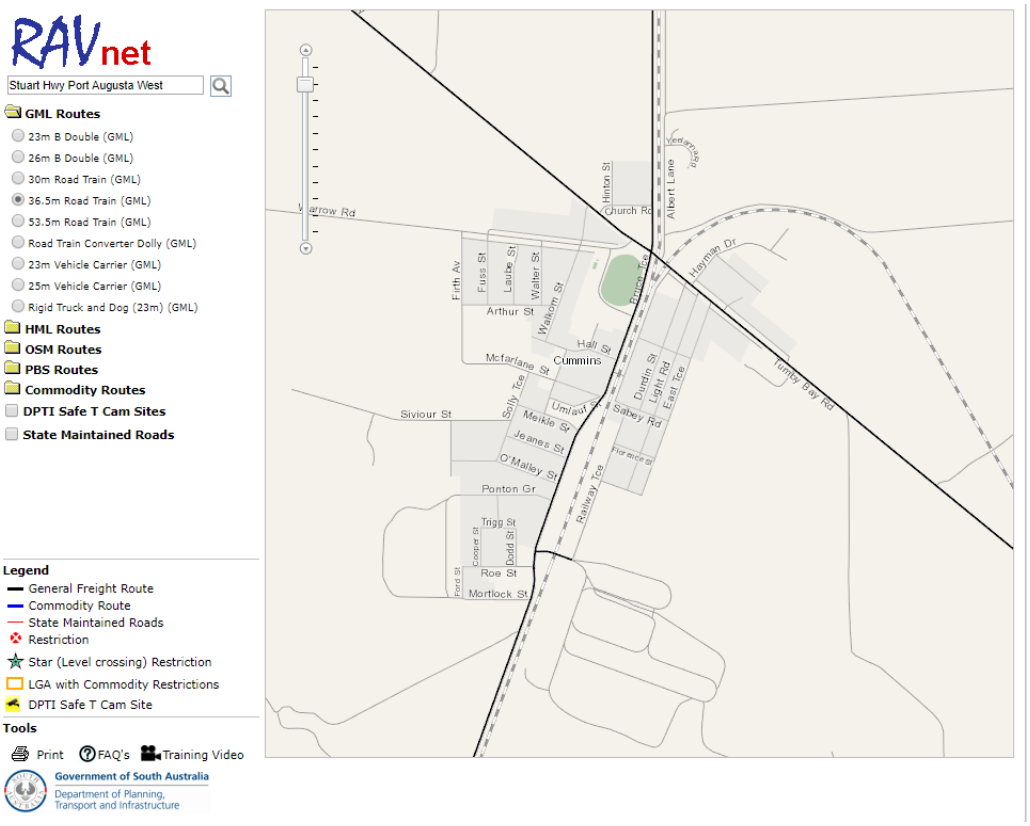

Figure 10 36.5m A Double Gazetted Routes in Cummins (Source: DPTI RavNet)

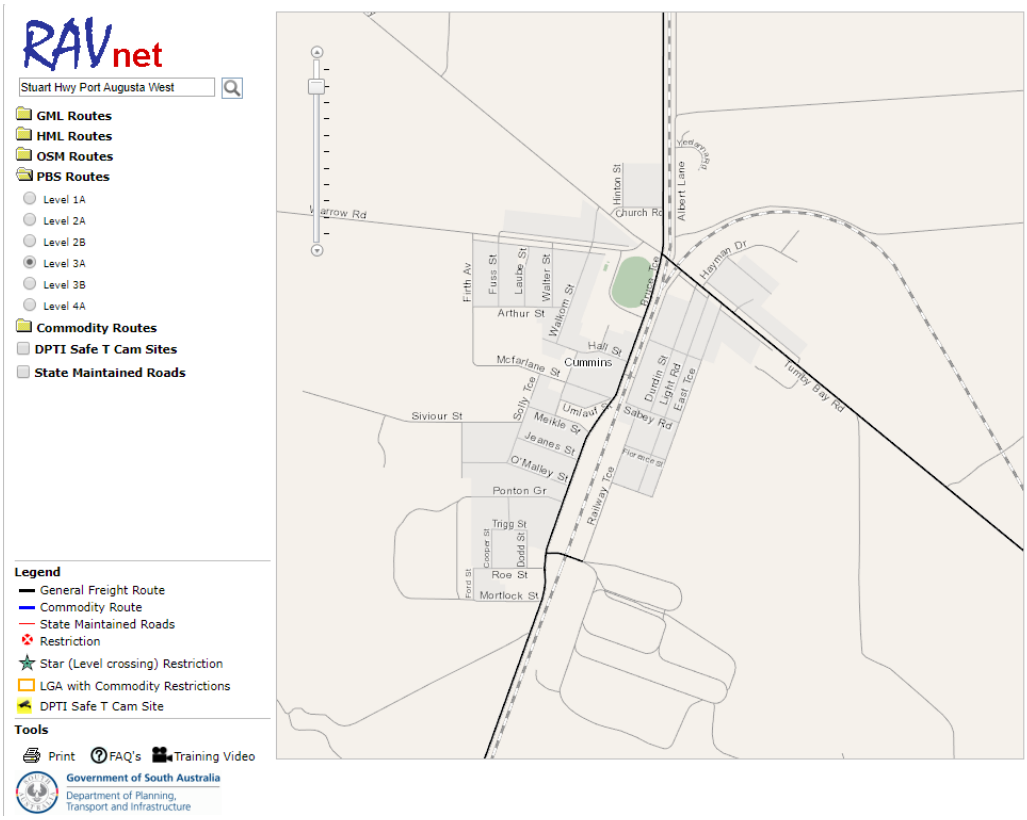

Figure 11 PBS Level 3A Gazetted Routes in Cummins (Source: DPTI RavNet)

2.6 CRASH HISTORY

Included below in Table 3 is a summary of the types of crashes within the township of Cummins between 2015 and 2019, sourced from DPTI's SAViewer. Included below in Figure 12 are the crash locations within the township of Cummins.

Bruce Tce recorded two crashes over this time period. One on the mid-block section between Jeans St and Meikle St where a vehicle struck a parked car and the second at the intersection of Tumby Bay Rd/Bruce Tce where there was a collision with a right turning vehicle. Although these are not considered high crash rates for a period of 5 years and there is no distinct pattern or location that indicates a high risk area, this information will still be considered in the context of developing concept design options.

Table 3 Historic Crash Types within the Township of Cummins (Source: Locations SA 2015-2019)

Intersection	Total Crashes	Casualty Crashes	Casualties	Fatalities	Serious Injury	Rear End	Hit Fixed Object	Side Swipe	Right Angle	Head On	Hit Pedestrian	Roll Over	Right Turn	Hit Parked Vehicle	Hit Animal	Hit Object on Road	Left Road Out of Control
Frith Av/Warrow Rd	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Frith Av/Arthur St	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Unnamed/O'Malley St	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Bruce Tce	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Walkhom St/Hall St	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Warrow Rd	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Bruce Tce/Tumby Bay Rd	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Total	**7**	**1**	**0**	**0**	**1**	**0**	**3**	**0**	**1**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**

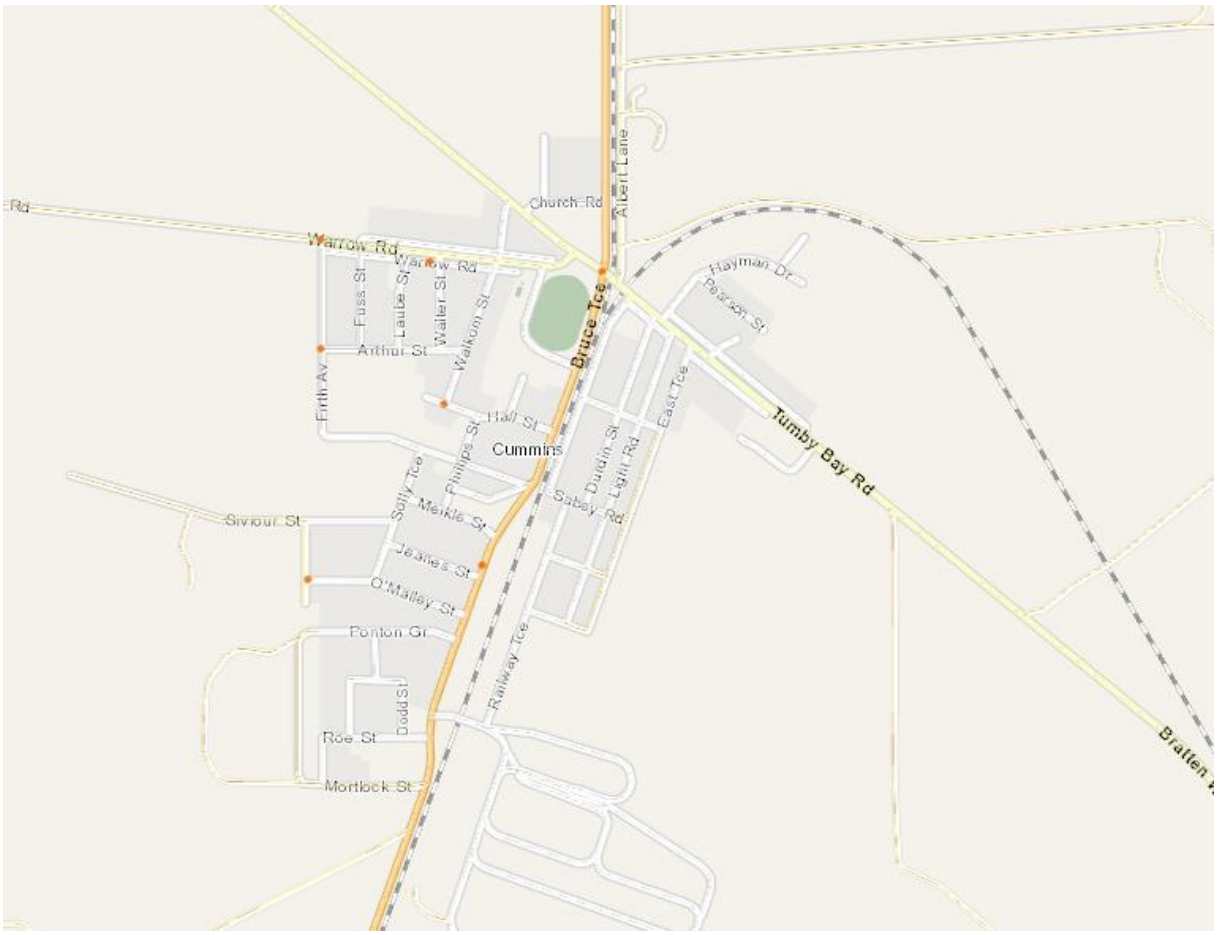

Figure 12 Crash Locations for Cummins Township (Source: Locations SA)

3 FUTURE DEVELOPMENTS

3.1 GENERAL

Through discussions with Viterra and Council, WGA has become aware of a number of proposed future developments within Cummins, including:

- Formalisation of Truck Parking Bays on Bruce Tce
- Future Growth in Viterra Operations
- Introduction of A Triple Vehicles for Viterra Operations

Each of these elements are discussed further in the sections below.

3.2 TRUCK PARKING

It is understood that works are proposed in the near future to formalise parallel parking areas on the northern end of Bruce Tce (refer to Figure 13) to develop a designated truck parking area. The works are understood to be developed in conjunction with DPTI and are to include the introduction of kerbing and potentially signage.

Figure 13 Location of Proposed Truck Parking Works

3.3 VITERRA OPERATIONS

Viterra has estimated that farming production increase is limited over the coming 10 years with a forecast growth of up to 0.5% per year. However, harvest conditions are impacted by seasonal conditions resulting in considerable swings in production and hence grower receival tonnage.

3.4 A TRIPLES

It is understood that Viterra propose to introduce A Triple heavy vehicles in future between Port Lincoln and Cummins to increase the amount of grain that can be transported per vehicle (therefore reducing the number of heavy vehicle movements required).

An assessment was undertaken by DPTI on the suitability of the network to allow for these vehicles, with the resultant report included in Appendix D. It is understood that as a result, DPTI have indicated that they are likely to endorse the proposal. However, it is understood that Council have concerns with the vehicles travelling on Railway Tce, and as such are not currently supportive of the proposal.

3.5 COUNCIL DEVELOPMENT PLAN

In a high-level review of the Council Development Plan (dated 12th July 2018), WGA has identified a number of concept plans relevant to the township of Cummins. These plans are shown in Figure 14 to Figure 16, and include:

- New residential development to the east of Railway Tce, with accessing roads to be provided from existing residential streets bordering the western side of the development;
- An industrial precinct to the north of Tumby Bay Rd; and
- Proposed tourist accommodation on Tod Highway (accessed off of Mortlock St)

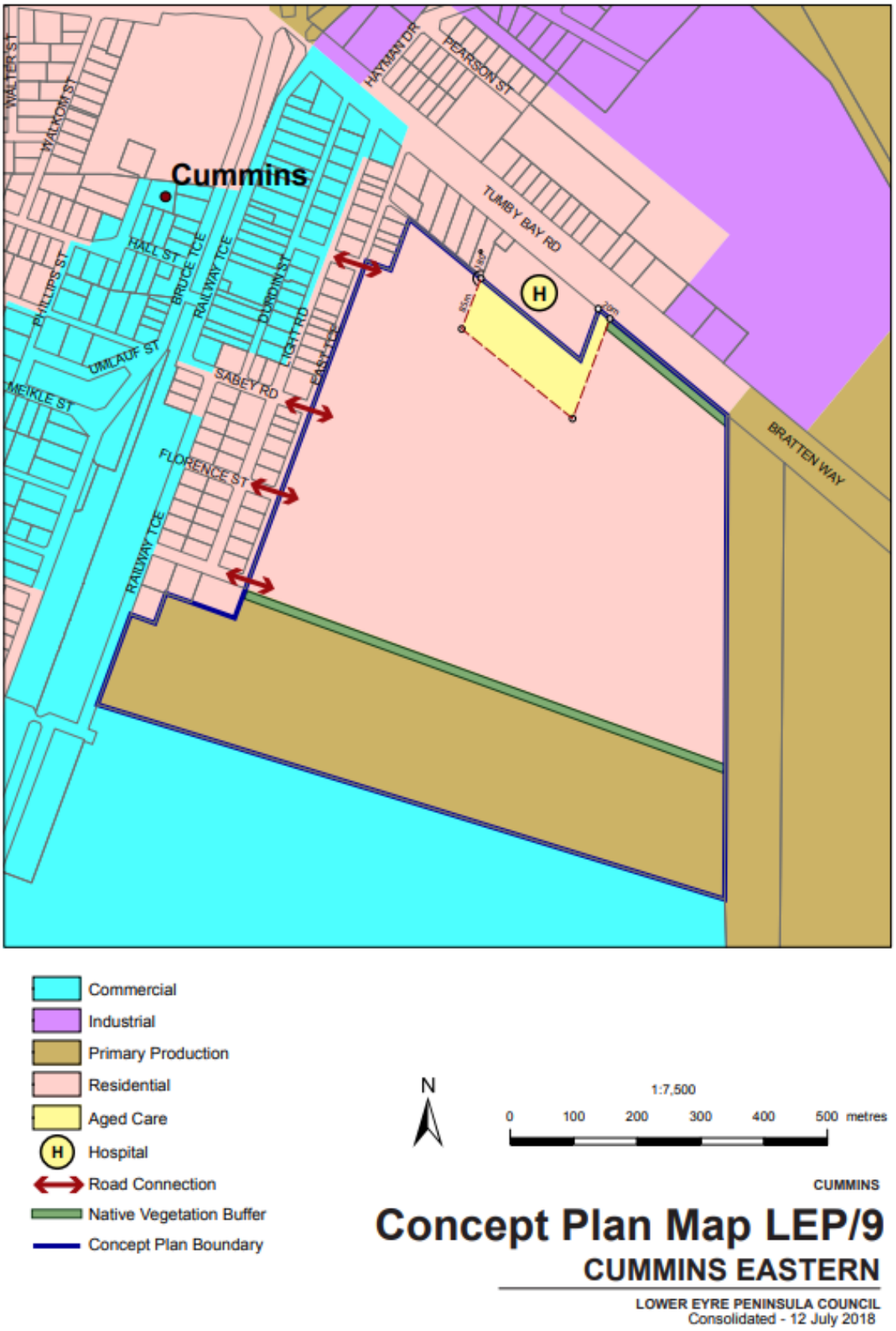

Figure 14 Cummins East Concept Plan

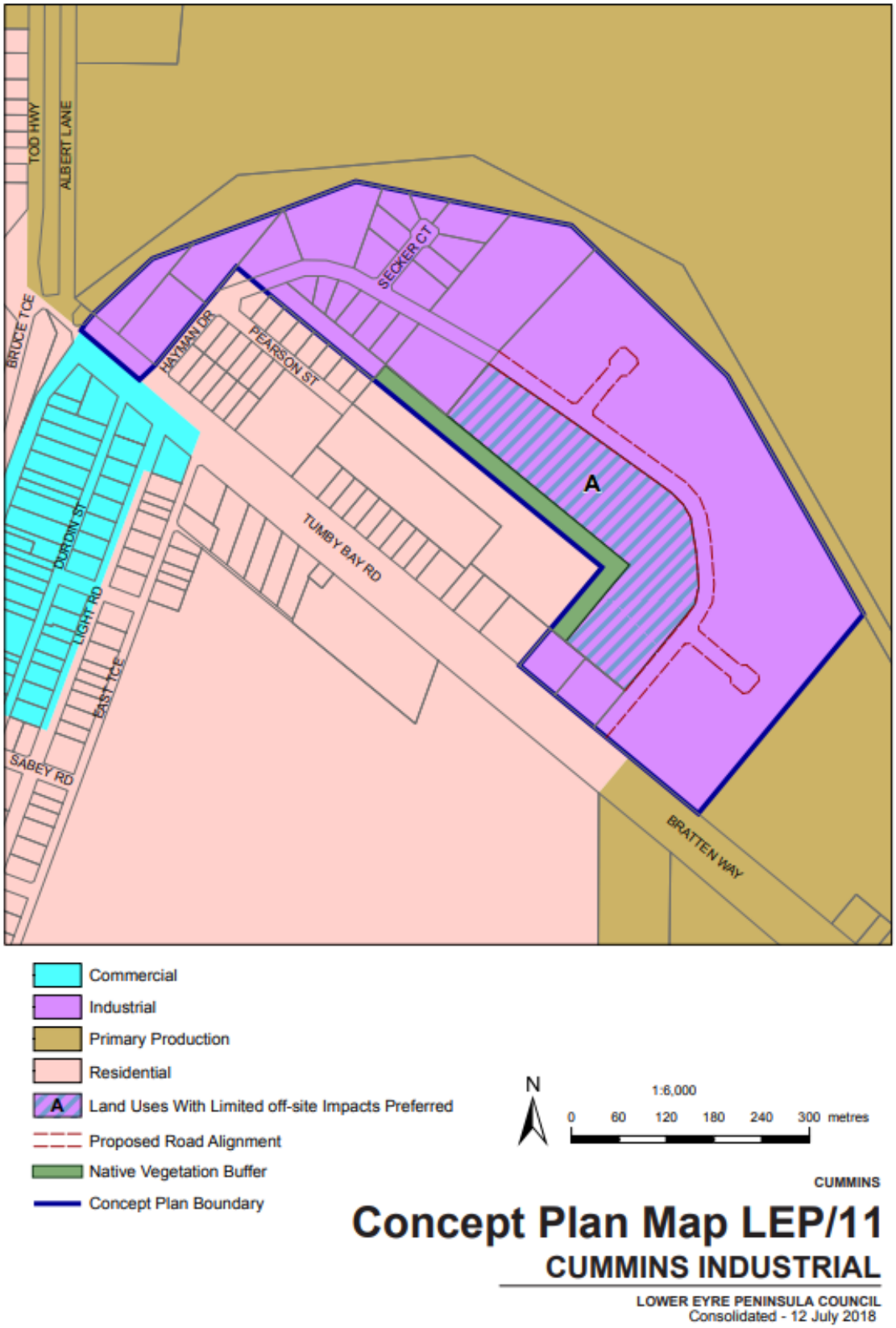

Figure 15 Cummins Industrial Concept Plan

Figure 16 Cummins Tourist Concept Plan

4 BRUCE TERRACE SHOPPING PRECINCT

4.1 GENERAL

The Bruce Tce Shopping Precinct comprises the section of Bruce Tce and Railway Tce between McFarlane St in the south and Tumby Bay Rd in the north. The precinct contains a number of local businesses and community facilities. To assist with improving safety and amenity within this precinct, the following concept options have been developed for consideration:

- Option 1 – One Way
- Option 2 – Off Street Parking
- Option 3 – One Way Medians
- Option 4 – Right Turn Lane
- Option 5 – Service Road
- Option 6 – Angle Parking
- Option 7 – Median Parking

A description of each of these options, as well as a discussion on the impacts to access and traffic movements, safety, heavy vehicles, amenity and rail operations is included in the sections below. The intent is to provide a high-level comparison of each option, noting that not all impacts of every option will be captured in this preliminary assessment. Conceptual sketches are contained within Appendix E.

It should be noted that each of these options illustrates a separate concept and could be considered by Council to be applied in unison or in conjunction with other options. For example, Option 2 (Off Street Parking) and Option 3 (One-way Medians) could both be applied to the precinct if Council were looking to both improve parking facilities and traffic flows.

4.2 OPTION 1 – ONE WAY

Option 1 incorporates modifying Railway Tce and Bruce Tce (both currently two-way roads), to be restricted to one-way movements, as illustrated in Figure 17. This would include transitioning southbound Bruce Tce traffic flows to one way just past the junction of Bruce Tce/Tumby Bay Rd by directing this traffic to Railway Tce. The one-way southbound flows on Railway Tce would then merge back in with Bruce Tce to the south of McFarlane Street.

The reduced width required for traffic flows would allow for on-street angled parking to be installed on the outside lane of both Railway Tce and Bruce Tce. To assist with maintaining connectivity through the township, the current access between Railway Tce and Bruce Tce would need to be relocated to the South to opposite McFarlane St.

A summary of the impacts identified by the introduction of this option is included in Table 4.

Figure 17 Concept Layout – Bruce Tce Option 1

Table 4 Concept Impacts – Bruce Tce Option 1

Element	Positives	Negatives	Relative Impact
Access and Traffic Movements	-	- Sabey Rd will no longer offer access to Railway Tce (to prevent u-turns occurring to the south of Sabey Rd) - Will reduce connectivity for local residents	High
Safety	- Will reduce the volume of pedestrians crossing the road to access shops from parking bays	- May result in motorists undertaking unsafe u-turns	Moderate
Heavy Vehicles	- May allow heavy vehicles to park and access retail facilities on Railway Tce (supermarket etc)	- Will slightly increase the distance required to travel through Cummins	Moderate

Element	Positives	Negatives	Relative Impact
Amenity	- Will allow additional formalised on-street parking spaces - Will present opportunities to provide green space (parks etc) between Railway Tce and Bruce Tce	- Will result in commercial vehicle movements on Railway Tce (local community centre)	High
Rail Operations	-	- Due to skewed angle of intersect between Railway Tce and the railway line, this option would not be viable if the rail line was to become operational	High
Construction Cost	-	- Will require land acquisition within rail corridor and new pavement areas	High

4.3 OPTION 2 – OFF STREET PARKING

Option 2 incorporates introducing off-street parking areas at the rear of existing retail facilities on Bruce Tce, as shown in Figure 18. Motorists would be directed towards these areas using parking signage, with the aim of reducing the amount of on-street parking on Bruce Tce (which is heavily utilised by heavy vehicles). Signage would also be introduced to direct trucks toward the proposed truck parking bays to be constructed on the northern end of Bruce Tce (refer to Section 3).

A summary of the impacts identified by the introduction of this option is included in Table 5.

Figure 18 Concept Layout – Bruce Tce Option 2

Table 5 Concept Impacts – Bruce Tce Option 2

Element	Positives	Negatives	Relative Impact
Access and Traffic Movements	- Maintains existing conditions	-	Low
Safety	- Will reduce the volume of pedestrians crossing the road to access shops from parking bays	-	Low
Heavy Vehicles	-	- Heavy vehicles will have restricted parking out the front of community facilities (resulting in truck drivers having to park and walk 5 – 10 minutes to facilities)	Moderate
Amenity	- No impact	-	Low
Rail Operations	- No impact	-	Low
Construction Cost	-	- Will require land acquisition for off-street parking	Moderate

4.4 OPTION 3 – ONE WAY MEDIANS

Option 3 incorporates the introduction of an additional access point between Railway Tce and Bruce Tce, as shown in Figure 19. The existing access point would be restricted to one-way westbound movements and the new access point restricted to one-way eastbound movements, creating a large "roundabout" arrangement. This option will reduce the amount of movements of vehicles accessing Hall St from/to Railway Tce, which is understood to be a high-volume movement and currently requires motorists to undertake a right turn onto Bruce Tce.

A summary of the impacts identified by the introduction of this option is included in Table 6.

Figure 19 Concept Layout – Bruce Tce Option 3

Table 6 Concept Impacts – Bruce Tce Option 3

Element	Positives	Negatives	Relative Impact
Access and Traffic Movements	- Will improve access between Railway Tce and Bruce Tce	- May result in local residents needing to adopt alternative routes	Moderate
Safety	- Will reduce right turning movements from Hall St/Railway Tce access onto Bruce Tce	-	Low
Heavy Vehicles	- No impact	-	Low
Amenity	- No impact	-	Low
Rail Operations	-	- Will require additional rail crossing infrastructure (signs etc) at the location of the new access point	Moderate
Construction Cost	-	- May require additional railway crossing infrastructure	Moderate

4.5 OPTION 4 – RIGHT TURN LANE

Option 4 also includes the introduction of a new access point between Railway Tce and Bruce Tce, as shown in Figure 21. A channelised right turn lane (CHR) is also provided to allow right turning

motorists from Bruce Tce to the new access point to queue outside of the northbound through lane. This option will require parking restrictions on the western and eastern side of Bruce Tce and may result in access restrictions to the fuel bowser located outside of the Deli on Bruce Tce.

For development of the concept design, the right turn lane has been designed to cater for a 12.5m rigid vehicle. Consideration could also be given to combining this option with Option 3 to include one-way access points only. A summary of the impacts identified by the introduction of this option is included in Table 7.

It should be noted that the warrant for a right turn lane has been assessed against guidance contained within Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management (2020) (AGTM6). The turning and through volumes observed during WGA's traffic count (refer to Section 2.4.3) were utilised in the assessment and the results are shown in Figure 20. It can be seen that based on the turn movements observed, that a channelised right turn lane is not warranted on Bruce Tce. However, this option has still been presented for consideration.

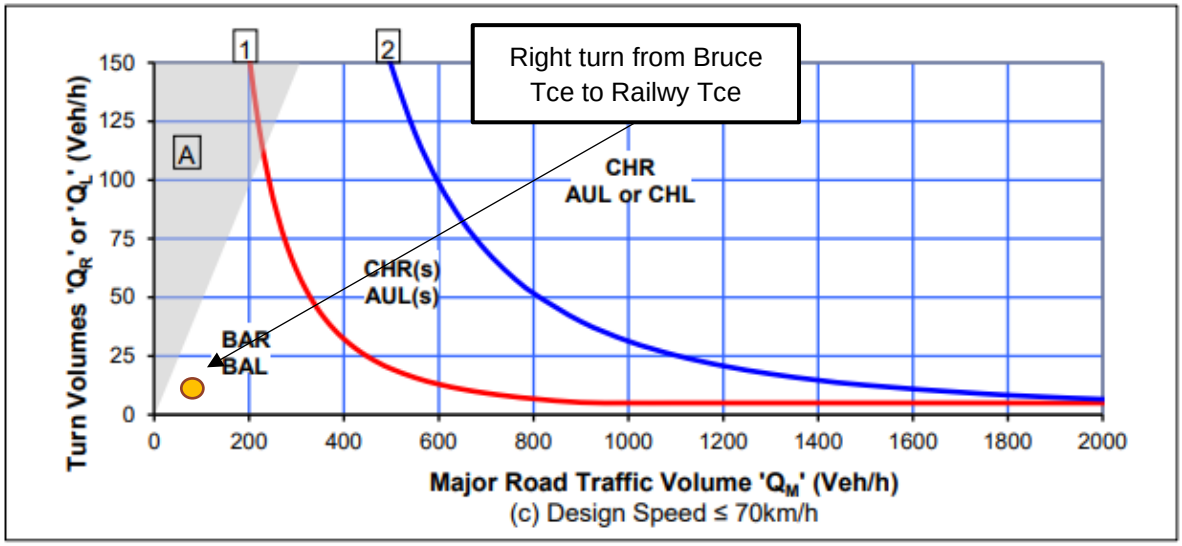

Figure 20 Warrants for Turn Treatment on Bruce Tce

Figure 21 Concept Layout – Bruce Tce Option 4

Table 7 Concept Impacts – Bruce Tce Option 4

Element	Positives	Negatives	Relative Impact
Access and Traffic Movements	- Will improve access between Railway Tce and Bruce Tce	- CHR not warranted in accordance with AGTM6	Low
Safety	- Will reduce interaction between northbound through travelling heavy vehicles and northbound right turning vehicles - Will reduce right turning movements from Hall St/Railway Tce access onto Bruce Tce	- Will result in through travelling vehicles travelling closer to hazards within the clear zone (stobie poles etc)	Moderate
Heavy Vehicles	- Will reduce interaction between northbound through travelling heavy vehicles and northbound right turning vehicles	- Heavy vehicles will have restricted parking out the front of community facilities (resulting in truck drivers having to park and walk 5 – 10 minutes to facilities)	Moderate
Amenity	-	- Will remove parking opportunities at the front of the deli/op shop etc. on Bruce Tce - May restrict access to the fuel bowser on Bruce Tce	High
Rail Operations	-	- Will require additional rail crossing infrastructure (signs etc) at the location of the new access point	Moderate
Construction Cost	-	- May require additional railway crossing infrastructure	Moderate

4.6 OPTION 5 – SERVICE ROAD

Option 5 incorporates a service road on the western side of Bruce Tce, providing access and on-street parking spaces for the deli and op shop, as shown in Figure 22. The service road would commence to the north of Hall St and terminate prior to the oval access road and would consist a narrow raised median separator to separate through travelling traffic and traffic looking to park on Bruce Tce.

This option would require road widening and kerb realignment on the eastern side of Bruce Tce, which may require the removal of existing trees/vegetation and cadastral boundary realignment. Consideration was given to applying a similar treatment further south on Bruce Tce (adjacent the bakery and the butcher), however due to a number of access driveways and the close proximity of Hall St this option is not considered feasible within this area.

A summary of the impacts identified by the introduction of this option is included in Table 8.

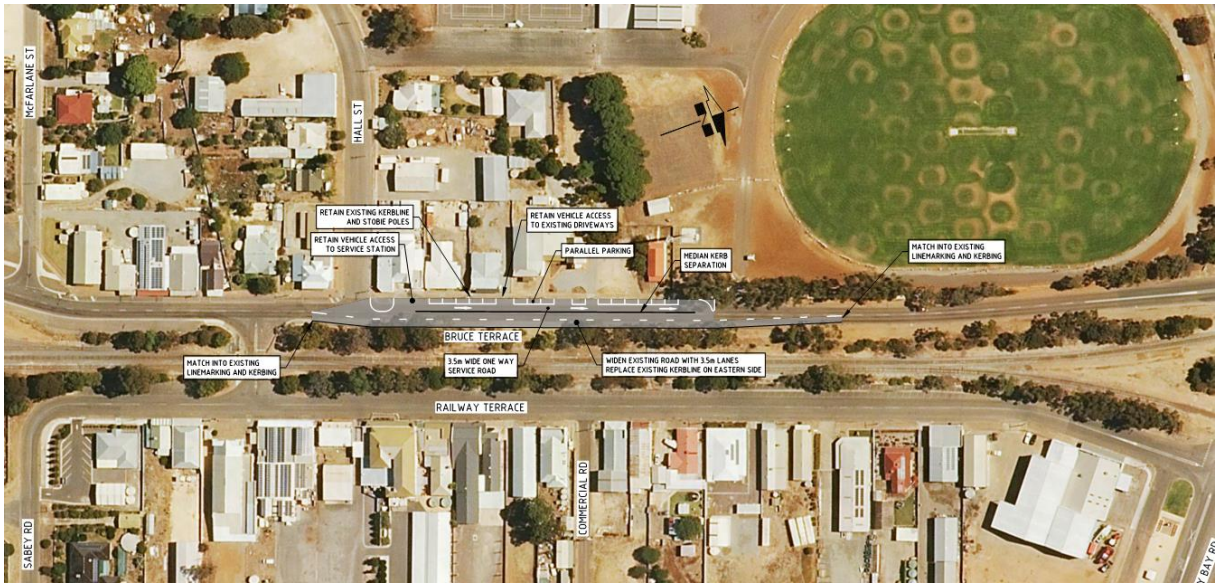

Figure 22 Concept Layout – Bruce Tce Option 5

Table 8 Concept Impacts – Bruce Tce Option 5

Element	Positives	Negatives	Relative Impact
Access and Traffic Movements	-	- Vehicles exiting the service road and looking to travel to Railway Tce will need to travel north and utilise Tumby Bay Rd to access Railway Tce	Moderate
Safety	- Will separate through moving traffic from traffic slowing to park - May reduce the number of pedestrians crossing Bruce Tce from parking spaces on the eastern side of Bruce Tce	- Restricted sight distance at egress point to northbound vehicles due to restricted angle of approach	Moderate

Element	Positives	Negatives	Relative Impact
Heavy Vehicles	- Will remove slowing vehicles looking to park from the through lane on Bruce Tce	- Heavy vehicles will have restricted parking out the front of community facilities (resulting in truck drivers having to park and walk 5 – 10 minutes to facilities)	Moderate
Amenity	-	- May result in the removal of existing trees and vegetation on the eastern side of Bruce Tce - Will result in a reduction in on-street parking spaces - Does not address high demand of parking adjacent the bakery/chemist/butcher	High
Rail Operations	- No Impact	-	Low
Construction Cost	-	- Will require kerb realignment and additional pavement works	Moderate

4.7 OPTION 6 – ANGLE PARKING

Option 6 includes the introduction of angle parking on the western side of Bruce Tce, as shown in Figure 23. This option will require widening and kerb realignment on the eastern side of Bruce Tce, as well as the restriction of parking.

A summary of the impacts identified by the introduction of this option is included in Table 9.

Figure 23 Concept Layout – Bruce Tce Option 6

Table 9 Concept Impacts – Bruce Tce Option 6

Element	Positives	Negatives	Relative Impact
Access and Traffic Movements	- No Impact	-	Low
Safety	- Will reduce the volume of pedestrians crossing the road to access shops from parking bays	- Will result in reversing vehicles pulling out into the northbound through lane of Bruce Tce - If existing trees on the eastern side of Bruce Tce are not removed, these will be within the clear zone of the road and may present a hazard to motorists	Moderate
Heavy Vehicles	-	- May increase interactions between vehicles slowing to park/reversing from parks and northbound heavy vehicles, resulting in delays	Moderate
Amenity	-	- May result in the removal of existing trees and vegetation on the eastern side of Bruce Tce	Moderate

Element	Positives	Negatives	Relative Impact
Rail Operations	- No Impact	-	Low
Construction Cost	-	- Will require kerb realignment and additional pavement works	Moderate

4.8 OPTION 7 – MEDIAN PARKING

Option 7 incorporates off-street parking areas within the existing rail corridor between Bruce Tce and Railway Tce, as shown in Figure 24. To prevent/discourage motorists from cutting through the parking areas to access between Railway Tce/Bruce Tce (which introduces safety concerns in the low speed parking areas), raised medians (potentially vegetation) could be constructed within the centre of the parking areas.

A summary of the impacts identified by the introduction of this option is included in Table 10.

Figure 24 Concept Layout – Bruce Tce Option 7

Table 10 Concept Impacts – Bruce Tce Option 7

Element	Positives	Negatives	Relative Impact
Access and Traffic Movements	- Will allow residents to park and access both Railway Tce and Bruce Tce without having to relocate vehicles – better connectivity	-	Low

Element	Positives	Negatives	Relative Impact
Safety	- Will separate slow moving parking vehicles and through travelling vehicles	- Pedestrians will need to cross Bruce Tce/Railway Tce to access local shops/facilities - May result in additional right turning vehicles on Bruce Tce/Railway Tce at the car parking entrances	Moderate
Heavy Vehicles	- Will remove slowing vehicles looking to park from the through lane on Bruce Tce	-	Low
Amenity	- Provides opportunity for town centre greening and community parks etc.		Low
Rail Operations	-	- Parking areas would need to be removed if the rail line was to become operational	High
Construction Cost	-	- Will require pavement works within the rail corridor (high likelihood of contamination which may result in higher construction costs)	High

4.9 SUMMARY

A comparison table of the impacts of each of the Bruce Tce Shopping Precinct concept options is shown in Table 11.

It can be seen that Option 1 (One Way) would have the highest impact on access and traffic movements within the township, with Option 3 (One Way Medians) and Option 5 (Service Road) also impacting existing access operations.

With regard to safety, Option 2 (Off Street Parking) and Option 3 (One Way Medians) are expected to introduce the least amount of additional safety concerns when compared to the current arrangement. Option 3 (One Way Medians) would also offer the least impact to heavy vehicle operations within the township, along with Option 7 (Median Parking).

Option 1 (One Way), Option 4 (Right Turn Lane) and Option 5 (Service Road) are expected to have the highest impact on amenity within the township, with Option 4 and Option 5 reducing community parking adjacent retail facilities and Option 1 introducing heavy vehicles onto Railway Tce.

If the railway line is to be operational in the future, Option 1 (One Way) and Option 7 (Median Parking) would not be considered suitable options. These options would also be considered to have the highest construction costs when compared to the other options.

In summary, whilst all options are viable, each has different impacts and it is recommended that Council consider which elements are considered more important than others in order to determine the suitability of each option to be applied within the Bruce Tce Shopping Precinct. Viterra and DPTI should also be consulted, as well as the local community.

Table 11 Concept Impact Summary – Bruce Tce Shopping Precinct

	Bruce Tce Shopping Precinct Option						
	1	2	3	4	5	6	7
	One Way	Off Street Parking	One Way Medians	Right Turn Lane	Service Road	Angle Parking	Median Parking
Access and Traffic Movements	High	Low	Moderate	Low	Moderate	Low	Low
Safety	Moderate	Low	Low	Moderate	Moderate	Moderate	Moderate
Heavy Vehicles	Moderate	Moderate	Low	Moderate	Moderate	Moderate	Low
Amenity	High	Low	Low	High	High	Moderate	Low
Rail Operations	High	Low	Moderate	Moderate	Low	Low	High
Construction Cost	High	Moderate	Moderate	Moderate	Moderate	Moderate	High

5 VITERRA SITE ACCESS

5.1 GENERAL

As discussed in Section 2.3, the Viterra facilities are currently accessed via Railway Tce from Bruce Tce. WGA have developed concept designs for alternative access arrangements which may increase safety and improve access to the Viterra Sites, including:

- Option 1 – Widening of Railway Crossing
- Option 2 – Alternative Access from Tumby Bay Rd
- Option 3 – Alternative Access though Rail Corridor

A description of each of these options, as well as a discussion on the impacts to access and traffic movements, safety, heavy vehicles, amenity and rail operations is included in the sections below. Conceptual sketches are contained within Appendix F.

5.2 OPTION 1 – WIDENING OF RAILWAY CROSSING

Option 1 includes widening the portion of Railway Tce between Bruce Tce and the Viterra Access to cater for A Triple movements and is shown in Figure 25. To develop this concept option, the swept paths of A Triples have been modelled to ensure that incoming and outgoing vehicles can pass one another with a minimum of 1m clearance.

A summary of the impacts identified by the introduction of this option is included in Table 12.

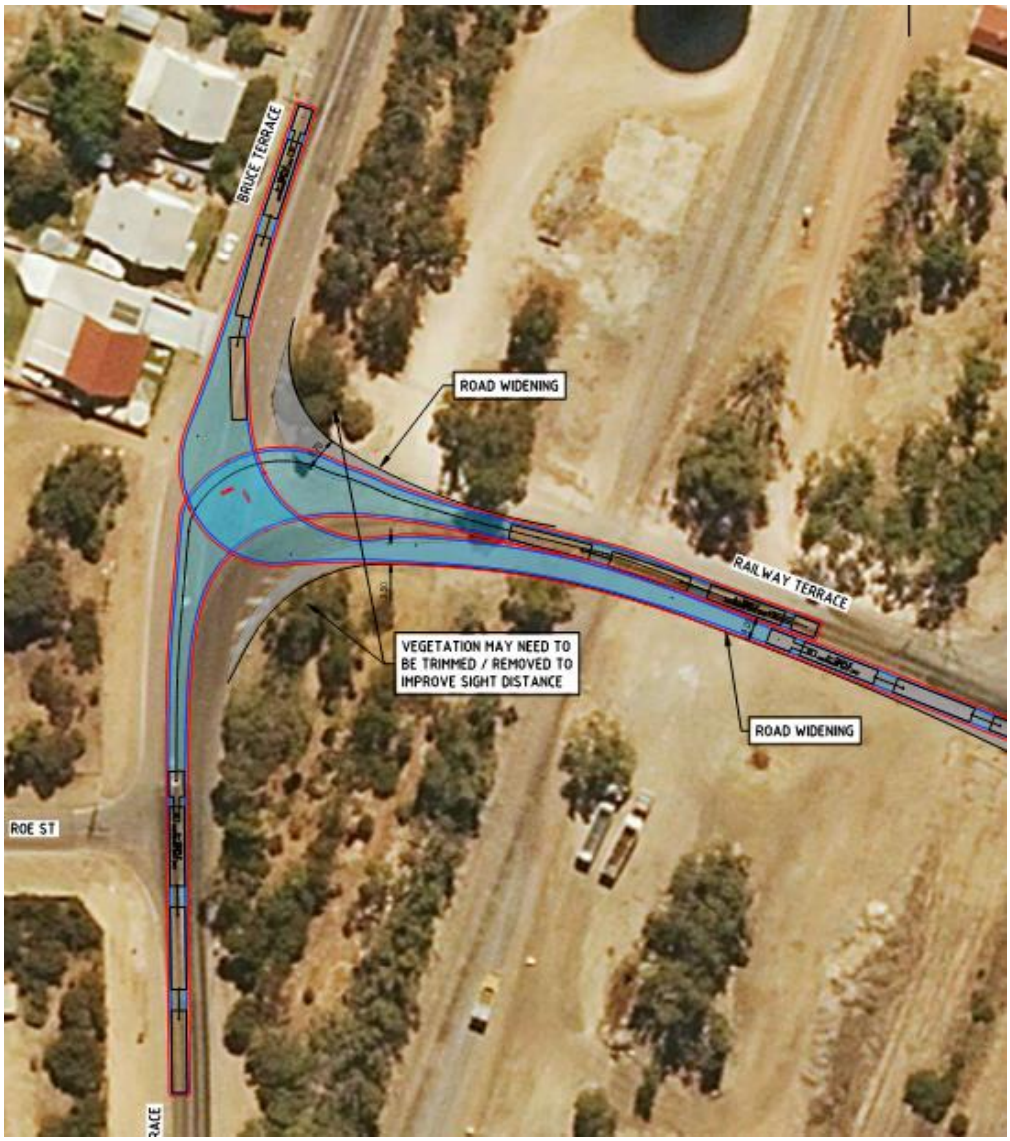

Figure 25 Concept Layout – Viterra Access Option 1

Table 12 Concept Impacts – Viterra Access Option 1

Element	Positives	Negatives	Relative Impact
Access and Traffic Movements	- If A Triples are introduced, this will likely result the amount of the movements to/from the Viterra Site	-	Low
Safety	- Will allow for opposing heavy vehicles to safely pass one another	-	Low

Element	Positives	Negatives	Relative Impact
Heavy Vehicles	- Will allow for A Triples to access the Viterra Site	-	Low
Amenity	-	- May require removal of vegetation/trees to assist with sight distances	Moderate
Rail Operations	-	- If rail becomes operational, existing infrastructure will need to be upgraded/relocated	Low
Construction Cost	-	- Will require additional pavement works	Moderate

5.3 OPTION 2 – ALTERNATIVE ACCESS FROM TUMBY BAY RD

Option 2 incorporates development of a new access road to the Viterra Site from Tumby Bay Rd, as shown in Figure 26 It is understood that the intent of this new access road would be for vehicles to utilise this access if travelling into Cummins from the north or out of Cummins to the north, rather than utilising Bruce Tce as per current conditions. These vehicles would travel to/from Bruce Tce/Tod Hwy using Tumby Bay Rd. It is envisaged that heavy vehicles accessing Cummins from the South (or leaving Cummins to the South) will continue to utilise the existing access point on Bruce Tce/Viterra Rd.

This option will require land acquisition or a land access agreement with the landowner(s) of the land that the proposed road will exist on. For the purposes of this concept design, the road has been designed to allow opposing A-Triples to pass one another. To allow for these vehicles, the junction of the new access road and Tumby Bay will likely require extensive upgrade (to be similar in geometry to the current Bruce Tce/Railway Tce junction adjacent Viterra).

There would also need to be modifications to operations within the Viterra Site to allow heavy vehicle processing operations to be maintained.

A summary of the impacts identified by the introduction of this option is included in Table 13.

Figure 26 Concept Layout – Viterra Access Option 2

Table 13 Concept Impacts – Viterra Access Option 2

Element	Positives	Negatives	Relative Impact
Access and Traffic Movements	-	- Will increase the amount of turning movements required by heavy vehicles at the junction of Tumby Bay Rd/Bruce Tce	Low
Safety	- Will reduce the number of heavy vehicles travelling through the Bruce Tce Shopping Precinct	- Will result in additional heavy vehicles travelling through residential zones (refer to Figure 3 in Section 2.1) and in front of the Cummins hospital	Moderate
Heavy Vehicles	-	- Will increase travel time/distance for heavy vehicles travelling to/from north of Cummins	Moderate

Element	Positives	Negatives	Relative Impact
Amenity	- Will reduce the number of heavy vehicles travelling through the Bruce Tce Shopping Precinct	- Will result in additional heavy vehicles travelling through existing residential zones (refer to Figure 3 in Section 2.1) - Will result in heavy vehicles tracking adjacent proposed residential zones	High
Rail Operations	- Will reduce the number of movements crossing the railway line (in the event that the rail becomes operational)	-	Low
Construction Cost	-	- Will require land acquisition/lease agreement - Will require extensive new pavement areas	High

5.4 OPTION 3 – ALTERNATIVE ACCESS THOUGH RAIL CORRIDOR

Option 3 incorporates a new access route to the Viterra Site through the disused railway line from Bruce Tce, as shown in Figure 27. Due to the angle of the intersect with Bruce Tce, the access route would be designated as southbound only, with northbound vehicles proposed to still utilise Bruce Tce to travel north of Cummins.

A summary of the impacts identified by the introduction of this option is included in Table 14.

Figure 27 Concept Layout – Viterra Access Option 3

Table 14 Concept Impacts – Viterra Access Option 3

Element	Positives	Negatives	Relative Impact
Access and Traffic Movements	- Will reduce the number of southbound heavy vehicles travelling on the southern portion of Bruce Tce	-	Low
Safety	-	- Additional heavy vehicle turning movements will be taking place close to the Bruce Tce Shopping Precinct (which has a high level of pedestrian activity)	Moderate
Heavy Vehicles	- Will allow additional queuing storage adjacent the Viterra Site	-	Low
Amenity	- Will reduce the number of heavy vehicles travelling through the southern portion of Bruce Tce	-	Low
Rail Operations	-	- Will need to be removed if railway becomes operational	High
Construction Cost	-	- Will require new pavement areas	Moderate

5.5 SUMMARY

A comparison table of the impacts of each of the Viterra Access concept options is shown in Table 15.

It can be seen that all operations will have minimal impact on access and traffic movement within the township of Cummins. Likewise, only Option 2 (Alternative Access Tumby Bay Rd) is considered likely to have an impact on heavy vehicle operations, due to the increased distance that heavy vehicles will need to travel to access the Viterra Sites when travelling to/from the north.

Due to the introduction of heavy vehicle movements where there currently are none, Option 2 (Alternative Access Tumby Bay Rd) and Option 3 (Alternative Access Rail Corridor) are considered the most likely to introduce additional safety concerns when compared to the existing arrangement.

Option 2 (Alternative Access Rail Corridor) is also considered to have the highest impact on amenity within the township and will also likely have the highest construction cost.

In summary, whilst all options are viable, each has different impacts and it is recommended that Council consider which elements are considered more important than others in order to determine the suitability of each option to be applied to the Viterra Site Access. Viterra and DPTI should also be consulted, as well as the local community.

Table 15 Concept Impact Summary – Viterra Site Access

	Viterra Site Access Option		
	1	2	3
	Widening of Rail Crossing	Alternative Access Tumby Bay Rd	Alternative Access Rail Corridor
Access and Traffic Movements	Low	Low	Low
Safety	Low	Moderate	Moderate
Heavy Vehicles	Low	Moderate	Low
Amenity	Moderate	High	Low
Rail Operations	Low	Low	High
Construction Cost	Moderate	High	Moderate

6 TRUCK BULK FUEL STATION

WGA have identified potential locations within the township of Cummins for the location of a bulk fuel station, to provide trucks and the general public with refuelling facilities. A number of potential sites have been identified and these are shown in Figure 28.

Sites have been selected where there is no current development, access is readily available from a major road and where sites are not currently zoned as residential. Sites have also been selected at locations with a minimum area of 15,000m^2 and street frontage of 25m, to meet the requirements for Industrial Sites as per the Cummins Development Plan.

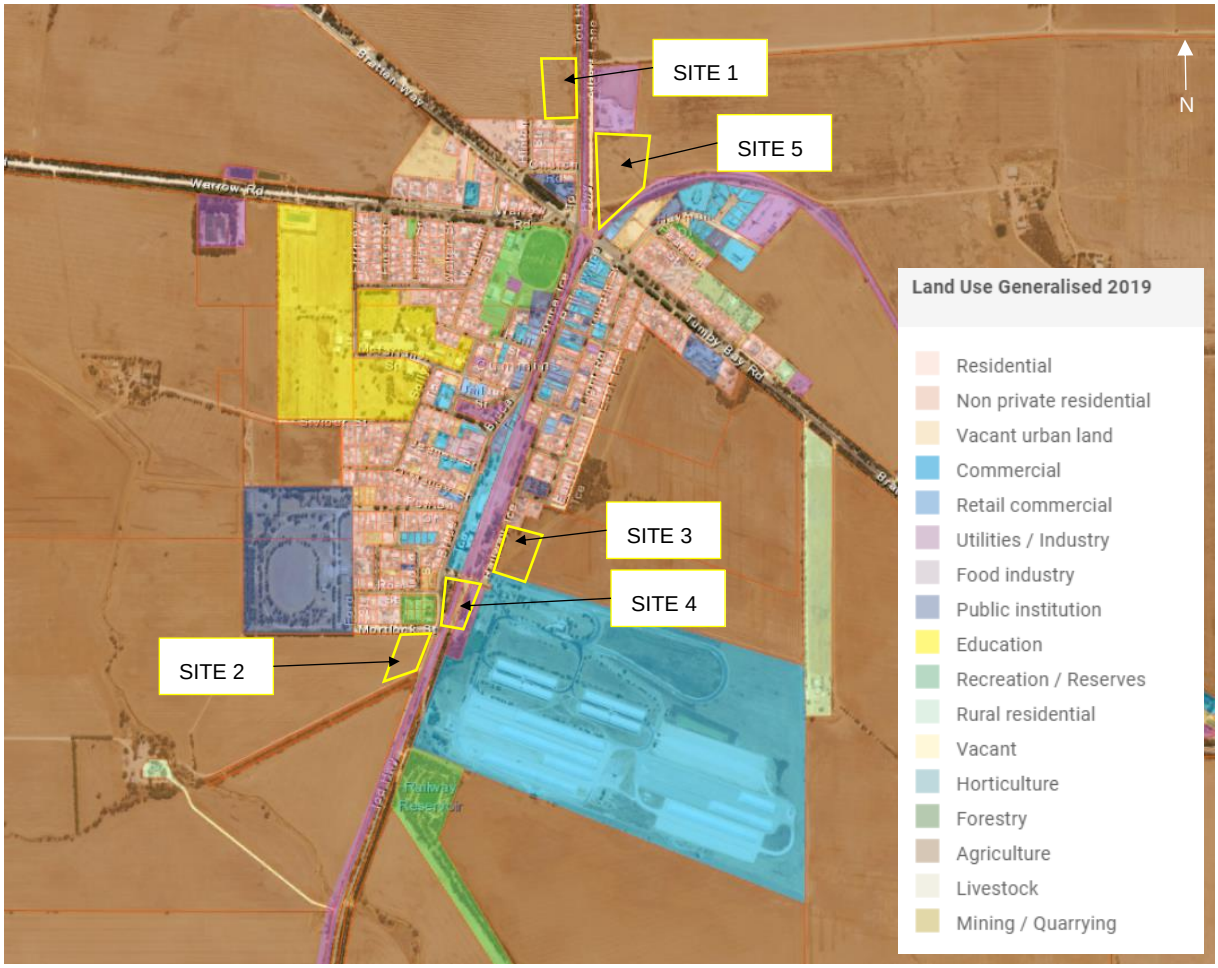

Figure 28 Potential Bulk Fuel Sites within Cummins

Site 1 is located on the western side of the Tod Hwy to the north of the township of Cummins. Currently zoned as Agricultural, there are a number of residential properties bordering the site on the southern side.

It is envisaged that this site would enable access directly to/from the Tod Hwy, albeit it will generally only cater for vehicles travelling to/from the north of Cummins. A height assessment would also need to be undertaken on the existing overhead powerlines which would cross the site accesses.

Site 2 is located on the western side of the Tod Hwy, to the south of the current Viterra Access Point at the junction of Bruce Tce/Railway Tce. Although currently zoned Agricultural, it is understood that Council plan to rezone this area for Tourism (as discussed in Section 3) and as such this may not be a suitable site. The site may be able to have a secondary access provided from the adjacent Mortlock St and a height assessment would also need to be undertaken on the existing overhead powerlines on the western side of the Tod Hwy.

Site 3 is located on the eastern side of Railway Tce, just to the north of the current access to the Viterra Site. It is envisaged that for heavy vehicles to access the site, they will need to utilise the current junction of Railway Tce/Bruce Tce before travelling eastbound along Railway Tce. There are residential properties neighbouring the site on the northern boundary and the junction of Railway Tce and the Viterra Access would likely need to be upgraded to cater for the turning movements of heavy vehicles.

Site 4 is located on the site of the existing rail line, on the south eastern corner of Railway Tce/Bruce Tce, and as such would not be a suitable site if railway operations were to resume. It is envisaged that the site would be accessible from both Railway Tce and Bruce Tce and development of the site would result in the removal of a number of large existing trees.

Site 5 is located to the east of Tod Hwy, between the two railway lines. It is envisaged that in order for this site to be viable for heavy vehicle access that new access points would be provided from the Tod Hwy, which would require crossing of the railway line. This site would therefore not be considered suitable in the event of railway operations recommencing.

In summary, if railway operations were to recommence, Sites 1, 2 and 3 would remain the only viable options. As Site 3 is located off of the Tod Hwy, it may not cater for all heavy vehicle movements and will also require upgrades to Railway Tce. As such, it is recommended that Sites 1 and 2 are further investigated by Council as potential sites, with Site 2 considered likely to result in the higher patronage due to its location to the South of Cummins. It Site 2 is still preferred by Council to be a future tourism precinct; consideration could be given to relocating the site slightly to the south.

7 OTHER IMPROVEMENT OPPORTUNITIES

7.1 GENERAL

In addition to the concept options developed within the Bruce Tce Shopping Precinct and the Viterra Site Access, WGA have identified other opportunities for safety improvements within the township of Cummins related to heavy vehicles. These options are presented within the sections below.

7.2 BRUCE TERRACE/TUMBY BAY ROAD INTERSECTION

Whilst onsite in June 2020, WGA identified that there was a high level of turning movements at the junction of Tumby Bay Rd/Bruce Tce (refer to Section 2.4.3), which is currently a four way cross intersection with no formal turning provisions. Historic crash data also shows that this site was the location of a collision with a right turning vehicle (refer to Section 2.6).

AGTM6 states that when replacing priority intersections, roundabouts can achieve strong crash reductions:

- 63–100% for fatal crashes
- 37–84% for severe (FSI) crashes
- 45–87% for casualty crashes.

To reduce the crash risks at this intersection, WGA has developed a concept design for a roundabout which would cater for all turning movements, as shown in Figure 29 (refer to Appendix G for detailed sketches).

To cater for future heavy vehicle movements (refer to Section 3.4), the roundabout concept design has been developed based on a 19m Semi-trailer undertaking all movements without mounting the annulus, and an A-Triple undertaking all movements whilst mounting the mountable annulus (refer to Appendix G for swept path sketches).

Figure 29 Concept Option - Bruce Tce/Tumby Bay Road Roundabout

If railway operations are to recommence in future, it is proposed that signalised rail crossing infrastructure be introduced to the roundabout. This would be similar to the current arrangement at the intersection of Seppeltsfield Rd/Barossa Valley Road in Nuriootpa, SA.

This arrangement is shown in Figure 30, and incorporates a signalised hold bar installed within the circulating carriageway. The hold bar is triggered by oncoming trains and allows incoming traffic potentially queuing over the rail crossing (in this example on Seppeltsfield Road eastbound approach) to clear the rail crossing before the train appears.

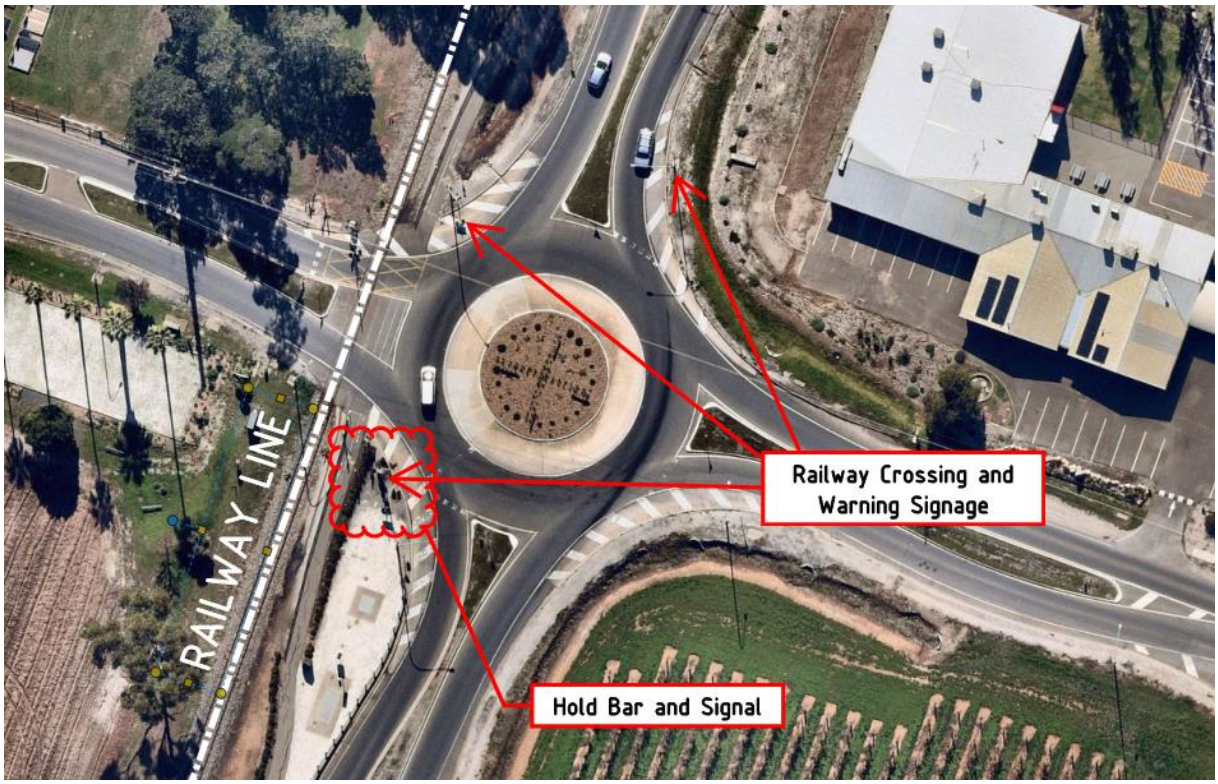

Figure 30 Similar Arrangement at Intersection of Seppeltsfield Rd/Barossa Valley Road, Nuriootpa SA

8 SUMMARY

8.1 GENERAL

WGA has been engaged by Council and DPTI to develop a TIS for the township of Cummins to address an increase of heavy vehicles movements through/within the township of Cummins due to the non-renewal of the rail network contract by Viterra.

A number of conceptual design solutions have been developed to improve heave vehicle accessibility, safety and amenity within Cummins. These options have been developed as a response to reviews of existing road network and traffic flows, and developing an understanding of future Viterra operations and the impact this may have on traffic volumes within the township of Cummins

8.2 BRUCE TERRACE SHOPPING PRECINCT

The Bruce Tce Shopping Precinct has been defined as the section of Bruce Tce and Railway Tce between McFarlane St in the south and Tumby Bay Rd in the north. Currently, there are a number of small retail facilities (such as a butcher, chemist and bakery) on the western side of Bruce Tce within this precinct. Within this precinct on Railway Tce, there are a number of small businesses and facilities, including a hotel, supermarket and banking facilities.

To assist with improving safety and amenity within this precinct, the following concept options have been developed for consideration:

- Option 1 – One Way
- Option 2 – Off Street Parking
- Option 3 – One Way Medians
- Option 4 – Right Turn Lane
- Option 5 – Service Road
- Option 6 – Angle Parking
- Option 7 – Median Parking

Conceptual sketches are contained within Appendix E. A high-level comparison of each option has been undertaken, based on impacts to access and traffic movements, safety, heavy vehicles, amenity and rail operations.

Whilst all options are viable, each has different impacts and it is recommended that Council consider which elements are considered more important than others in order to determine the suitability of each option to be applied within the Bruce Tce Shopping Precinct. Consultation with DPTI, Viterra and the local community is also recommended.

8.3 EXISTING VITERRA SITE ACCESS (AND POTENTIAL ALTERNATIVE ACCESS POINTS)

The Viterra facilities are currently accessed via Railway Tce from Bruce Tce. WGA have developed concept designs for alternative access arrangements which may increase safety and improve access to the Viterra Sites, including:

- Option 1 – Widening of Railway Crossing
- Option 2 – Alternative Access from Tumby Bay Rd
- Option 3 – Alternative Access though Rail Corridor

Conceptual sketches are contained within Appendix F. Whilst all options are viable, each has different impacts and it is recommended that Council consider which elements are considered more important than others in order to determine the suitability of each option to be applied to the Viterra Site Access. Viterra and DPTI will also need to be consulted.

8.4 POTENTIAL LOCATIONS FOR A TRUCK BULK FUEL STATION

WGA have identified potential locations within the township of Cummins for the location of a bulk fuel station, to provide trucks and the general public with refuelling facilities. A number of potential sites have been identified and these are shown in Figure 31.

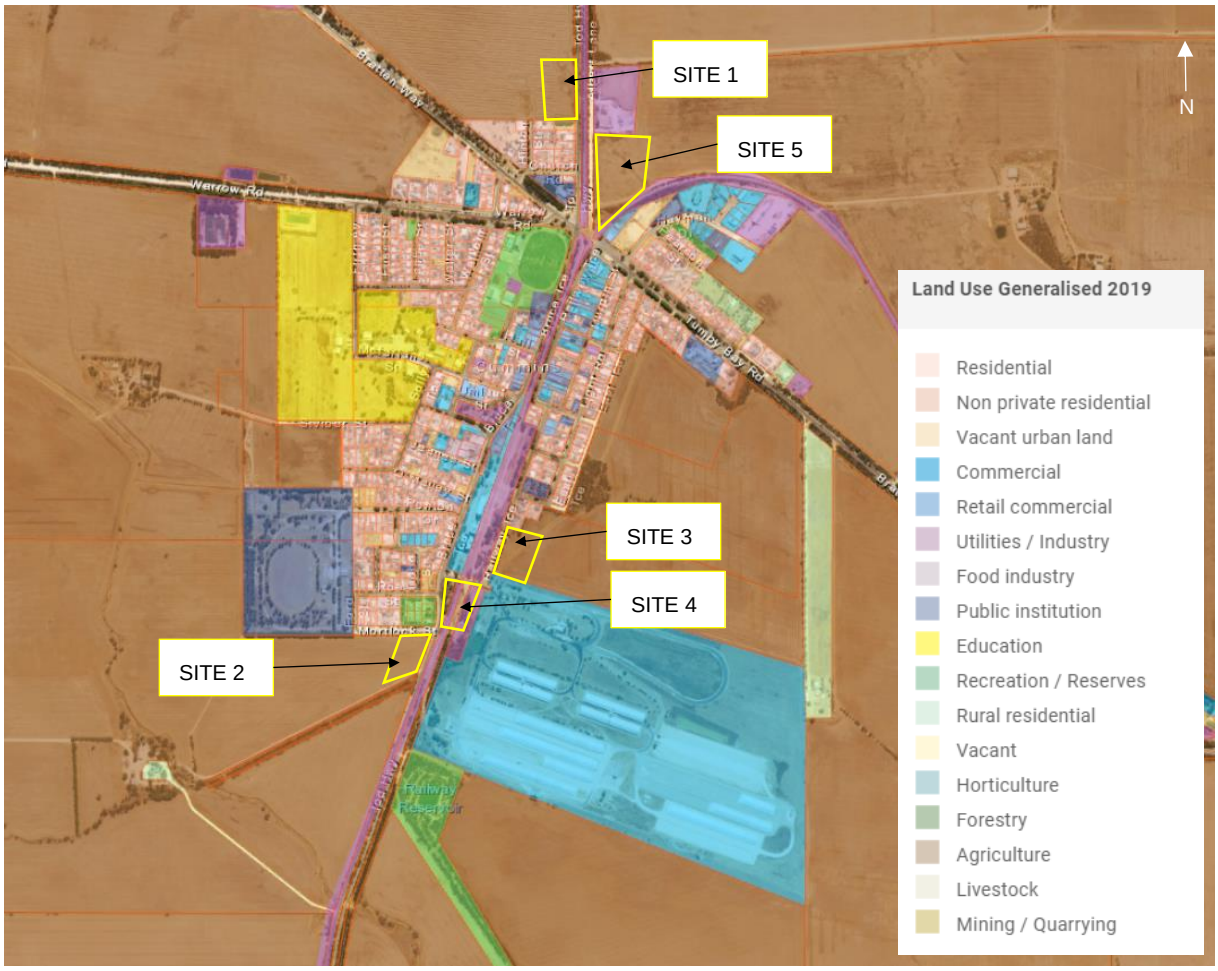

Figure 31 Potential Bulk Fuel Sites within Cummins

If railway operations were to recommence, Sites 1, 2 and 3 would remain the only viable options. As Site 3 is located off of the Tod Highway, it may not cater for all heavy vehicle movements and will also require upgrades to Railway Tce. As such, it is recommended that Sites 1 and 2 are further investigated by Council as potential sites, with Site 2 considered likely to result in the higher patronage due to its location to the South of Cummins. It Site 2 is still preferred by Council to be a future tourism precinct; consideration could be given to relocating the site slightly to the south.

8.5 OTHER IMPROVEMENT OPPORTUNITIES

Whilst onsite in June 2020, WGA identified that there was a high level of turning movements at the junction of Tumby Bay Rd/Bruce Tce (refer to Section 2.4.3), which is currently a four way cross intersection with no formal turning provisions. Historic crash data also shows that this site was the location of a collision with a right turning vehicle (refer to Section 2.6). To reduce the risk of collisions at this intersection, WGA have developed a concept design for a roundabout which would cater for all turning movements, as shown in Figure 29 (refer to Appendix G for detailed sketches).

8.6 CONCLUSION

WGA have developed a number of conceptual design solutions developed to improve heavy vehicle accessibility, safety and amenity within Cummins. Whilst all options are viable, each has different impacts and it is recommended that Council consider which elements are considered more important than others in order to determine the suitability of each option to be applied within the township of Cummins. In addition, consultation should be undertaken with DPTI, Viterra and the local community to determine appropriate options, prior to developing the options further to detailed design.

APPENDIX A

VITERRA INFORMATION

Sarah Shelton

From: Derek Robjohns <Derek.Robjohns@viterra.com>
Sent: 17 July 2020 11:00 AM
To: Sarah Shelton
Cc: Nick Pratt
Subject: RE: Cummins Traffic Study [Filed 24 Jul 2020 11:30]

Hi Sarah

Apologies once again in providing a response to your questions.

Please reference information below in relation to each question below

Regards
Derek

Derek Robjohns
Logistics & Supply Chain Manager
Viterra
Level 1, 186 Greenhill Road, Parkside SA 5063.
Tel. +61 8 8238 5211
Mob. +61 458 964 071
Derek.robjohns@viterra.com
www.viterra.com.au

A Glencore Agriculture Company

From: Sarah Shelton <SShelton@wga.com.au>
Sent: Monday, 13 July 2020 11:29 AM
To: Derek Robjohns <Derek.Robjohns@viterra.com>
Cc: Nick Pratt <Nick.Pratt@viterra.com>
Subject: RE: Cummins Traffic Study

Hi Derek

Following up on the below information – was Viterra able to provide this info this week?

Thanks

Sarah Shelton **SENIOR CIVIL ENGINEER**
BE (Civil & Structural) (Hons), CPEng, NER, MIEAust

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From: Sarah Shelton
Sent: 23 June 2020 2:18 PM
To: derek.robjohns@viterra.com
Cc: nick.pratt@viterra.com
Subject: Cummins Traffic Study

Hi Derek

Thanks for your time on the phone

As discussed, if you could please send through any of the following information (if available) it would be greatly appreciated:

- Truck volumes generated by Viterra within Cummins (or number of tonnes passing through Cummins and average tonnes per truck)
    - Associated with the grain storage facility

	Cummins Grower Receivals			**Site to Site Movement Cummins to Pt Lincoln**		
	Txn count	Tonnes (mt)	avg mt\truck	Txn count	Tonnes (mt)	avg mt\truck
Average (3yr)	10,620	395,467	37.1	3,618	235,788	64.4

    - Associated with grain being transported through Cummins from other facilities

	Site to Site Movements to Port Lincoln (Through Cummins)		
	Txn count	Tonnes	avg mt\truck
Average (3yr)	3,055	195,591	63.8

- Truck distribution across a typical year (e.g. 70% typically in harvest season)

Season	% of volumes moved between 1st Oct - 1st Jan
2019/2020	49%
2018/2019	55%
2017/2018	87%

- Directional split of heavy vehicle movements (e.g. 50% north, 20% east, 30% west for traffic accessing the Cummins site. 100% south for traffic leaving the Cummins site. 100% north for traffic travelling through Cummins)

Viterra do not have the ability to capture the direction \ route taken by growers at harvest time.

- Information on the type of heavy vehicles used (e.g. 70% AB Triples, 20% B-doubles etc)

Site to Site Movement Breakdown
AB- Triple 47%
A-Double Road Train 53%

Grower Receivals

A Double	39.87%
AB Triple	0.61%
B-Double	1.48%
B-Triple	1.50%
Rigid Truck	19.07%
Single	37.47%

- Information on the time of day of the heavy vehicle movements (e.g. during harvest 50% during night, during other times 100% in the day)

Typically harvest receival hours of operations are between 7am-7pm

Site to Site Movements hours of operation are typically 7am – 3pm. Viterra will also engage trucks to assist with overflow during a limited proportion of the harvest between the hours of 7pm – 3am.

- A copy of any previous traffic studies produced by Viterra for the region (I understand that there may have been one developed with DPTI?)

Viterra haven't not produced a traffic studies in the past related to traffic direct and flow.

- Any information on future growth forecasts (next 20 years)

It is estimated that farming production increase is limited over the coming 10 years with a growth of upto 0.5% per year. Harvest conditions are impacted by seasonal conditions resulting in considerable swings in production and hence grower receival tonnage.

As discussed, it would be appreciated if we could get the information by the end of next week to enable us to bring it into our assessment
Please let me know if you need any clarification on the above or if you need any further information on any element of our study

Thanks

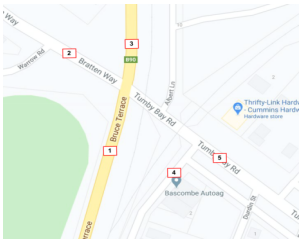
Sarah Shelton **SENIOR CIVIL ENGINEER**
BE (Civil & Structural) (Hons), CPEng, NER, MIEAust

APPENDIX B

TURNING COUNTS

WGA
WALLBRIDGE GILBERT AZTEC

Location	Burce Tce/Tumby Bay Rd, Cummins, SA
Date	22/06/2020
Time	1151-1251
Count Undertaken By	SSS



Traffic Volumes

Source	1			
Destination	2	3	5	4
LV	13	11	25	7
HV (Class 3 - 9)				
HV (Class 10)		3		
HV (Class 11)		3		
Pedestrians				
Total	13	17	25	7
% HV	0.0%	35.3%	0.0%	0.0%
Total	62			
% HV	9.7%			

Source	2			
Destination	3	5	4	1
LV	4	14	5	13
HV (Class 3 - 9)				
HV (Class 10)				1
HV (Class 11)				
Pedestrians				
Total	4	14	5	14
% HV	0.0%	-	0.0%	7.1%
Total	37			
% HV	2.7%			

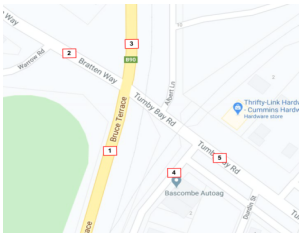
Source	3			
Destination	5	4	1	2
LV	5	3	15	
HV (Class 3 - 9)				
HV (Class 10)	1			
HV (Class 11)			4	
Total	6	3	19	0
% HV	16.7%	0.0%	21.1%	#DIV/0!
Total	28			
% HV	17.9%			

Source	4			
Destination	2	1	3	5
LV	1	3	3	10
HV (Class 3 - 9)				
HV (Class 10)				
HV (Class 11)				
Total	1	3	3	10
% HV	0.0%	0.0%	0.0%	0.0%
Total	7			
% HV	0.0%			

Source	5			
Destination	4	1	2	3
LV	13	37	13	5
HV (Class 3 - 9)				
HV (Class 10) Double		1		1
HV (Class 11) Tripple				
Total	13	38	13	6
% HV	0.0%	2.6%	0.0%	16.7%
Total	70			
% HV	2.9%			

WGA
WALLBRIDGE GILBERT AZTEC

Location	Burce Tce/Tumby Bay Rd, Cummins, SA
Date	22/06/2020
Time	1151-1251
Count Undertaken By	SSS



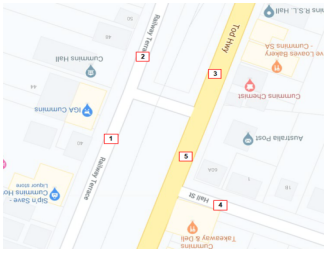
Assumed % in Counted Hour 4.0%

Summary

Source	1	2	3	4	5
Total (veh/hr)	62	37	28	7	70
Total (AADT)	1550	930	700	180	1750
% HV	9.7%	2.7%	17.9%	0.0%	2.9%

WGA

WALLBRIDGE GILBERT AZTEC



Location	Junction of Railway Terrace/Bruce Terrace/Hall Street
Date	22/06/2020
Time	1425-1525
Count Undertaken By	SSS

Traffic Volumes

Source	1			
Destination	2	5	4	3
LV	9	4	4	21
HV (Class 3 - 9)				
HV (Class 10)				
HV (Class 11)				
Pedestrians				1
Total	9	4	4	21
% HV	0.0%	0.0%	0.0%	0.0%
Total	38			
% HV	-			

Source	2			
Destination	1	3	4	5
LV	3	7		3
HV (Class 3 - 9)				
HV (Class 10)				
HV (Class 11)				
Pedestrians			1	
Total	3	7	0	3
% HV	0.0%	0.0%	#DIV/0!	0.0%
Total	13			
% HV	0.0%			

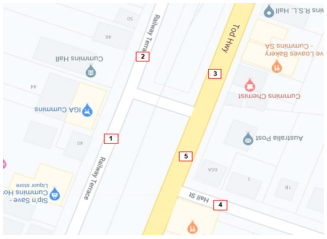
Source	3			
Destination	2	1	5	4
LV	6	15	45	7
HV (Class 3 - 9)	1			
HV (Class 10)			1	
HV (Class 11)				
Total	7	15	46	7
% HV	14.3%	0.0%	2.2%	0.0%
Total	75			
% HV	2.7%			

Source	4			
Destination	3	2	1	5
LV	7	1	2	1
HV (Class 3 - 9)				
HV (Class 10)				
HV (Class 11)				
Total	7	1	2	1
% HV	0.0%	0.0%	0.0%	0.0%
Total	10			
% HV	0.0%			

Source	5			
Destination	1	2	3	4
LV	7	1	38	5
HV (Class 3 - 9)			2	
HV (Class 10)			2	
HV (Class 11)			2	
Total	7	1	44	5
% HV	-	0.0%	13.6%	-
Total	57			
% HV	10.5%			

WGA
WALLBRIDGE GILBERT AZTEC

Location	Junction of Railway Terrace/Bruce Terrace/Hall Street
Date	22/06/2020
Time	1425-1525
Count Undertaken By	SSS



Assumed % in Peak Hour 4.0%

Summary

Source	1	2	3	4	5
Total (veh/hr)	38	13	75	10	57
Total (AADT)	950	330	1880	250	1430
% HV	-	0.0%	2.7%	0.0%	10.5%

APPENDIX C

VITERRA ACCESS TURN PATHS

APPENDIX D

A TRIPLE ASSESSMENT

ASSESSMENT REPORT

Government of South Australia
Department of Planning, Transport and Infrastructure

Case Number:	305256	**Vehicle Type:**	A triple (42m RT)	**Operator:**	N/A
Prepared By:	Dominic Zwolak			**Date:**	11/2/2020

Route Details: Port Lincoln to Cummins
Start: King Street, Port Lincoln (Viterra Grain Terminal)
End: Railway Terrace, Cummins

Action			Observations	Outcome
Preliminary Check (Attachment A)				
1) Does it have any interactions with other parties (bridge/rail)	Yes ☒ Send off ASAP	No ☐	Rail, Pine Freezer Rd Rail, Flinders Hwy Rail, Railway Tce	
Previous Approval History (Attachment B)				
2) Has approval previously been issued for a heavy vehicle of similar type?	Yes ☐	No ☒	Gazetted for 36.5m road trains	Not Gazetted for 42m road trains
3) Have there been any changes to the road infrastructure?	Yes ☐ Refer 5.2.1	No ☐ Provide access	NA	NA
Route Characteristics (Attachment C)				
4) ***Published Network*** – Is the route on a published network for a similar class of vehicle?	Yes ☒ Refer 5.3.1	No ☐	Gazetted for 36.5m road trains	Not Gazetted for 42m road trains
5) ***Structural assessment*** – Are there any structures on the route?	Yes ☐ Refer 5.3.1	No ☒	There are DPTI structures on the selected route. Bridge assessment was undertaken for specific A Triple combination	Bridge assessment passed
6) ***Lane Widths*** – Is there sufficient lane width for the vehicle/load?	Yes ☒	No ☐ Refer 5.3.4	5.2m lane, Tod Hwy, Cummins 4.0m lane, Tod Hwy, Edillilie 4.0m lane, Tod Hwy, Wanilla 3.8m lane, Western Approach, Port Lincoln	Western Approach Fail L4 Western Approach Pass L3 Elsewhere Pass L4
7) ***Rail Crossings*** – Is there sufficient stacking distance for the proposed vehicle to ensure rail crossing and	Yes ☒	No ☐ Refer 5.3.1	Stacking distances sufficient	No issue

Action			Observations	Outcome
any adjacent cross roads or intersections remain clear?				
Vehicle Characteristics (Attachment D)				
8) ***Intersection geometry / turn paths*** – Is there sufficient distance for the proposed vehicle to ensure intersections can be traversed appropriately?	Yes ☒	No ☐ Refer 5.3.7	Field trial suggests that all turn paths have adequate distance.	
9) ***Traffic Signals*** – Is signalised "green time" sufficient for the combination to clear the intersection? Is the synchronisation suitable?	Yes ☒	No ☐ Refer 5.4.1	TS 538 - Porter St / London St Green time sufficient	
Safety Audit (as required) (Attachment E)				
10) ***Crash History*** – Is there a relevant road crash history on the route?	Yes ☒ Refer 5.3.7	No ☐	No recorded fatalities in the past 5 years.	Low risk
11) ***Traffic Volumes*** What are the traffic volumes on the requested route?	Yes ☒ Refer 5.3.6	No ☐	Porter St AADT 10,200 Mortlock Rd AADT 7,400 Western Approach AADT 2,200 Flinders Hwy AADT 2,000 Tod Hwy AADT 850	High AADT in Port Lincoln
Further analysis (as required) (Attachment F)				
12) ***Length and capacity of lanes*** – Include: slip lanes, filter lanes and overtaking lanes (length and capacity)	Yes ☒	No ☐ Refer 5.4.2	No overtaking lanes. Long straight sections allow overtaking opportunities	Minor delays for motorists expected
13) ***Vertical Clearances*** – Is there sufficient clearance along the route?	Yes ☒ Provide access	No ☐ Refer 5.4.2	NA	NA

Action			Observations	Outcome
14) ***Pavement*** – Is the axle group masses likely to have an impact on the pavement?	Yes ☐ Refer 5.4.2	No ☒	NA	NA
15) ***Route Restrictions*** – Does the proposed route include areas with known restrictions?	Yes ☐ Refer 5.3.1	No ☒	NA	NA
16) ***Community Considerations / Amenity*** – Does the proposed route include any community areas that may need to be considered?	Yes ☒ Refer 5.3.5	No ☐	Various businesses are located along Porter St, Mortlock Tce	NA
17) ***Other Access considerations*** – Is this a PBS vehicle that requires additional considerations?	Yes ☐ Refer 5.4.2	No ☒	NA	NA

Other Information

Observations

Camera footage available on KNet #15108946, 15111585, 15186661, 15186669

Vehicle measurements on KNet #15114706

General observations:

- Generally turning movements were seen to be acceptable.
- Vehicle movements around the roundabout in Pt Lincoln were particularly tight.
- It is understood that there are upcoming works for this roundabout including rollover kerbing.
- Vehicle tracking around corners is good.
- There was noticeable 'snaking' when traveling on straight sections, with trailer offsets up to 400mm.
- Operator made use of shoulders where available.

Turning movements Porter St to/from London St:

- Vehicle had to make use of adjacent lane for turning movements.
- London St left turn phase runs before the through phase meaning that only vehicles wanting to turn left will use the left lane. As such this becomes a point of conflict when turning left from right lane.
- While the movement was possible it is not recommended.

Introducing larger combinations provides a productivity benefit for the freight industry and will likely reduce the number of heavy vehicle movements, less overall fuel usage etc.

Improvement Considerations

Recommendation:

☐ Consent is approved	☐ Consent is NOT approved
☐ Add to the following networks:	☐ NOT supported for permits or publishing (gazettal)
☐ Provide access under permit	☐ Other:

Conditions of Access (road, travel or vehicle conditions as per the HVNL)

Response to NHVR

Road Manager Approval

Approved:	Carlo Anzellotti	**Date:**	1/04/2020

APPENDIX E

BRUCE TCE CONCEPT SKETCHES

APPENDIX F

VITERRA ACCESS SKETCHES

APPENDIX G

BRUCE TCE/TUMBY BAY RD ROUNDABOUT

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