

Kangaroo Island Regional Plan


Section 73 (7) of the Planning, Development and Infrastructure Act 2016

Engagement Report



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Executive summary

Overview

The Kangaroo Island Regional Plan (the Plan) addresses key priorities for Kangaroo Island, such as preserving KI's pristine natural environment, promoting economic prosperity and ensuring there is enough housing. The Plan is a visionary 30-year roadmap for Kangaroo Island, aimed at fostering a resilient, prosperous, healthy, and connected future for KI's communities. Climate change mitigation, convenient transport infrastructure, and diverse housing options will be integral to achieving this vision of sustainable growth and community well-being. The Plan delivers on these key outcomes.

The Plan is the first of seven new regional plans for South Australia to be developed in a 100% digital, dynamic, and interactive Regional Planning Portal. This will allow for real-time updates which will ensure the Plan remains contemporary and provides users easy access to the regional plans via the accessible interface.

Consultation was undertaken on the Plan for a period of 12 weeks from 14 March 2024 and 6 June 2024, giving communities, councils, state agencies, industries, interest groups and other key stakeholders the chance to have their say.

This document provides an overview of the engagement activities undertaken and a summary of the main themes of feedback received during the engagement process.

A total of **203 submissions** during the engagement period. Whilst the feedback received from the survey and submissions covered a diverse range of topics and viewpoints, the key areas of feedback can be categorised as follows:

Submissions identifying support for the Plan

- Preservation of KI's natural environment as key to its economy and liveability.
- Support for diverse and affordable housing in townships like Kingscote and Penneshaw.
- Backing for sustainable development that balances growth with protecting KI's character.
- Support for eco-friendly tourism and sustainable farming practices.

Submissions identifying concerns with the Plan

- Mixed views on population growth and development, with some seeking tourism expansion and others advocating for stricter controls.
- Concerns about short-term rentals reducing housing availability for residents.
- Fears over environmental impacts, with calls for stricter coastal and wildlife protections.
- Concerns about inadequate infrastructure to support growth and tourism.

A diverse range of other individual issues were also submitted and have been considered in this Engagement Report.

In response, the State Planning Commission (the Commission) has recommended the following key changes:

- Incorporate an additional theme addressing delivery and implementation priorities to provide guidance on how community, councils and state agencies can tailor efforts to catalyse investment in infrastructure to unlock greater serviceability, productivity and safety across Kangaroo Island.
- Revise and incorporate additional actions and spatial recommendations for future residential and employment land based on council, community and landholder feedback.
- Incorporate additional contextual commentary that strengthens all sections with a focus on addressing key feedback received from community, landholders and state agencies.

1 Purpose

This report has been prepared by the Planning and Land Use Services division of the Department for Housing and Urban Development (DHUD-PLUS) for consideration by the State Planning Commission to help inform the development of the Kangaroo Island Regional Plan.

The report details the engagement that has been undertaken, the outcomes of the engagement including a summary of the feedback made and the response to the feedback and the recommended changes to the Plan. In addition, the report evaluates the effectiveness of the engagement and whether the principles of the Community Engagement Charter have been achieved.

The report has been prepared in accordance with Section 73(7) of the *Planning, Development and Infrastructure Act 2016* (the Act) and Part 6 of Practice Direction 2: Preparation and Amendment of a Designated Instrument (Practice Direction 2). The report includes:

- details of the engagement process undertaken
- a summary of the feedback received
- a response to the feedback including recommended amendments
- an evaluation of the effectiveness of the engagement and whether the principles of the Community Engagement Charter have been achieved.

The report also confirms that engagement has been undertaken in accordance with the Engagement Plan, prepared under part 2(5) of Practice Direction 2 and the Community Engagement Charter.

2 Introduction

2.1 Kangaroo Island Regional Plan

The Plan is a roadmap for Kangaroo Island (KI) that provides the community, council, and industry with a guide for planning for KI's residential and employment growth over the next three decades.

It reflects the Government of South Australia's long-term vision for managing sustainable growth on Kangaroo Island and plays a significant role in identifying appropriate land for future housing, employment, and commercial uses, as well as the necessary supporting infrastructure, while enhancing liveability and protecting natural assets.

The Plan seeks to ensure the planning system responds proactively, offering land and infrastructure in the right locations to meet housing and employment demands.

Development of the Plan has involved significant collaboration with stakeholders and extensive community consultation. Engagement in 2024 on the draft Plan has provided critical insights and feedback that will inform the finalisation of this important document.

3 Engagement approach

The process for amending a designated instrument (including a regional plan) is set out in the Act. The Act requires public engagement to take place in accordance with the Community Engagement Charter.

The designated entity prepared an engagement plan to apply the principles of the Community Engagement Charter. Engagement sought to:

- assist in understanding the vision and aspirations of regional communities that will help guide how development is undertaken in the longer-term
- have authentic conversations with leaders within the community, key stakeholders, state agencies and councils who can work to ensure regional plans are delivered on the ground and have a positive and meaningful impact
- raise awareness and build capacity within communities about the planning system to enable them to better participate in the planning of their region
- have broad reach to enable those who are interested to contribute, while also having more targeted conversations creating depth to work through the range of planning issues facing the regions, including social and physical infrastructure
- build on work that has already been undertaken to make sure the findings from previous engagement activities are not lost
- close the loop with stakeholders and communities to inform them of the outcomes of the engagement process, and how they can access the final version/s of regional plans.

The engagement period for the Plan ran for 12 weeks from Thursday, 14 March 2024 to 5pm Thursday, 6 June 2024.

3.1 Engagement activities

The engagement for the Plan was undertaken through four distinct phases including preparation of the engagement plan, early engagement (vision and priorities), consultation on the draft plan, and communicating the final plan. This Section 73 engagement report focusses on the statutory engagement period (phase 3 consultation on the draft plan) outlined in the Kangaroo Island Regional Plan Engagement Plan.

Early engagement undertaken in phase 2 of the Kangaroo Island Regional Plan Engagement Plan took place across late 2022 and early 2023, designed to gather early input from key stakeholders to help inform the future drafting of the Kangaroo Island Regional Plan.

Engagement activities included direct communication with the Minister for Planning, the Premier of South Australia, and Cabinet to inform them of the regional planning process. Key stakeholders such as the Kangaroo Island Council, the Southern and Hills Local Government Association (LGA), and the Adelaide Hills, Fleurieu, and Kangaroo Island Regional Development Australia (RDA) Board were identified for participation in workshops. A dedicated project YourSAy webpage and fact sheet were created to outline the planning process, consultation stages, and how stakeholders could engage. Members of Parliament were also informed about opportunities to participate.

The engagement involved a series of activities, including monthly Planning and Infrastructure Coordination Group meetings to discuss growth area infrastructure, Local Government Regional Planning Committee presentations, and face-to-face visioning workshops on Kangaroo Island with various community groups and industry representatives. State-wide workshops targeted organisations with a broader reach, while an online survey provided a platform for community input from those unable to attend the workshops. Continuous engagement with First Nations groups established ongoing relationships for inclusive planning.

To close the loop on the phase 2 early engagement, participants received updates via email, links to two What We Heard engagement summary reports, and further communications were conducted as necessary throughout 2023.

A summary of engagement undertaken, and feedback provided during phase 2 engagement are contained in **Attachment 3** of this engagement report.

3.1.1 Phase 3: Public engagement activities

The 12-week public engagement period included delivery of a range of engagement activities to inform community and stakeholders of the Plan's objectives and gather feedback.

Activity	Description	Stakeholders
Landowner letter	Letters were sent to directly affected or adjoining landowners from various regions across Kangaroo Island to advise them of the regional planning process and what is proposed for their land. <i>In total 105 letters were sent to affected landowners.</i>	Landowners of sites identified for change
Letter sent to identified stakeholders	Advised the commencement of engagement on the draft regional plan and opportunities to get involved. <i>In total 234 letters were sent to key stakeholders.</i>	All stakeholders
Stakeholder toolkit	Sent to Kangaroo Island Council and key stakeholders such as industry groups, community groups to help support engagement, increase reach and promote the Plan (refer Attachment 4). The toolkit contained the following items: DL community flyer Social media imagery Digital display signage Community event poster Web banner artwork Email signature signage web banner imagery <i>In total 234 stakeholders were sent the toolkit.</i>	All stakeholders
DL flyer distribution	DL community flyer was sent to every PO Box and letter box across the island, ensuring the entire community was aware of the engagement period. <i>In total 2,456 KI households received the flyer.</i>	Kangaroo Island residents/community

Activity	Description	Stakeholders
Factsheets	<p>A series of factsheets, written in plain-English, were developed and published on the YourSAy and PlanSA websites to help interested community understand the Plan and its proposed actions. Along with our project fact sheet, an additional suite of fact sheets were produced to support face-to-face engagement events highlighting the actions outlined in the Plan. (refer Attachment 4).</p> <p><i>The project fact sheet was downloaded 59 times from the YourSAy website during the consultation period.</i></p>	All audiences, with a focus on interested community
Community information sessions	<p>Four face-to-face community information sessions were delivered to promote the draft Plan and provide community with one-on-one access with regional planning team members to discuss the Plan and answer any questions. The sessions were advertised via promotional material with the support of council, and registrations were taken through Eventbrite.</p> <p>Community information sessions were supported with information display boards and printed handouts for attendees to take home (see Attachment 4).</p> <p>The following events were held:</p> <ul style="list-style-type: none"> • 6 May 2024: Parndana – 3 attendees • 7 May 2024: Kingscote – 22 attendees • 7 May 2024: American River – 10 attendees • 8 May 2024: Penneshaw – 31 attendees <p><i>In total 66 community members attended face to face community information sessions.</i></p>	Community
Online community information session(s)	<p>Delivered two online community information sessions to promote the draft Plan and gather community feedback. The sessions were advertised via boosted social media, DL flyers, community posters, with the support of council and community groups. These sessions occurred prior to the community</p>	Community

Activity	Description	Stakeholders
	<p>drop-in sessions. Registration was through Eventbrite.</p> <p>The online events were held on:</p> <ul style="list-style-type: none"> • 1 May 2024 – 18 attendees • 2 May 2024 – 5 attendees <p><i>In total 23 community members attended online community information sessions.</i></p>	
Eventbrite	<p>The engagement and information sessions were promoted via the Eventbrite website, which included sending email notification to all people who follow the PlanSA Eventbrite profile.</p> <p><i>The event pages received 854 page views during the engagement period.</i></p>	Community
Community hubs & stakeholder support	<p>Installed hubs were installed by key stakeholders to help promote the draft Plan in partnership with council in locations of community importance (e.g. civic centre/library/events).</p> <p>Collateral from the stakeholder toolkit was used by stakeholders to promote the Plan's engagement in public spaces.</p> <p>Support organised by the comms and engagement team included:</p> <ul style="list-style-type: none"> • Kangaroo Island Council – promote the Plan with community facing signage in council offices – 13 March • RDA Adelaide Hills, Fleurieu and Kangaroo Island – the Plan included in weekly newsletter and socials – 25 March • KI Conservation Landowners Association – the Plan included in newsletter – 26 March • SeaLink featured the Plan posters in both the Penneshaw and Cape Jervis Ferry Terminals and supported on social media - 26 March • Kangaroo Island Tourism Alliance (KITA) – included the Plan content in newsletter – 1 April 	Community

Activity	Description	Stakeholders
Stakeholder briefing(s)	<p>Delivered online briefing(s) to promote the draft Plan and gather feedback. Additional briefings were also provided on request.</p> <p>Briefing sessions conducted during engagement: Council staff - 5 attendees Elected members - 14 attendees Industry – 14 attendees Community groups – 22 attendees State agencies – 31 attendees</p> <p><i>In total 86 key stakeholders attended online briefing sessions.</i></p> <p>Additional briefing sessions conducted upon request were provided to: Department for Energy and Mining Department for Environment and Water Member for Mawson SPC Chair meeting with private KI landowner.</p>	Peak Industry Bodies, Peak Planning bodies, Utilities, State Government agencies, community and business associations, RDA board, LGA board, council, community
Council workshop(s)	Delivered multiple face-to-face workshops to present the draft Plan and opportunity to provide feedback inviting council.	Kangaroo Island Council
First Nations engagement	<p>Established ongoing working relationships and partnerships with key representatives from Aboriginal state government agencies, corporations and First Nations groups.</p> <p>Delivered a briefing to Aboriginal Corporations, state agencies and industry groups to introduce the Regional Planning Program.</p> <p>Correspondence to First Nations groups to introduce the program, providing a link to YourSAy and offering an online presentation of the Regional Planning Program.</p> <p>A workshop was held with representatives from Ngarrindjeri, Kaurna and Narungga Nations and the Department will continue engagement with these groups to progress actions identified in relation Aboriginal cultural heritage and interests.</p>	State agencies Aboriginal Leaders First Nations groups

Activity	Description	Stakeholders
Youth engagement	<p>Delivered targeted youth engagement on the draft Plan.</p> <p>Educators were offered a briefing slide deck for student body information. Opportunity for Commission and PLUS for video calls with classrooms to talk about Plan and engagement processes.</p> <p>An online workshop was scheduled for 28 May 2024; however, the session was cancelled due to poor registration numbers.</p> <p>Rather than pursuing a workshop with minimal attendees, the comms and engagement team changed tact and engaged with schools and educators from across the island directly. Educators chose to work through the youth survey on the YourSAy page as part of their morning care group activities, leading to 68 youth surveys submitted which accounted for more than 50% of all YourSAy surveys received.</p> <p>68 youth YourSAy surveys submitted.</p>	Youth groups including Youth Advisory Committee/council and Youth Affairs Council of SA
Ongoing meetings and communication as required	Ongoing face to face/online meetings to gather information and provide updates.	Council, agencies, RDA, LGA etc
Email and telephone enquiries	<p>The PlanSA contact details were provided throughout the engagement period and the public and stakeholders were invited to make contact if they had enquires or wished to set up a meeting to discuss the proposal.</p> <p>The service desk was fully briefed to assist people in obtaining further information or to speak with a project team.</p> <p>A total of 8 email enquiries and 6 phone enquiries were handled during the engagement period.</p>	All
PlanSA website	Information relevant to the Plan were available on the PlanSA website. This included the Plan, visioning workshop reports, fact sheet, and the engagement plan,	All

Activity	Description	Stakeholders
	<p>A news article and banner promoting the engagement were also published on the landing page of the PlanSA website.</p> <p><i>The Plan's PlanSA website pages received 1,410 views and was visited by 826 people.</i></p>	
YourSAy website & online survey	<p>A dedicated page on the YourSAy website was created as the primary location for the community to find easy to understand information and to submit feedback via a survey.</p> <p><i>The YourSAy page received 1,900 visits during the engagement period.</i></p> <p><i>Supporting material documents were downloaded 257 times.</i></p> <p><i>128 YourSAy survey submissions were provided during the engagement period.</i></p>	Community
Regional Planning Portal	<p>The Regional Planning Portal was created as the primary location for the community to view the Plan and easy to understand supporting material.</p> <p><i>The Regional Planning Portal received 4,900 page views from 2,800 unique users during the engagement period.</i></p>	All stakeholders
Newsletter article	<p>Articles outlining the Plan were featured in Planning Ahead on 14 March 2024 and 3 June 2024.</p> <p>Copies of the Planning Ahead newsletters can be found in Attachment 4.</p> <p><i>The May article was sent to 2,395 recipients and achieved 1612 opens and 817 link clicks.</i></p> <p><i>The June article was sent to 2,381 recipients and achieved 1,185 opens and 57 link clicks.</i></p>	All stakeholders
Media	<p>A ministerial media release was distributed to metropolitan and regional media on 14 March 2024.</p>	Media outlets

Activity	Description	Stakeholders
	<p>The State Planning Commission Chair and the Minister for Planning were made available for media requests.</p> <p><i>Media coverage consisted of 35 media items across print, radio and online - achieving an audience reach of 1,002,100 across the 12-week engagement period.</i></p> <p>See Attachment 4 for the full media report.</p>	
Social media	<p>Social Media campaign was utilised during the engagement period.</p> <p>Organic posts were supported by boosted posts, as well as a \$1,000 like campaign to increase followers during the engagement period.</p> <p>The following social media channels were used to promote public consultation:</p> <ul style="list-style-type: none"> - PlanSA X - PlanSA Facebook - SPC LinkedIn - YourSAy Facebook. <p>Examples of the posts are featured in Attachment 4.</p> <p>A total of 9 posts were published on each platform. During the engagement period the PlanSA Facebook page reached 63,000 users and received 2,200 link clicks and attracted 305 new followers.</p>	All stakeholders

3.2 Mandatory requirements

The following requirements were required to be completed as part of the statutory engagement on the draft Plan, they were also completed as part of this engagement process.

1. Notice and engagement with council/s

The Community Engagement Charter requires that, a council or councils must be directly notified and consulted, where a proposal is relevant to a particular council or councils (and where the council did not initiate the proposal).

The Kangaroo Island Council were engaged in the following ways:

- The mayor and chief executive of the Kangaroo Island Council were notified via a letter.
- Several meetings with council staff and elected members in the lead up to engagement.

2. Notice and engagement with the Local Government Association

The Community Engagement Charter requires that the Local Government Association (LGA) must be notified in writing and consulted, where the proposed regional plan is generally relevant to councils.

The LGA was engaged in the following ways:

- Stakeholder letters and comms sent on release day.
- Stakeholder toolkit supplied to support engagement.
- Invites sent to briefing sessions.
- Social media content shared.

3.3 Compliance with the engagement plan

Engagement activities were undertaken in accordance with the engagement plan. In line with the Community Engagement Charter, the engagement process was regularly monitored.

4 Engagement outcomes

The following section summarises feedback received through the activities described in section three. It is important to note that participants could provide their feedback through more than one activity, for example an online survey and a written submission. All submissions received can be viewed in Attachment 2 of this document.

4.1 Written submissions

The below summarises written submissions received from the general community, community groups, industry bodies, non-government organisations, councils and state and commonwealth agencies.

4.1.1 Submissions from general community members

During the engagement period, we received 43 submissions from Kangaroo Island residents, property owners, developers, and businesses. The key themes raised in these submissions is summarised below and included the following common themes:

- **Zoning changes**

There was a recurring message from some respondents opposing 'zoning changes' and associated new housing developments, citing an already sufficient supply in the townships. Concerns focused on the impact of proposed zoning changes on lifestyle, the environment, and the character of certain areas.

Those who were in favour of additional zoning changes highlighted the need for more housing, worker accommodation, and tourism development. There were calls to consider housing options for the ageing population.

- **Growth and economic development**

While there was enthusiasm for the Plan and its potential to diversify the economy and boost local tourism, some voiced concerns about the environmental and lifestyle impacts of such growth. Several respondents suggested that growth should prioritise infill development to prevent urban sprawl.

- > There were comments about the Penneshaw Golf Club and Cliffs Golf Club including:

- two respondents raised concern that Penneshaw Golf Club, a public asset was being rezoned to enable housing and worry that the developers were being prioritised over the community
 - one suggestion to rezone the Cliffs Golf Club to tourism development
 - two respondents were concerned about the proposed American River Golf Club development.
- **Environmental concerns**
Protecting KI's biodiversity and future-proofing for climate change was a recurring theme. Concerns were raised about development projects that could threaten natural habitats, including cruise ships due to their environmental impact (approximately three people raised cruise ships as a concern).
 - **Infrastructure**
Participants stressed the need for infrastructure improvements to support future growth.
 - **The Plan document feedback**
Some submissions pointed out inaccuracies and confusion within the Plan hard copy document, including issues with data sources, tables, spelling, and grammar. Suggestions were made to include a glossary of terms and better links to supporting documents. There was also some feedback regarding internet access and people not being able to utilise the online portal.
 - **Other township plans**
There was a request for specific township/structure plans and more planning for smaller settlements, including Hansen Bay and Vivonne Bay.
 - **Meaningful engagement**
Some respondents mentioned previous failures in public engagement and community engagement, expressing scepticism whether future plans would properly consider local input. Some pointed to past infrastructure failures as evidence of government inaction or mismanagement.

A summary of key feedback concerning the four main townships is outlined below.

American River

Some comments raised by approximately three submissions included:

American River	
Zoning and development	<ul style="list-style-type: none"> > Respondents raised concerns about potential urban sprawl and emphasised the need for infill development of vacant blocks before expanding further. > There was support for further community engagement before any rezoning occurs, with concerns that the current process excludes community input on these specific outcomes. > There is a demand for housing for families, but respondents noted that many houses are vacant or currently used for tourism accommodation. There was a concern expressed that this creates a transient population, and zoning needs to address this issue to avoid the town operating with a 'skeleton' population.
Environmental concerns	<ul style="list-style-type: none"> > Several respondents emphasised the need to protect the habitat of the glossy black cockatoos, opposing any offsets or developments that would harm their habitat.

	<ul style="list-style-type: none"> > Some respondents supported extending the subzone in American River to protect the glossy black cockatoo habitat and allow for better planning decisions to protect other areas of habitat in the north of KI.
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Emu Bay

Some comments raised by approximately eighteen submissions included:

Emu Bay	
General resistance to rezoning	<ul style="list-style-type: none"> > General opposition to rezoning large areas for housing and desire to retain existing open space zones. Several respondents specifically opposed the reduction of allotment sizes and any changes that would allow high-density developments.
Impact on character of the area and tourism appeal	<ul style="list-style-type: none"> > There is concern that additional development would change the character of Emu Bay from a quiet, coastal village into an urbanised area. Increased beach traffic, loss of open space, and potential threats to local wildlife were frequently mentioned as issues that would have negative impacts on both locals and tourists.
Oversupply of available land	<ul style="list-style-type: none"> > Many noted that there are already numerous unsold blocks in Emu Bay that have been on the market for over four years with minimal uptake. These respondents argued that further rezoning and new developments are unnecessary given this apparent lack of demand.
Environmental and fire safety concerns	<ul style="list-style-type: none"> > The nature strip between Bayview Road and Maxwell Drive was identified as an essential firebreak that provided security during the 2020 fires. Residents want this area retained, noting its importance for wildlife habitat and fire safety. > Concern about more development in Emu Bay when there is only one road in and out of the township, with some concern about the risk this poses if there was a fire.
Infrastructure limitations	<ul style="list-style-type: none"> > Emu Bay has infrastructure limitations, with landowners having on site water and sewage. Many feel that introducing additional infrastructure such as water supply, street lighting, and sewage would increase the cost of living and harm the area's charm and sustainability. There is also concern that developing the township without infrastructure in place is not sustainable.
Beach	<ul style="list-style-type: none"> > Increased regular use of the beach was seen as a risk to both the safety and tranquillity of the area. Concerns were raised that the pristine and unique nature of the beach would be lost with a larger population.

Kingscote

Some comments raised by approximately four submissions included:

Kingscote	
Zoning and development	Mixed views on zoning, with some specific considerations highlighted below:

	<ul style="list-style-type: none"> > Interest in development for tourist accommodation and concern heritage overlays could prevent approval of this types of development. > Opposition to rezoning Seaview/Cordes Road to Future Urban, suggesting it be designated for larger Country Living blocks. > Some support exists for tourism-focused rezoning in Kingscote, including redevelopment of underutilised areas like Kingscote wharf. > A respondent emphasised land use zoning to protect the environment and prevent habitat loss.
Cycling and connectivity	<ul style="list-style-type: none"> > A respondent highlighted the growth in cycling in Kingscote, calling for improved cycling infrastructure, including dedicated trails and parking facilities.

Penneshaw

Some comments raised by approximately six submissions included:

Penneshaw	
Zoning and development	<p>Concerns about zoning changes associated with the Golf Course Estate zone are listed below:</p> <ul style="list-style-type: none"> > Favouring the needs and aspirations of developers over the wishes of the community. > Apprehension about multi-storey tourist developments and how they may impact residential areas and public resources. <p>Some respondents advocated for rezoning. There were some requests for additional zoning considerations such as the properties to the west of Penneshaw to be rezoned from General Farming to Rural Living to enable hobby farming.</p>
Environmental preservation and climate impact	<ul style="list-style-type: none"> > Calls for stronger protections of Kangaroo Island's natural environment. > Specific concerns about coastal protection measures, with respondents urging thorough research and consideration of climate change when planning developments. > The need to protect KI's marine environment from contamination and biosecurity risks.
Housing and infrastructure	<ul style="list-style-type: none"> > Calls for infrastructure improvements, including foreshore construction and desalination plants to secure water and power for KI's anticipated growth. > Concerns about traffic and freight management in Penneshaw, with a request for increased vehicle movement solutions and pedestrian-friendly design at the terminal precinct. > Questions regarding housing rules, especially around Airbnb and holiday homes, to ensure new housing meets long-term needs rather than being used for tourism accommodation.

4.2.1 Community groups

The below summarises written submissions received from community groups.

Community groups	
<p>Conservation Council of South Australia</p>	<ul style="list-style-type: none"> • The Conservation Council strongly urges for any land with largely untouched and predominantly native vegetation be converted to Conservation Zone and protected under the Native Vegetation Act. This includes sites with existing Heritage Agreements. They go on to provide a series of specific sites, which are listed below: <ul style="list-style-type: none"> > Two zoned areas in the American River Subzone (with further recommendation given to some properties not currently included, but adjacent to the subzone). > Crown land areas within Parndana. > Sections of missing Conservation Zone in Pelican Lagoon (mostly on small Island sites). > Islets off the south coast of, and land adjacent to Flinders Chase National Park. > That the Conservation Zone that circles KI be made contiguous (with some missing sections noted). > North of Gape Gantheaume Conservation Park. > Within Seal Bay Conservation Park. > Adjacent Cape Bouguer Wilderness Area. > Wetland near Haines. > Ballast Head Road. > Part of Shack Settlement Zone at Nepean Bay. > Southern side of Dudley Peninsula.
<p>Friends of Parks Kangaroo Island Western Districts</p>	<ul style="list-style-type: none"> • The Friends of Parks Kangaroo Island Western Districts provide a highly detailed submission on nearly all sections of the plan. While many comments are detailed and specific to particularly statements within the Plan, the following outlines some of the key themes of the submission: <ul style="list-style-type: none"> > Dissatisfaction with the format of the Plan, with limited hard copies being available and the format overproduced and difficult to read. > Comments suggested that the Plan contains too much jargon and should have greater focus on the use of plain English and/or be supported by glossary or definitions.

Community groups	
	<ul style="list-style-type: none"> > The friends have concerns about tourism development, its location, scope, impacts and compatibility with lifestyle of residents. > Concern that the Plan does not recognise existing or future opportunity for the economic contribution of sectors other than agriculture and tourism (for example, nature and arts/culture). > Suggests the plan has a lack of vision and only supports the status quo. > Concern about the data, mapping and sources. Questions are also raised throughout the submission seeking qualification on many statements. There is a desire to see longer term data to better understand long term trends and the impacts of COVID and bushfires on KI. > Suggests the plan requires stronger mention and solutions around affordable housing, including housing solutions for older people and those with lower incomes. > Concern about the incompatibility of protecting and enhancing the natural environment alongside the desire for growth.
Kangaroo Island Research Station	<ul style="list-style-type: none"> • The Kangaroo Island Research Station also provide a detailed and wide-ranging submission, raising a range of questions and comments. Some of the key points in the submission are listed below: <ul style="list-style-type: none"> > Concern that proposed real time updates to the Plan will not be transparent and seek that these are advertised. > Focus on growth is too strong and not quantified. Concern about impacts on biodiversity and lifestyle. Suggest looking at unoccupied homes as an opportunity for sustainable growth. > Questions the sources of some information and suggest alternatives to some statements considered incorrect. > Unclear and inequitable singling out of particular developments or businesses.
Penneshaw Progress Association	<ul style="list-style-type: none"> • The Penneshaw Progress Association provide a range of comments on the Plan, with key comments listed below: <ul style="list-style-type: none"> > Suggest that housing shortage on KI is attributable to construction and infrastructure costs, as well as the cost of freight. The cost of rebuilding to higher standards following the bushfires is also noted. > Would like to see forward planning for alternative port facilities to support industry, agriculture and tourism. > Emphasise the importance of recreation and social connection.

Community groups	
	<ul style="list-style-type: none"> > Suggest sufficiently zoned land for residential purposes, but not enough for commercial development and township growth. > Would like to see the retention of green belts and protection through planning policy and zoning. > Would like to see land currently used for medical centre and community uses in Penneshaw to be excised from the Golf Course Zone to ensure the ongoing certainty of these services.
The South Australian Heritage Council	<ul style="list-style-type: none"> • The South Australian Heritage Council provided suggested changes to wording and improvements to usability of the mapping in their submission. <ul style="list-style-type: none"> > Suggested changes to the definition and use of terminology – including adaptive reuse. > Greater recognition of maritime heritage – particularly in relation to shipwrecks. > Suggested improvements to mapping – including more easily identifiable local, state and commonwealth heritage areas (not within a layer), and world and national heritage (under cultural heritage). <p>The South Australian Heritage Council provides some suggested rewording of objectives with their submission.</p>
State Aboriginal Heritage Committee	<ul style="list-style-type: none"> • The State Aboriginal Heritage Committee recognises the significance of Kangaroo Island to the Ngarrindjeri-Ramindjeri, Kurna and Narungga people. Further, they acknowledge the richness of Aboriginal archaeological heritage sites and specifically request that the plan includes information from the Aboriginal Heritage Act 1988 that it is an offence to impact or not report the discovery of an Aboriginal Heritage site. • The Heritage Committee acknowledges parts of the plan relating to recognition of latest climate science, locating development away from natural hazard areas, protecting critical habitat and coastal, marine and water catchment areas. They suggest that wording be made stronger with 'should' replaced by 'will.'

4.2.2 Industry bodies/businesses

The below summarises written submissions received from industry bodies and businesses.

Industry	
Association of Mining and Exploration Companies (AMEC)	<ul style="list-style-type: none"> • AMEC represents current and prospective mineral companies and provides a detailed submission on the value and contribution of mining and minerals on KI. <ul style="list-style-type: none"> > They recommend more detail on the current and historical value of mining is included in the Plan (and provide relevant information). > Recognise the relationships between mining, agriculture and tourism – and how these sectors support and can productively co-exist with one another. > That the Plan more clearly value the importance of lime sand mining to support KI’s agricultural productivity. <p>Further, suggestions are provided that work alongside, but outside of the Plan, are listed below:</p> <ul style="list-style-type: none"> > Accelerate an updated Multiple Land Use Framework to support co-existence of industries across South Australia and including mining, renewables, tourism and agriculture on KI. > Expand the Landowner Information Service to support co-existence of mining with other industries on Kangaroo Island. > Allocate funding for maintenance and upgrade of roads and infrastructure to ensure safe and efficient mineral exploration and mining operations.
Ekistics Planning and Design	<ul style="list-style-type: none"> • Ekistics recognise the structure and functionality of the Plan in its digital format. They have provided feedback on the portal's tools and functionality as a result of testing. Comments relate to the presentation and use of multiple layers, function of pop-up information boxes and other usability feedback.
Kangaroo Island Tourism Alliance	<ul style="list-style-type: none"> • The Tourism Alliance welcome and recognise the importance of the Plan. They provided a range of specific feedback. <ul style="list-style-type: none"> > Suggested addition of six further tourist routes. > Request for further acknowledgement and support of the importance of and investment in tourism (and supporting infrastructure) on the Dudley Peninsula. > Mechanisms that support housing for workers rather than converting to short term accommodation. > Request further acknowledgement and data to support visitation numbers and supporting infrastructure.

Industry	
	<ul style="list-style-type: none"> > Suggest extending demand for workers accommodation across the whole island in response to demand.
Penneshaw Golf Club	<ul style="list-style-type: none"> • Indicates their support for a future code amendment to apply the Golf Course Estate Zone to the land currently leased for the Penneshaw Golf Club to maintain and enhance this land use.
Planning Institute of Australia (PIA) – South Australian Division	<ul style="list-style-type: none"> • PIA offers their support and commends the Plan, particularly in the digital presentation via the portal. No specific commentary or suggested changes are provided.

4.2.3 Non-government organisations

The below summarises written submissions received from non-government organisations.

Non-government organisation	
SA Power Networks (SAPN)	<ul style="list-style-type: none"> • This detailed submission from SAPN confirms their support for and commitment to the Plan, whilst providing a range of specific information and data relating to the infrastructure and services they provide. • SAPN provide more information and timelines on the delivery of the fibre optic cable project that will bolster resilience to telecommunications on KI. They go on to provide a range of specific data and information relating to the network, indicating a commitment to working with PLUS to ensure better understanding and expression of this. These include elements such as terminology and mapping data. The submission provides information that may be relevant to the Plan in terms of the ability for the network to support new connections and developments. • Finally, SAPN acknowledge operational challenges that could be acknowledged in the plan, including responsiveness to faults, and asset maintenance and resilience.
SA Water	<ul style="list-style-type: none"> • SA Water outline the challenges and governance around their pricing and supply, which is critically reliant on accurate growth data. They outline the requirement for efficiency and the role of ESCOSA in approving this. As such, they outline the importance of development being delivered efficiently and where it can be supported by infrastructure. SA Water outline their current water supply systems (Middle River reservoir and Penneshaw desalination plant, and the development of a second desalination plant in Penneshaw). It is acknowledged the importance of managing land use to protect water catchments, and consideration is given as to whether water on KI should be prescribed to allow for more sustainable management of water. Integrated planning of land use and essential services is strongly supported by SA Water.

4.2.4 Councils

The below summarises written submissions received from councils.

Councils	
Alexandrina Council	<ul style="list-style-type: none"> Support is provided by the council of the digital platform and the opportunities this provides in how data is presented. Other comments relate to the Community Engagement Charter.
District Council of Yankalilla	<ul style="list-style-type: none"> Support is provided by the council of the digital platform and the opportunities this provides in how data is presented. Other comments relate to the Community Engagement Charter.
Kangaroo Island Council	<ul style="list-style-type: none"> The Kangaroo Island Council are generally supportive of the Plan and provide several specific references to sections that tend to relate to council assigned actions. <ul style="list-style-type: none"> > Proposed additional land to be applied to proposed rezoning in Emu Bay (Neighbourhood Zone). > Further consideration of the location of a new activity centre in American River. > Further investigation to the extension of the American River subzone. Council indicated that they do not support the extension of a Community Wastewater Management System (CWMS) in Emu Bay in the timeframe suggested. Council requested a longer timeframe and provided the clear caveat that further investigations are required first in order to determine if this infrastructure can be extended to this township. All other council assigned actions are supported by the Kangaroo Island Council (noting that some are dependent on funding) and detailed with commentary in their submission.
City of Burnside	<ul style="list-style-type: none"> The City of Burnside provide comments on some of the proposed statewide actions and provide feedback relating to code amendments, associated with the engagement on the Plan. <ul style="list-style-type: none"> > That regional plans include a summary of proposed code amendments when on engagement in order for the impacts of any subsequent 'fast tracked' code amendments to be fully understood. Being able to filter out actions to be delivered by local government would also assist to understand implications. > Support for green rating tools, sustainable precincts and policy approaches to carbon impacts.

4.2.5 Australia and state government agencies/bodies

The below summarises written submissions received from Australia and state government agencies.

State government	
Coast Protection Board	<ul style="list-style-type: none"> The Board provides comments in context of ensuring consistency with State Planning Policy (SPP) 13 – coastal environment. They recognise several objectives, strategies and statements in the Plan that align with this SPP. The Board raises a concern that there is inconsistency between coastal flooding map layer with statements in the Plan, as well as SPP 13. It is suggested data be provided to 1m of sea level rise and beyond 2100.
Department for Education (DfE)	<ul style="list-style-type: none"> The DfE also provide support for the online portal. They provide limited comment given their involvement in the preparation of the draft. However, they do note there are no identified planning and capacity concerns in the Plan in relation to education and care facilities. DfE note that they will continue to monitor enrolment forecast demands.
Department for Environment and Water (DEW)	<ul style="list-style-type: none"> Acknowledge the achievement of a fully digital planning platform. It is noted that consolidating this into one central tool (such as SAPPA, Location SA) would reduce duplication and make it more accessible for the public. It is also suggested that data sources are referenced. Include mapping of sea level rise to the year 2100 in order to understand areas that may be at current and future risk. DEW is supportive of actions assigned to DEW relating to biodiversity and coastal mapping. They are not supportive of being identified as the lead agency for the Adaptive Reuse Incentives action (and suggest that PLUS is the more appropriate lead agency). Note a series of data sets that require updating (native vegetation, blue carbon and projected coastal flooding) and suggest a process be in place for how data used in mapping is regularly updated and checked for currency. Also suggest a number of specific changes to layer display, functionality and legibility to improve user experience. It is also suggested that definitions be provided along with a consolidate list of actions that can be viewed against subtheme. Changes to emphasis and wording in the plan are suggested – particularly relating to climate change, quantifying growth and the value of green space and biodiversity, and supporting zero emissions industries. Alternative wording is provided for some sections.
Department for Infrastructure and Transport (DIT)	<ul style="list-style-type: none"> DIT provided a submission following the close date of submissions. Their key points relate to functionality of the regional plan in the electronic portal, specific changes to content relating to transport, and ensuring future integration for planning policy changes.

State government	
	<ul style="list-style-type: none"> > DIT identify some lag and difficulty when zooming to specific locations in the portal. > DIT have request specific changes to content that notes the limitations of transport services and connections to KI. DIT have provided alternative suggested wording that more positively positions the work that is being undertaken in improvements to Kangaroo Island ports. There are also suggested edits to references to public transport on KI. > With regards to identified future Code Amendments, DIT requests that the Department undertake appropriate traffic analysis particularly in growth areas near DIT roads and in other locations with access limitations.
Department for Infrastructure and Transport (DIT) – Property Directorate	<ul style="list-style-type: none"> • In addition to the submission outlined above, a submission was received from DIT’s Property Directorate. Notes that the Kingscote Foreshore Wharf Land was declared surplus to government needs and a section merged with Crown land with another section sold. • The Department’s Marine Directorate has assessed whether there is the need to retain some land in government ownership on the Kingscote Wharf. This may be in order to improve pedestrian traffic and wayfinding to the jetty, allow for an alternate ferry location from Penneshaw and also to feedback for the development potential of the land. The directorate is seeking further engagement with PLUS.
Environment Protection Authority (EPA)	<ul style="list-style-type: none"> • The EPA provides general support for the Plan, with specific commentary relating to interfaces, wastewater and the online portal. <ul style="list-style-type: none"> > The EPA notes the location of the licenced premises, and notes that the Plan supports effective distances from these sites from more sensitive development. > The EPA is supportive of the intent and application of overlays that manage interfaces and commits to continuing to work with the Commission in the implementation of these overlays. > The EPA also supports the extension of CWMS and preferences this wastewater system over individual onsite disposal systems. > Finally, the EPA acknowledges the online portal as a positive way to use the Plan, but recommends PDF plans continue to be available for stakeholders less able to access or navigate online platforms.
Premier’s Climate Change Council	<ul style="list-style-type: none"> • The council provide their support and praise for the establishment of the online portal, whilst providing some suggestions for improved use – including a supporting summary document. Another suggestion is how land supply layers can interact with climate impact layers and natural hazards. These layers and data should match the 30-year timeframe of the Plan in order for longer term planning. • The council would like to see stronger actions in the Plan that seek to drive climate mitigation, adaptation and resilience. Alignment with state strategies and

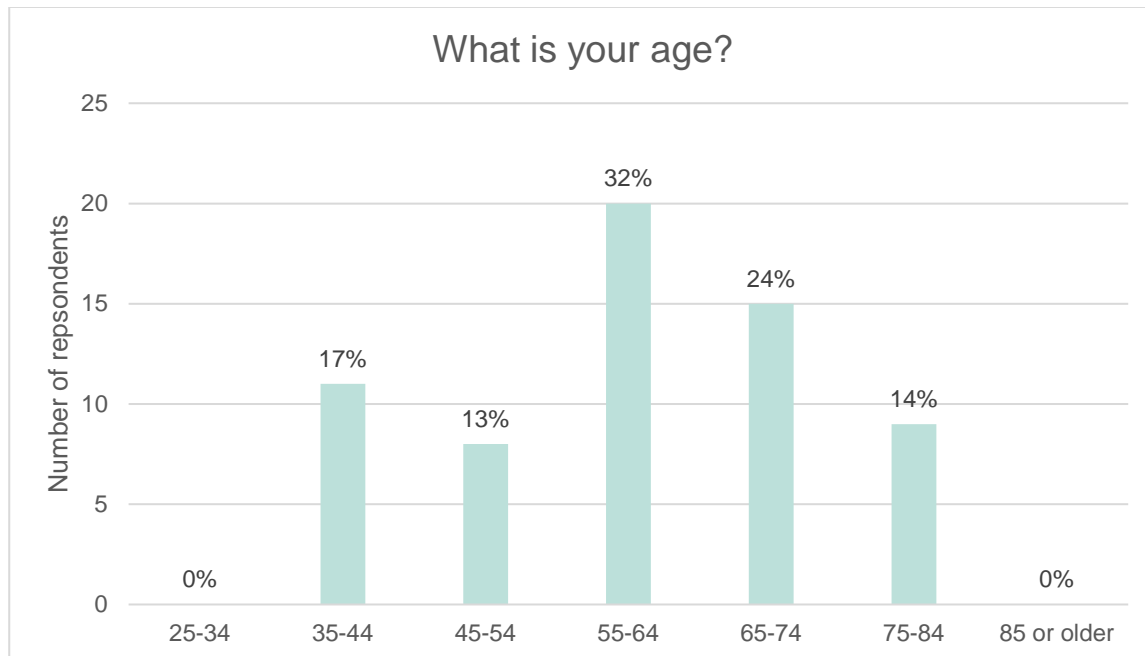
State government	
	<p>targets is sought, as well as a greater commitment to emissions reduction through policies and actions.</p> <ul style="list-style-type: none"> • The council also provide caution around the transition of the forestry industry and management and reduction of this land as it impacts on carbon sequestration and emissions.
South Australian Country Fire Service (CFS)	<ul style="list-style-type: none"> • The CFS provide review and comment on proposed changes to land use and zoning in several townships in Kangaroo Island. <ul style="list-style-type: none"> > Has no objection to zoning changes in Emu Bay, Kingscote, American River (Deferred Urban only), Penneshaw, Parndana (workers accommodation). > Raises the potential for conflict between development and vegetation/habitat in American River. > Notes some changes in bushfire risk from medium to high (as a result of the new Bushfire Hazard Overlay) in American River and Parndana. • These comments at times have qualifications seeking further engagement if considering future subdivisions and consideration of buffers, in order to achieve specified Bushfire Attack Levels. The submission also includes general comments that are supportive to proposed upgrades to infrastructure, and siting of sensitive land uses away from areas with increased bushfire risk.
South Australian Housing Authority	<ul style="list-style-type: none"> • The SA Housing Authority provides their support for the Plan and the continuation of affordable housing policies. The authority recognises the significance of planning policy in being an enabler to the provision of affordable housing. Specifically, they request that the description of 'public housing' in the plan is expanded to be described as social housing that recognises both public and community housing providers.
Native Vegetation Council	<ul style="list-style-type: none"> • Supports the online portal and the ability to publicly provide up to date mapping. • Recognises that KI has the highest level of native vegetation of any agricultural region of the State, and that the Plan recognises this. As a result, they would like to see the planning of growth areas located within township boundaries to limit the impact on native vegetation. It is suggested that vegetation be protected in areas earmarked for future residential zones in Kingscote, Emu Bay, American River and Penneshaw.
Primary Industries and Regions South Australia (PIRSA)	<ul style="list-style-type: none"> • PIRSA provides a detailed submission on many specific parts of the Plan. <ul style="list-style-type: none"> > Primary industries are, and will continue to be, a key economic driver of KI for both employment and productivity. PIRSA refutes the claim in the Plan that primary industry growth may slow without further innovation and suggests that growth has no sign in decreasing. > Greater focus on the need for seasonal workers accommodation at the central and western parts of KI, including Parndana.

State government	
	<ul style="list-style-type: none"> > That the protection and limitation of encroachment to areas for primary production also extends to non-terrestrial areas, acknowledging aquaculture and fisheries. > A separate section dedicated to biosecurity with stronger data and references to the importance of this for KI. This is particularly relevant to the apiary, seed potatoes, grain, livestock and viticulture sectors. The confluence of primary production activity with tourism increases this risk. > Supportive of the focus on biodiversity and climate change, with comments that PIRSA can assist in providing more relevant information about the role of primary production in achieving this. > Ongoing work to ensure water security for industry and urban development. > The need for a freight strategy as part of the transport strategy and the options for a secondary freight port. This will play a critical role in supporting the ongoing sustainability of primary production on KI. > The need to align this plan with other plans including the Australian Government Threatened Species Action Plan and Bushfire Hazard Overlay. • Specifically, amendments to the plan are suggested: <ul style="list-style-type: none"> > PIRSA recommends removing reference to KI's status as the only GM crop free region – as this has been contested. > They also suggest removing specific mention of an abattoir, with information provided suggesting this may not be as viable or significant to KI as suggested in the Plan. > Change reference to Ligurian bees to 'Unique strain of Ligurian Bee' in line with current conventions. > Add registered limes and mines to maps.
South Australian Tourism Commission (SATC)	<ul style="list-style-type: none"> • SATC recognises the significant role of Kangaroo Island in tourism and seeks alignment of strategies that support this activity along with other strategic plans relating to the visitor economy. SATC provides specific recommendations in their submission, which are outlined below: <ul style="list-style-type: none"> > A request to update data (with updated data provided) in the Plan to reflect accurate tourism expenditure data. > Consideration of tourism accommodation and short term stays in strategically important locations and that support housing diversity. > SATC support the proposed areas for future tourism in west of American River and the Cliffs Golf Course.

State government	
	<ul style="list-style-type: none"> > Update mapping to reflect 5 additional tourist routes and note their support for larger ferries. It is suggested long term consideration be given to alternative ferry ports for non-resident/visitors (e.g. agriculture and freight). • SATC would appreciate ongoing engagement on code amendments and regional plans.
Stormwater Management Authority	<ul style="list-style-type: none"> • The submission from the authority acknowledges the impact that development can have on stormwater systems, and the benefits that these systems can provide in terms of tree canopy coverage, open space and urban amenity. • The authority would like to see greater reference within the Plan to issues of flood risk as a result of additional development (due to increase in impervious surfaces). Flood risk may also be exacerbated by the impacts of climate change and sea level rise. • It is advised that the authority are committed to working with the Kangaroo Island Council to develop stormwater management plans for several townships and that this data may assist planning.
SA Heritage Council	<ul style="list-style-type: none"> • Minor rewording and amendments adaptive reuse and cultural heritage.
Members of parliament/ministers	
The Hon Tom Koutsantonis MP – Minister for Energy and Mining	<ul style="list-style-type: none"> • The Hon Tom Koutsantonis MP provided a submission in his capacity as the Minister for Energy and Mining. The submission acknowledges support for the elements of the Plan relevant to energy and mining. Further, it suggests additional Strategic Resource Areas that could be included in the Plan and Code. This feedback is provided in context of ensuring that KI's key mineral resources are preserved and protected from incompatible development, and in turn providing certainty for future development. The three sites are Carey Basalt Quarry, Little Sahara Limes Sand Pit and D'Estree Lime Sand Pit. These sites provide important products for local agriculture, infrastructure and construction and have life spans of 3-40 years.

4.3 YourSAy general survey

Following submissions, the YourSAy survey was the most common way that people participated in the Plan engagement. There were 63 people who completed the general survey (and 68 youth, outlined in the next section).



The greatest number of responses received were in the 55 to 64 age cohort (20 participants). Most respondents lived or owned property on Kangaroo Island. Survey responses have been analysed below.

Data analysis

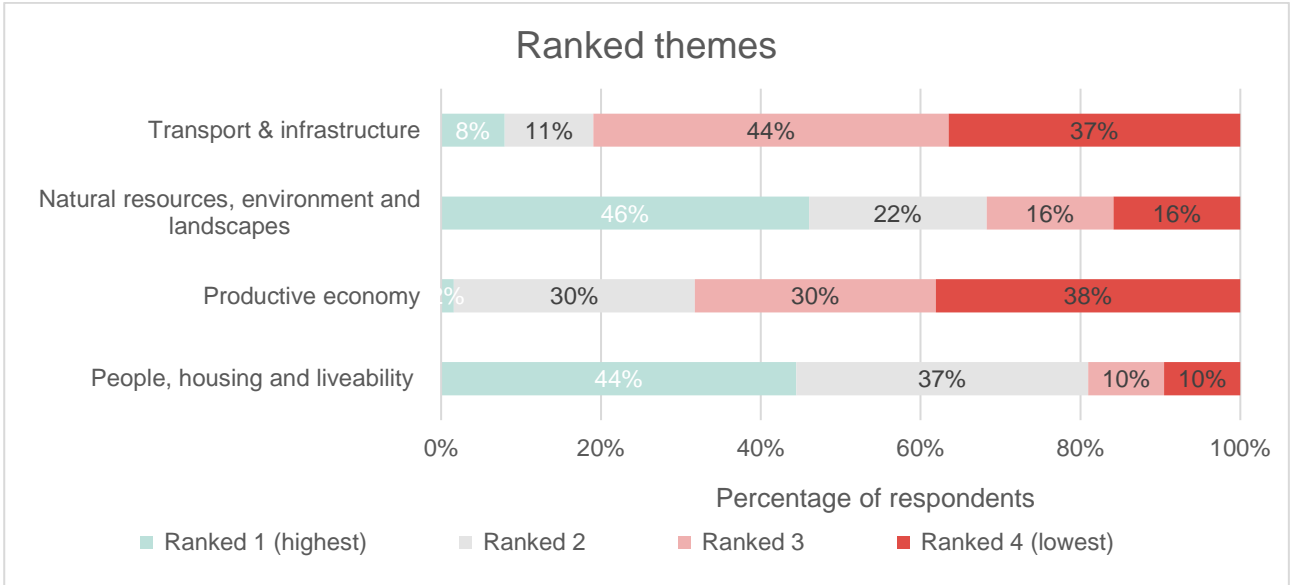
The survey analysis is intended to primarily offer a high-level summary of key themes to provide a general understanding of the feedback received. It will not necessarily capture or report every individual comment or issue raised.

4.3.1 Ranking the Plan's four themes

Participants were asked to rank four themes, from 1 (most important) to 4 (least important). The themes were:

- transport and infrastructure
- natural resources, environment and landscapes
- productive economy
- people, housing and liveability.

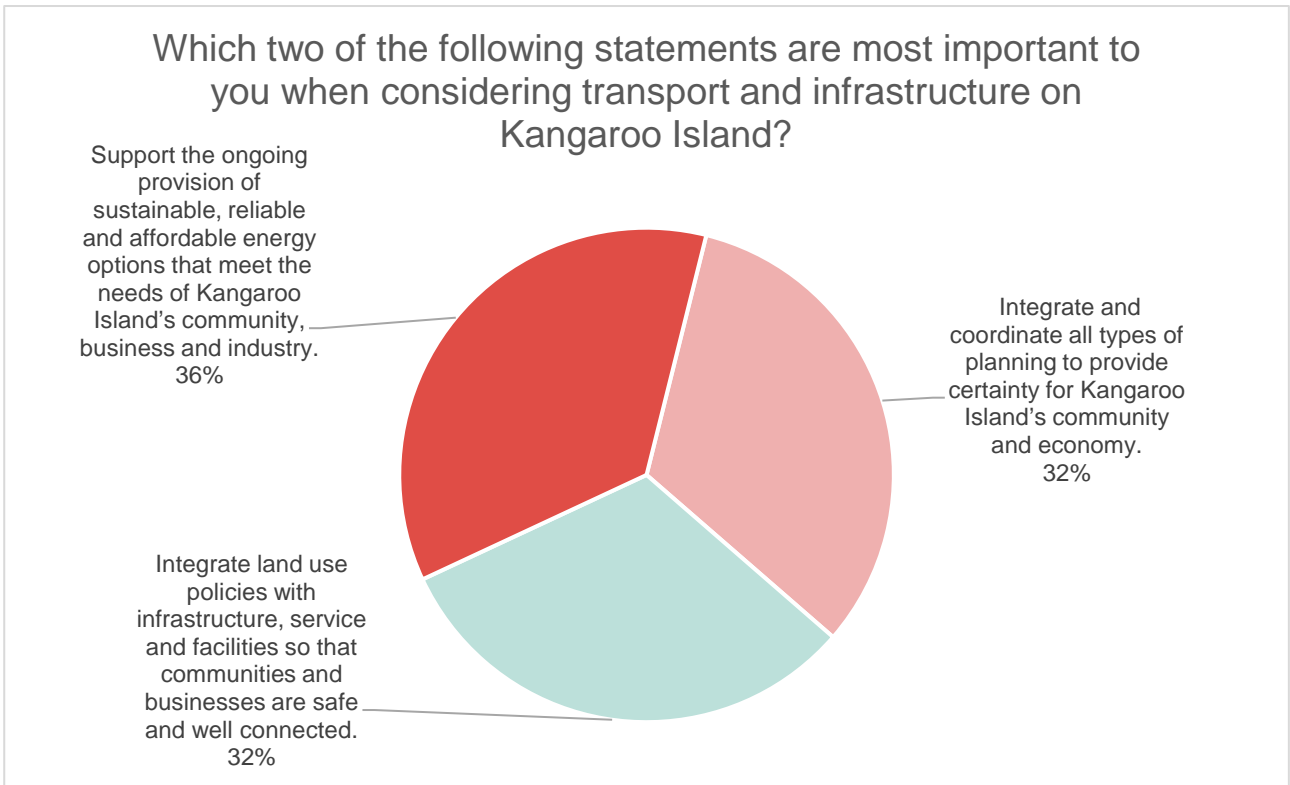
The theme that was ranked as most important (1) by the most (46% of respondents) was 'natural resources, environment and landscapes', closely followed by 'people, housing and liveability' (44% of respondents). These results are not surprising and reflect the local community's value of Kangaroo Island's unique natural environment.



Respondents were asked to evaluate each of the four survey themes in more depth by ranking associated sub-themes. This is shown in the sections below.

4.3.2 Transport and infrastructure

Respondents were asked to select two out of a possible three factors that were most important to them when considering transport and infrastructure on Kangaroo Island. The majority (36%) selected that they 'Support the ongoing availability of sustainable, reliable, and affordable energy options that meet the needs of Kangaroo Island's community'.



Respondents could provide comments related to transport and infrastructure. The top themes that arose included:

- **Ferry service and cruise ships**
 - > The ferry service received significant attention, with multiple respondents calling for more frequent services, improved affordability/reliability, and the development of a competitive alternative to the current ferry operator. There were also suggestions for a community-owned ferry to benefit residents.
 - > There were concerns about the environmental impact of cruise ships as well as their disruption to residents in Penneshaw (this was raised by approximately 8 people).
- **Road conditions and vehicles**
 - > Many respondents expressed concerns about the current state of KI's transport infrastructure, with a focus on poor road conditions, the need for more frequent grading of dirt roads, and calls for sealing roads, particularly high-traffic routes.
 - > Respondents called for wildlife protection measures, such as reducing vehicle speeds in areas where roadkill is common and creating wildlife crossings.
- **Public transport**
 - > There is a call for better public transport services on KI, with suggestions including a bus service between key townships like Penneshaw and Kingscote, as well as subsidies for transportation to reduce costs for residents.
- **Renewable energy**
 - > Renewable energy infrastructure, including more electric vehicle charging stations and rooftop solar, was widely supported. Respondents emphasised the importance of transitioning to renewable energy sources to improve KI's self-sufficiency and sustainability.

American River

- Infrastructure suggestions for American River include the construction of a floating pontoon and rock wall at the boat ramp and emphasis on protecting the waterfront from developments to preserve the area's natural charm.

Kingscote

- There is support to redevelop the wharf area into a vibrant retail and tourist precinct, while one respondent suggested pedestrianising parts of Dauncey Street to improve the town's accessibility and appeal.

Parndana

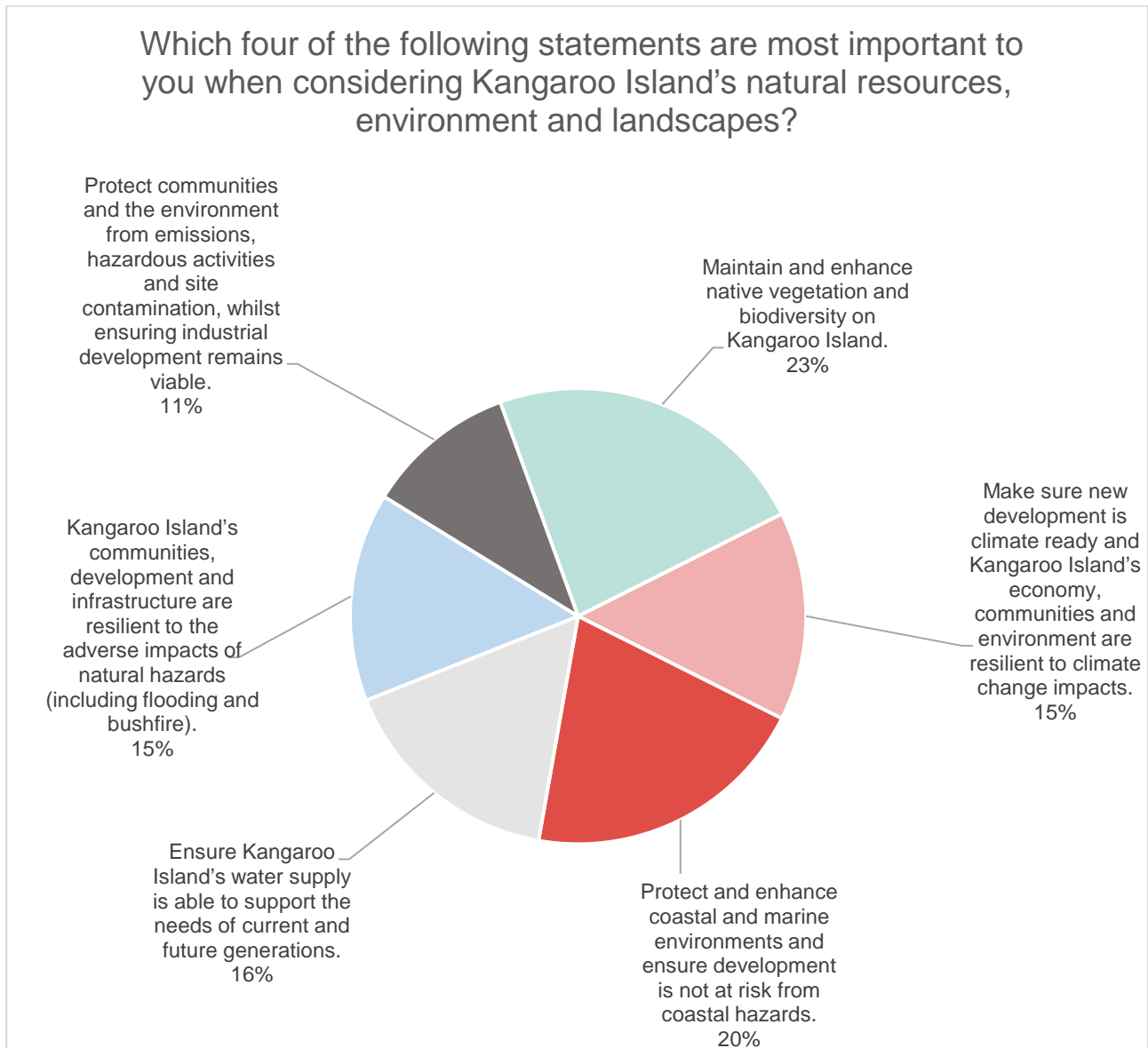
- One respondent suggested the need for public transport to link Parndana with other townships, while another noted the township lacks major infrastructure improvements such as NBN, sewer lines, and underground power lines.

Penneshaw

- Concerns were raised about the impact of cruise ships and heavy freight trucks passing through the town, with multiple respondents calling for a dedicated freight port to protect the town's liveability and tourism appeal from the current heavy freight traffic.

4.3.3 Natural resources, environment and landscapes

Respondents were asked to choose the two most important factors from a list of statements about natural resources, the environment, and landscapes. The top choice, selected by 23% of respondents, was *'maintain and enhance native vegetation and biodiversity on Kangaroo Island'*. The second most popular choice, selected by 20% of respondents, was *'protect and enhance coastal and marine environments, as well as ensuring developments are safe from coastal hazards'*.



Respondents could provide comments related to natural resources, environment, and landscapes. The top themes that arose included:

- **Natural environment and ecosystem protection:**

- > The balance between economic activity and environmental protection was a key concern, with calls for a shift towards prioritising the health of natural environments to support the economy, people's well-being, and liveability.
- > Respondents flagged the importance of protecting marine systems, including the expansion of marine sanctuaries and protecting coastal areas from development.
- > Respondents stressed the importance of factoring climate change into planning, with concerns about sea level rise and the need to limit development that exacerbates climate emissions. Strong focus on 'growth' was seen as incompatible at times with climate change mitigation.
- > Fire management plans were highlighted as important, including road verge maintenance and improved bushfire response systems. Respondents also mentioned expanding programs to manage feral animals such as cats and pigs and preventing future bushfires.
- > Comments focused on the need for clear plans and specific protection measures for native species and ecosystems, particularly endangered species, and stressed the importance of wildlife corridors. Koalas were mentioned as needing specific protection, despite not being endemic to KI.

- **Tourism and development:**

- > Concerns were raised about inappropriate developments especially on visually significant coastal sites, and the negative impact of tourist activities like 4WD driving and free camping, on fragile environments.
- > Several respondents mentioned the need to safeguard KI from external political and economic pressures.
- > Some respondents voiced environmental concerns about the new golf course development.
- > Some respondents voiced opposition to further development, particularly in pristine coastal areas. Respondents were particularly concerned about developments ruining KI's charm and natural beauty.

Comments specific to American River, Kingscote, Parndana and Penneshaw

American River

- Identifying and protecting green spaces in the township and protecting coastal areas from development were raised as important.
- Protecting the Glossy Black Cockatoo habitat.

Kingscote

- Some feedback emphasised a desire to protect green spaces in Kingscote and safeguard coastal areas from development, including regulating vehicle access to beaches.
- Additionally, Kingscote and other towns are viewed as potential cultural hubs to enhance local and tourist understanding of environmental conservation, promoting the celebration and protection of natural landscapes.

Parndana

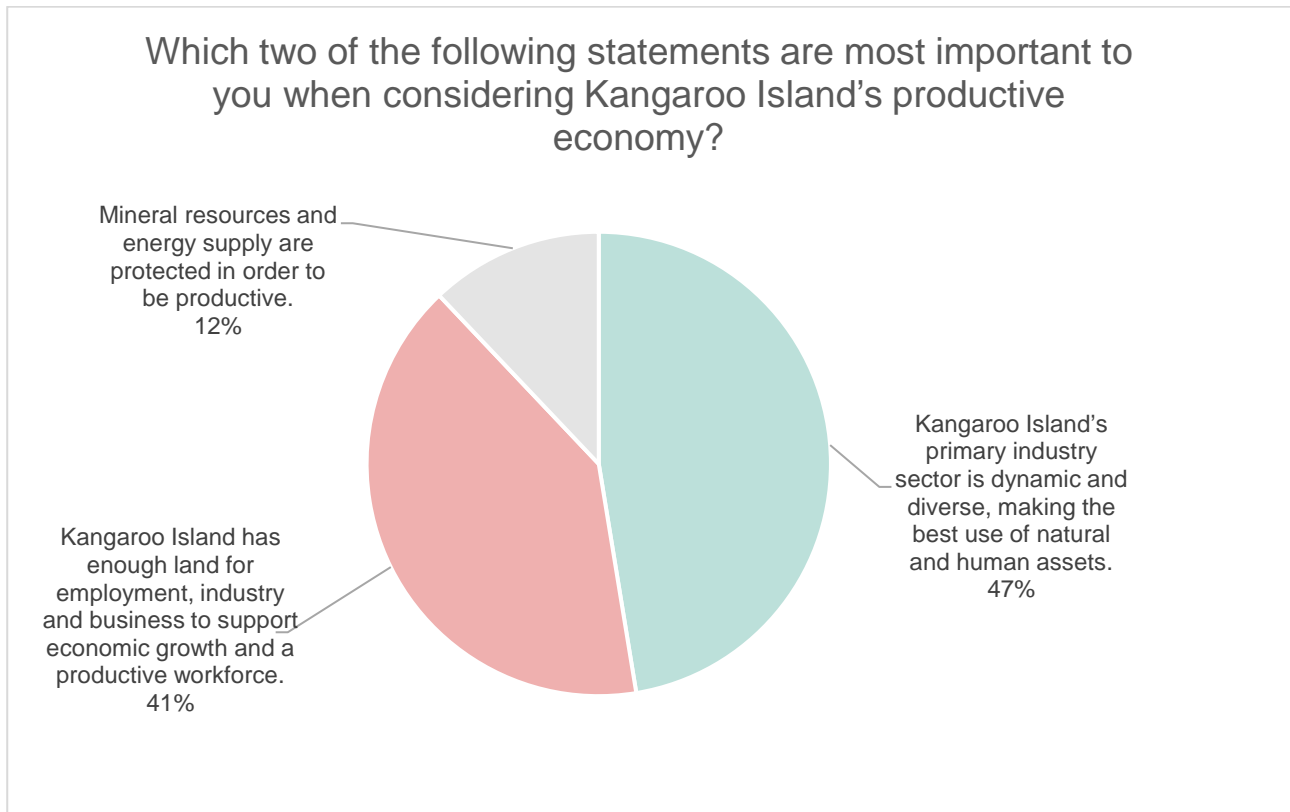
- There is feedback advocating for the protection of green spaces within Parndana to preserve the township's natural environment. However, conversely, some feedback suggests that some scrub should be cleared for development.

Penneshaw

- There are calls for protection of the existing environment.

4.3.4 Productive economy

Respondents were asked to choose the two most important factors to them related to a productive economy. The majority (47%) selected that it was important that '*Kangaroo Island's primary industries remain dynamic and diverse, making the best use of natural and human assets*'. The second most popular choice, selected by 41% of respondents, was '*Kangaroo Island has enough land for employment, industry, and business to support economic growth and a productive workforce*'.



Respondents could provide comments related to a productive economy. The top themes that arose included:

- **Prioritising native vegetation and wildlife**
 - > Respondents emphasised the importance of protecting native vegetation, parks and wildlife, even in the face of economic activities like agriculture. Several comments stressed that KI's economy depends on its pristine environment, and any harm to it could have detrimental effects on tourism and local livelihoods.
- **Diversifying the economy**
 - > Respondents called to diversify agricultural production, including developing vineyards, olive groves, and eco-friendly farming practices.
 - > Respondents suggested looking beyond traditional farming and primary industries to engage the younger generation and develop new business models. Suggestions included eco-tourism, arts, research, and education focused on environmental conservation.
 - > Some expressed disappointment in the current state of food and wine offerings, calling for more quality dining options to boost KI's offerings, especially in the evenings.

- **Workforce**

- > A clear need for affordable housing for workers, especially those in tourism and agriculture was expressed. Several comments noted the difficulty workers face in finding adequate housing, which limits KI's productivity.
- > Respondents expressed concern that younger people are leaving KI due to a lack of job opportunities and affordable housing. They suggested diversifying industries to retain the younger workforce.

Comments specific to American River, Kingscote, Parndana and Penneshaw.

- Across the townships, there is a call for better access to essential services, particularly in Kingscote and Parndana, where residents noted the need for more shops and fuel depots, while there was a call for reducing the need for travel by increasing local services in American River.
- Tourism was raised across all townships, with residents in Kingscote and American River advocating for better tourism management and improved facilities.
- There was widespread support for diversifying the economy across all townships.

American River

- One respondent expressed concerns about properties at risk due to sea-level rise, while two others emphasised the need for careful development of the wharf area to avoid overcrowding.
- One respondent stressed the importance of protecting the local oyster industry from environmental harm.

Kingscote

- Concerns expressed about urban planning and economic decline, with two people highlighting the poor town entrance (aesthetically) and lack of focus on tourism.
- Another two respondents noted the struggles of empty shops and a weakening local economy.

Parndana

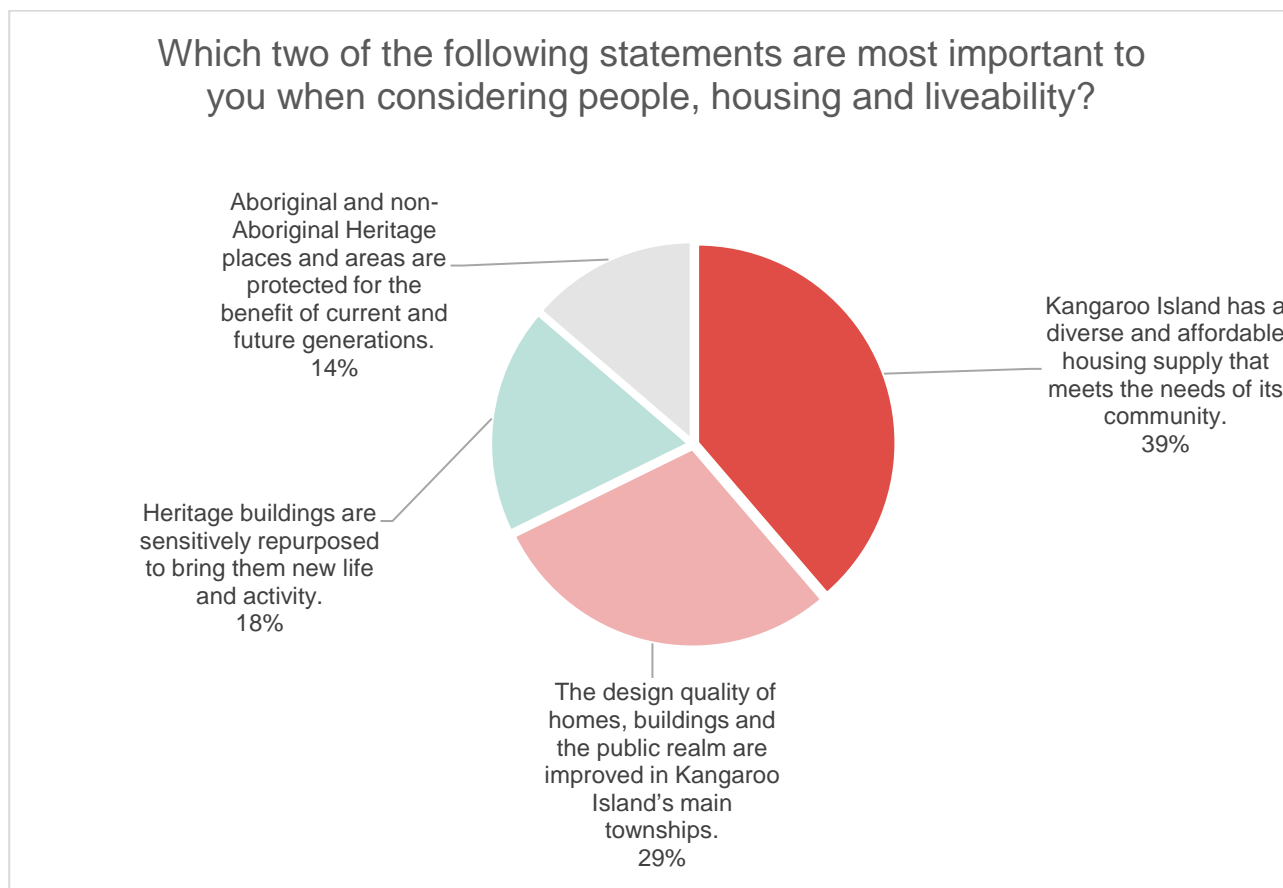
- Residents focused on the need for better infrastructure, with two respondents calling for footpaths, fuel depots, and zoning changes for tourism.
- One respondent highlighted the town's potential as a hub for agricultural storage and a shearing college.

Penneshaw

- There were suggestions to diversify the town's economy through more restaurants, walking and cycling trails and art.

4.3.5 People housing and liveability

Respondents were asked to choose the two most important factors related to people, housing, and liveability. The majority (39%) chose 'Kangaroo Island has a diverse and affordable housing supply that meets the needs of its community' as their top priority. The second most popular choice, selected by 29% of respondents, was 'the design quality of homes, buildings and the public realm are improved in Kangaroo Island's main townships'.



Respondents could provide comments related to people, housing and liveability. The top themes that arose included:

- **Overpopulation/development and tourism**
 - > Concerns about current population levels, the influx of tourists, and that this might result in 'pushing out' long-term residents and negatively impacting the community and environment.
 - > Concerns about unmanaged growth, urban sprawl, and development that could harm KI's environment and character were frequently mentioned.
- **Housing availability and affordability**
 - > Concerns about the lack of affordable housing, especially for essential workers. The prevalence of holiday homes and short-term rentals was flagged as contributing to housing shortages. The cost of labour on KI and transportation costs for materials were raised as key barriers to housing affordability and supply.
- **Infrastructure and services**

- > Respondents advised that improvement to infrastructure, including NBN connectivity, diversity of housing, and medical facilities, was seen as crucial for attracting a younger demographic and supporting the existing population. Some concerns were raised about SeaLink being the only ferry service.

Comments specific to American River, Kingscote, Parndana and Penneshaw.

- Across all townships, there was concern about the lack of affordable and long-term rental housing. This shortage is seen as a major obstacle for residents and workers, especially in industries like tourism, agriculture, and essential services. Airbnb and short-term rentals were commonly cited as factors that reduce the availability of long-term rental options, putting additional pressure on the housing market.
- Maintaining the character and natural beauty of townships across KI was important to respondents. A keenness for development to be carefully planned so as not to detract from the unique qualities that make these places attractive to both residents and tourists, was expressed. Sustainable building practices and infrastructure that supports eco-friendly living are mentioned relating to most townships.
- There was a shared concern from respondents relating to all townships about outdated or insufficient infrastructure, especially regarding housing (including worker housing) and utilities. This includes a need for better public transport, improved water, power, and internet services, and more amenities to support residents. Walking and cycling tracks were suggested as a desirable infrastructure improvement.
- Tourism is acknowledged as both a driver of economic activity and a source of stress for the local housing market and town infrastructure across townships. The influx of tourists, especially from cruise ships, was expressed as overwhelming for respondents in some townships, particularly Penneshaw.
- There is a strong desire to preserve the natural environment in and near all townships, including green spaces, native vegetation, and historical features. The protection of wildlife, especially in American River, was frequently mentioned, as was concern over zoning that could lead to unwanted urban sprawl.

American River

- Concerns about future developments on low-lying land, given the threat of sea-level rise.

Kingscote

- Concern expressed about the town's aesthetics, with multiple comments noting that the town looks rundown and poorly maintained. Improving the appearance and vibrancy of the town is a key focus.

Parndana

- There is tension between preserving native vegetation and creating new housing opportunities. There are calls for relaxing conservation zoning to release more land for housing. Parndana specifically highlighted a need for basic infrastructure improvements to support potential population growth, including utilities and transport options.

Penneshaw

- There is a clear desire to preserve its small-town seaside charm and better manage the impacts of tourism. Some calls for additional services and infrastructure such as bike paths.

4.4 YourSAy youth survey

There were 68 respondents who completed the youth survey. All respondents were ages 17 and under, except one respondent who was aged between 18 and 24. The youth survey had a different set of questions to the general survey, seeking different responses from youth and capturing their unique experience and outlook.

Data analysis

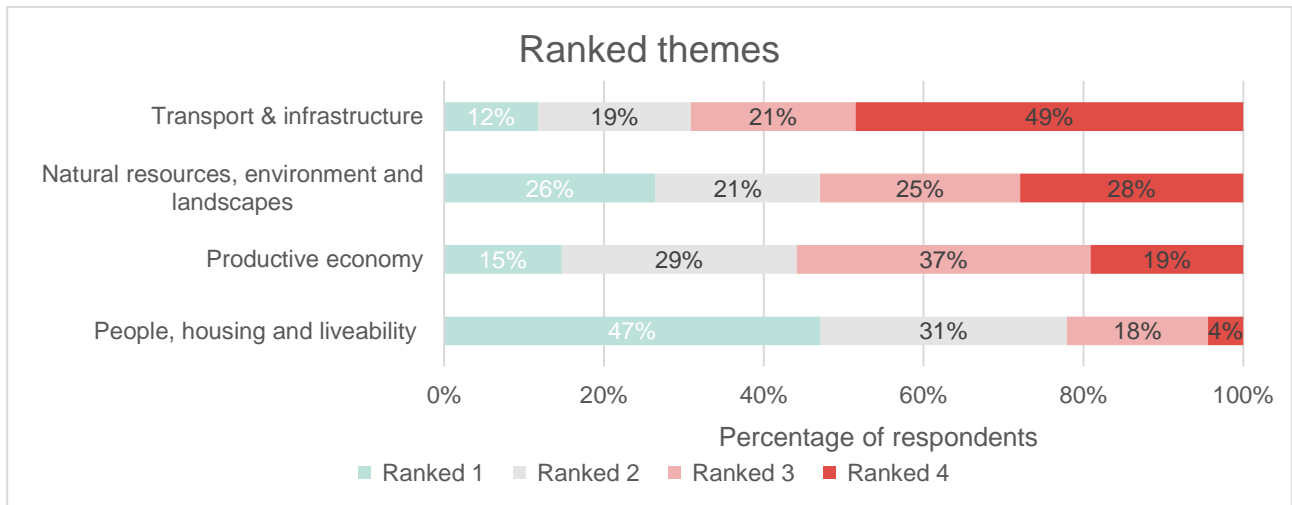
The survey analysis is intended to primarily offer a high-level summary of key themes to provide a general understanding of the feedback received. It will not necessarily capture or report every individual comment or issue raised.

4.4.1 Ranking the Plan's four themes

Youth respondents were asked to rank four themes, from 1 (most important) to 4 (least important). The themes were:

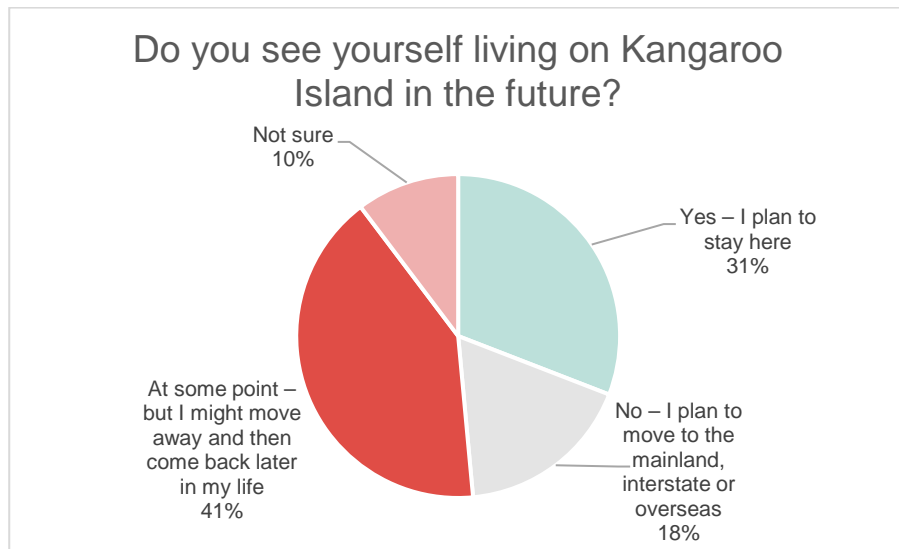
- Transport and infrastructure
- Natural resources, environment and landscapes
- Productive economy
- People, housing and liveability.

The theme that was ranked as most important (1) by the most people (47% of people) was '*people, housing and liveability*'.



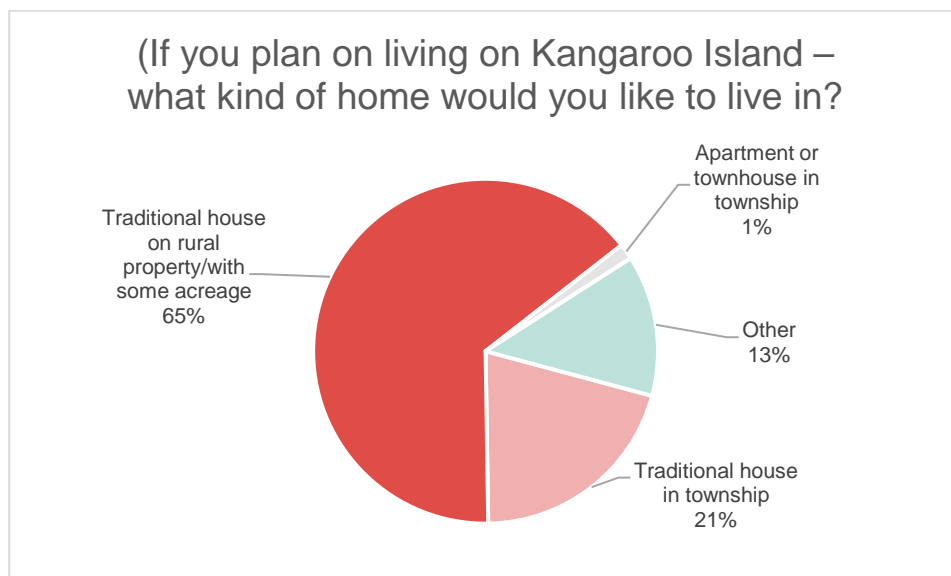
4.4.2 If you plan on living on Kangaroo Island in the future – what kind of home would you like to live in?

72% of respondents reported seeing themselves living on Kangaroo Island at some stage in the future, with 41% seeing themselves living on Kangaroo Island 'later in life'.



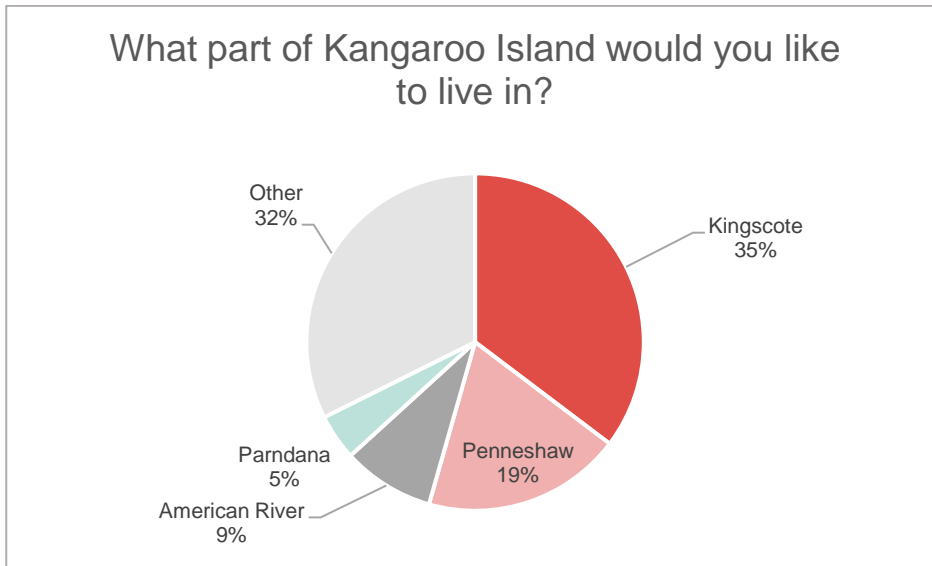
4.4.2 If you plan on living on Kangaroo Island – what kind of home would you like to live in?

65% of respondents who want to live in a traditional house on a rural property/acreage and 21% wanting to live in a traditional house in a township. There was only one person who was interested in living in an apartment or townhouse.



4.4.3 What part of Kangaroo Island would you like to live in?

Over a third (35%) of respondents would like to live in Kingscote, closely followed by 'other' capturing smaller settlements (i.e. not Penneshaw, Parndana or American River).



4.4.4 How do you think Kangaroo Island can become more sustainable and respond to climate change?

Responses to this question were open ended. The key themes from the responses on how participants think Kangaroo Island can become more sustainable and respond to climate change include:

- **Renewable energy:** Many participants suggested increasing the use of solar panels and wind power to make KI more sustainable. Some mentioned adding hydro power and solar panels, while others noted wind turbines as a viable energy source.
- **Conservation and environmental protection:** a number of respondents called for the protection of natural resources, planting more trees, and preserving habitats, particularly for endangered species. Some also suggested that development should consider rising sea levels and biodiversity impacts.
- **Cruise ships and transportation:** participants raised concerns about the impact of cruise ships on sustainability and suggested limiting cruise ships as a solution. Some recommended improving public transportation and reducing the number of vehicles brought onto KI.
- **Sustainable farming:** a few participants called for more sustainable farming practices, including allowing space for tree planting and less farming overall.
- **General uncertainty:** a significant number of respondents were unsure about how to make KI more sustainable, with several stating they didn't know or were uncertain about the subject.

These key themes highlight a focus on renewable energy, waste management, environmental protection, and sustainable transportation as areas of importance for the community in responding to climate change.

4.4.5 What do you like about your current local township/neighbourhood that you would like to see replicated on Kangaroo Island?

The key themes from respondents regarding what they like about their current townships on Kangaroo Island include:

- **Community friendliness:** many respondents appreciated the close-knit and friendly nature of their townships, highlighting how neighbours help each other out and the sense of community.

- **Open spaces and nature:** respondents valued the low population density, open spaces, and lack of overcrowding, with several mentioning the importance of maintaining KI's natural beauty, including beaches, parks, and walking trails.
- **Local facilities and recreation:** respondents highlighted local amenities like football and netball clubs, cafes, and recreational facilities (e.g. basketball courts, bike paths) as important features they want to see preserved or improved.
- **Shops and infrastructure:** many appreciated the existing shops and services, there were also comments requesting more shops, better public transport, and improved infrastructure (e.g. netball courts, roads).
- **Sports and outdoor activities:** respondents mentioned sports as an integral part of their communities, particularly local football and netball clubs, and wanted these facilities maintained or expanded.
- **Lifestyle:** some respondents mentioned they enjoy the peacefulness and seclusion of their townships, with specific comments about being able to see stars without light pollution and appreciating the lack of buildings and urban sprawl.

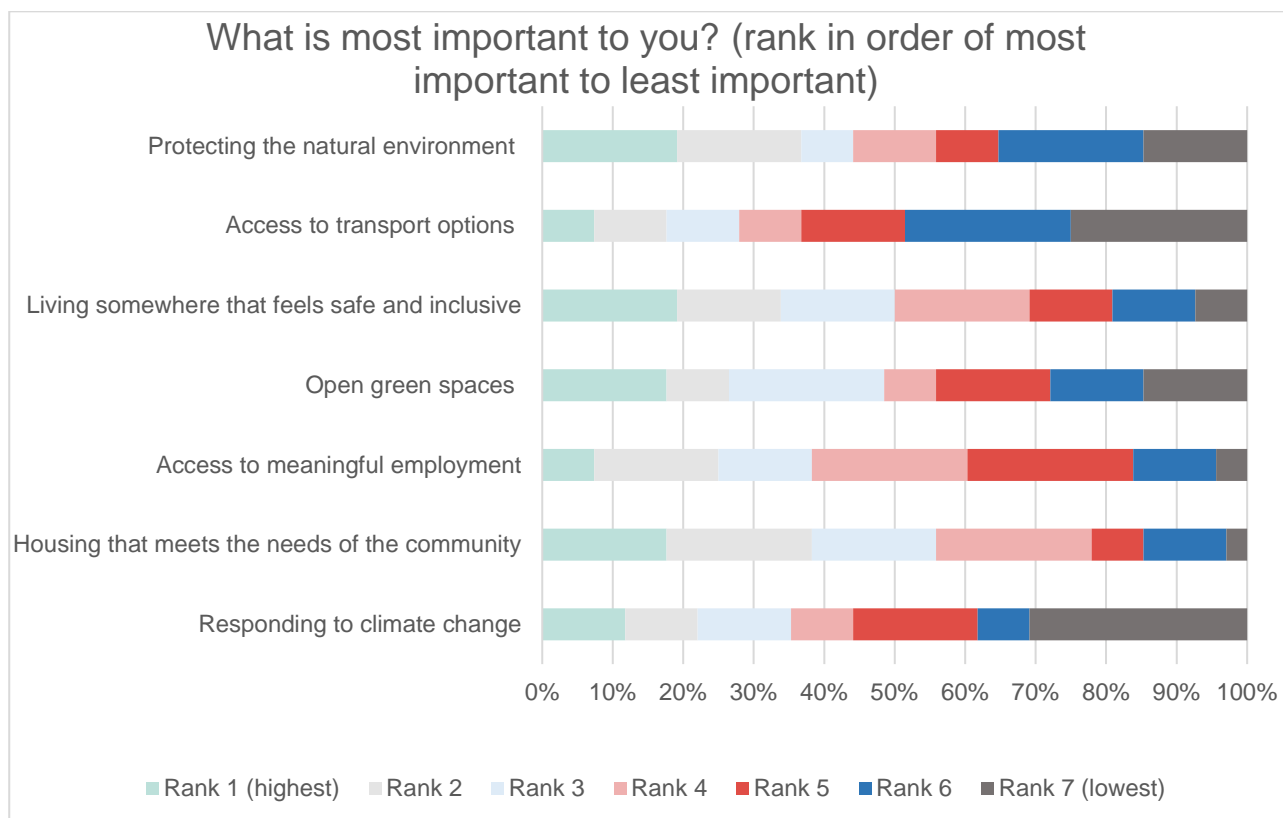
4.4.6 What would you like Kangaroo Island to look like in 15 to 30 years' time?

The key themes from respondents regarding what they want Kangaroo Island to look like in 15 to 30 years are:

- **Preservation of environment:** respondents expressed a desire to keep Kangaroo Island's natural beauty intact, with minimal development. They want to maintain KI's rural, country atmosphere, preserve wildlife habitats, and keep the landscapes largely untouched, including beaches, native plants, and bushland.
- **Limited urbanisation:** there is a preference for KI to avoid heavy urbanisation. Respondents want to avoid fast food chains, high-rise buildings, and major tourism developments. They prefer small-scale growth and keeping the townships spread out with open spaces in between.
- **Sustainable development:** respondents emphasised the need for sustainable practices, including renewable energy options (e.g. solar and electric cars), sustainable farming, and preservation of natural resources. They also want development to respect KI's environment.
- **Community:** responses highlighted the importance of maintaining the close-knit, small-town feel of KI. They would like to see local businesses supported to thrive, rather than large franchises, and expressed a desire to support the local economy and ensure that Kangaroo Island remains a friendly, community-driven place.
- **Infrastructure:** some mentioned the need for better infrastructure, including improved roads, more local shops, recreational facilities, and public services. Some called for more entertainment options for youth and improvements to public spaces like parks and gardens.
- **Resistance to overpopulation and tourism:** there were concerns about overpopulation and the negative impacts of excessive tourism. Some respondents want fewer tourists and are cautious about allowing development that would attract more visitors, fearing it could disrupt the quiet, rural lifestyle they value.
- **Maintaining lifestyle:** a number of respondents expressed a desire for Kangaroo Island to remain largely the same, with only minor improvements. They want KI to retain its current character, with small-town living and a peaceful, laid-back lifestyle.

4.4.7 What is most important to you?

Respondents were asked to rank in order of importance (1 most important and 7 least important) what was most important to them when considering the future of Kangaroo Island. 'Living somewhere that feels safe and inclusive' was ranked 1 by 13% of people, closely followed by 'open green spaces' and 'housing that meets the needs of the community' (12% of people ranked both options as 1).



4.4.8 What are your concerns for the future of Kangaroo Island?

Key concerns raised by respondents for the future of Kangaroo Island include:

- **Overpopulation:** respondents expressed concern that Kangaroo Island may become too populated, leading to overcrowding, loss of farmland, and a shift away from its rural character. Some respondents fear that non-locals may take over KI's properties and jobs, harming the local economy and small businesses.
- **Loss of farmland and natural habitat:** concerns raised about the conversion of farmland and natural habitats into housing or buildings were prominent. People expressed fears that wildlife habitats could be destroyed, leading to environmental degradation.
- **Overdevelopment:** there was some fear that KI may become overdeveloped, turning into a 'mini-Adelaide' or losing its rural charm.
- **Housing shortages and affordability:** the lack of housing and high housing costs are a concern. Some suggested that as more people move to KI, housing may become scarce and expensive.
- **Environmental:** concerns that more cars, people, and development could harm the native wildlife and lead to biodiversity loss. The impact of deforestation, bushfires, and habitat destruction was also highlighted.

- **Tourism:** a few respondents are concerned about too many tourists impacting KI's natural beauty and leading to environmental harm.
- **Cost of living:** a few respondents expressed concerns about the rising cost of living, including housing, fuel, and the general cost of living on KI.
- **Lack activities:** some respondents are concerned about the lack of entertainment and things to do for locals, which might drive young people away.

4.4.9 Is there anything else you would like to tell us about shaping the future of Kangaroo Island?

The key themes raised in response to what participants would like to advise about shaping the future of Kangaroo Island include:

- **Limited changes:** many participants expressed satisfaction with KI's current state and advised against major changes. Some emphasised maintaining the rural character and preventing overdevelopment.
- **Better infrastructure and services:** there were several calls for improvements in infrastructure, including better roads, more shops, recreational facilities like pools and netball courts, and better transport options such as new ferries and more flight times.
- **Preserving farmland:** there were suggestions to ensure that farmland is maintained and that housing developments do not encroach on agricultural land.

5 Evaluation of engagement

To ensure the principles of the Community Engagement Charter (the Charter) are met, an evaluation of the engagement process for the Kangaroo Island Regional Plan has occurred.

5.1 Performance indicators for evaluation

The minimum mandatory performance indicators have been used to evaluate engagement. These measures help to gauge how successful the engagement has been in meeting the Charter's principles for good engagement.

Evaluation of engagement by community members.

The following performance indicators required an evaluation of responses from members of the community on the engagement. This includes an evaluation of whether (or to what extent) community members felt:

1. That the engagement **genuinely sought** their input to help shape the draft Plan.
2. They were given an adequate **opportunity to be heard**.
3. They were given **sufficient information** so that they could take an informed view.
4. **Informed** about why they were being asked for their view, and the way it would be considered.

This evaluation was undertaken through an online survey, sent to people who provided feedback about the engagement on the Plan.

The evaluation of the engagement was undertaken by the Strategic Communications Unit of the Planning and Land Use Services Division of the Department for Housing and Urban Development, on behalf of the designated entity. The results of the evaluation are contained in Attachment 3 to this engagement report.

5.2 Evaluation against the Charter principles

The following is an evaluation of engagement against the five principles of the Charter.

5.2.1 Engagement is genuine

People had faith and confidence in the engagement process.

Prior to the engagement, initial meetings were held with senior staff from the Kangaroo Island Council to discuss the Plan, investigations undertaken and planned engagement. Council staff were sent engagement material prior to formal engagement commencing, and a pre-engagement briefing was provided to the elected member body of the Kangaroo Island Council.

The engagement was publicly promoted on the PlanSA, YourSAy and Regional Planning Program websites, promoted through media and social media, Planning and Land Use Services community newsletter 'Planning Ahead', print advertisements, letters to stakeholders identified as having an interest in the regional plan, as well as a brochure letter box drop to 2,456 households across the island.

Opportunities for one-on-one briefings were communicated, and several communication materials were developed to help people understand what was proposed, including frequently asked questions, a brochure, and maps.

Evaluation statement	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree
The information provided about the KIRP allowed me to make an informed view.	33%	27%	40%	0%	0%

5.2.2 Engagement is inclusive and respectful

Affected and interested people had the opportunity to participate and be heard.

People could provide feedback on the draft Plan in multiple ways, both online (PlanSA and YourSAy websites), through information sessions, in written submissions and by email. One-on-one briefings were offered to a range of stakeholders. Information sessions were scheduled during the day and evening in four key areas of Kangaroo Island (Penneshaw, Parndana, Kingscote, American River) to ensure those with commitments during the day had an opportunity to attend. Presentations were given to the Kangaroo Island Council and initial meetings held with senior council staff, prior to the engagement taking place.

Evaluation statement	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree
I feel there was a genuine effort to seek input from the community.	53%	7%	20%	13%	7%

5.2.3 Engagement is fit for purpose

People were effectively engaged and satisfied with the process.

People were clear about the proposed change and how it would affect them.

A range of communications materials were prepared to help explain the proposed changes, including fact sheets, summary document, media release, PlanSA news story, PlanSA newsletter, social media messaging, stakeholder toolkit, community awareness DL flyer, information panels on display at information sessions. DHUD planning staff attended the information sessions to speak to community members and answer questions.

Evaluation statement	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree
I was given sufficient opportunities to provide feedback during the consultation.	47%	33%	7%	13%	0%

5.2.4 Engagement is informed and transparent

All relevant information was made available, and people could access it.

People understood how their views were considered, the reasons for the outcomes and the final decision that was made.

The role of community engagement in shaping the draft Plan, and the steps involved in the regional planning process, were clearly outlined in communications. Respondents were advised that their feedback would be summarised and published at the conclusion of the consultation period.

Evaluation statement	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree
The purpose of gathering my feedback and its intended use was clearly explained.	40%	53%	0%	7%	0%

5.2.5 Engagement processes are reviewed and improved

The engagement was reviewed and improvements recommended.

Respondents were to complete an evaluation survey of the engagement, as outlined in the above sections. During the engagement period, regular project meetings were held to discuss opportunities for improved understanding and greater reach e.g., refined youth engagement approach and engaged island teachers and schools, increased promotion of information sessions to boost awareness and attendance, additional information session added to American River, and additional contact with key stakeholders.

Evaluation statement	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree
I feel confident that my input was considered during the engagement process and helped shape the KIRP.	13.5%	40.00%	13%	20.00%	13.5%

5.3 Summary

The evaluation of the engagement process for the Kangaroo Island Regional Plan shows that it met the Community Engagement Charter principles, with positive responses across key indicators of inclusiveness, transparency, and effectiveness.

Community members felt they had ample opportunities to provide input and understood how their feedback would be used.

Information was accessible through multiple channels, including local council offices, multiple websites, social media, and information sessions across Kangaroo Island.

Despite the overall satisfaction, respondents highlighted areas for improvement, such as the need for early distribution of the draft Plan to all homeowners and concerns about sustainable development.

Recommendations for future processes include improving how information and engagement opportunities are communicated to the community, ensuring that all interested and affected groups are aware and have easy access to participate, and enhancing access to draft materials to encourage broader community participation.

A detailed review and analysis against the Community Engagement Charter Principles can be found in Attachment 2 of this document.

6 Summary of key themes and responses

The following themes have been derived from all methods of feedback (written submissions, online survey and face to face engagement).

Data assumption

The summary below highlights the key themes from the community feedback received. It is important to note that while it captures what are perceived as the most significant points, it does not encompass every individual response or piece of feedback, as is common with qualitative data. All submissions, including those not reflected here, are thoroughly reviewed and analysed by PLUS's technical team.

6.1 People, housing and liveability

Key feedback relating to this theme included:

- Respondents recognised the challenge of balancing development with the preservation of Kangaroo Island's unique character and liveability, particularly in terms of housing and infrastructure.

- The need for diverse and affordable housing supply that meets the needs of its community was a consistent theme raised by respondents. This was especially so in main townships including Kingscote, Penneshaw, Parndana and American River. Respondents also suggested that there is a need for housing options for older people and for workers.
- Respondents were eager to see support for sustainable ways for people to live on Kangaroo Island. Many recognised the challenge and unique context of this along with high tourism visitation and changing community demographics.
- Mixed views about development and population increases were expressed. Some respondents were keen to see communities and tourism grow, seeking additional zoning changes to enable more subdivisions and tourism accommodation. While others were concerned about growth, seeking no further development.
- Some respondents were keen to see any growth centred around existing towns where possible (to avoid urban sprawl), with acknowledgement that infrastructure upgrades (such as healthcare, roads and utilities) will need to occur to sustain larger communities.
- There is an acknowledged tension between tourism, housing supply and the needs of residents – with short term holiday rentals seen as exacerbating these issues.

Commission’s response

The Plan provides a long-term strategic framework to guide sustainable development and maintain the Region’s unique liveability over the next 30 years. The Plan acknowledges the community’s deep connection to the Region and the importance of carefully managing growth to protect what makes Kangaroo Island a special place.

Housing Diversity and Affordability

We heard strong support for increased housing options—particularly affordable housing in main townships, and accommodation for older people and essential workers. In response, the Plan includes new spatial recommendations for residential development focused around townships with existing services, while allowing for a diversity of housing types, including shared and intergenerational living.

The Housing Roadmap (2024), released by the Premier, is supported by the Plan by outlining near-term actions that will deliver policy improvements to promote the outcomes sought in the Housing Roadmap. It also seeks to work across government to address barriers such as construction labour shortages, small development scales, and rising material costs.

To ensure long-term responsiveness, the Plan supports a high-growth planning scenario, which allows infrastructure and land supply to keep pace with emerging housing needs. The Land Supply Dashboard when expanded to regional areas will provide real-time monitoring of available land to guide future zoning amendments.

Balancing Growth with Liveability

The Region is projected to grow by approximately 1,700 permanent residents over 30 years—around 60 people per year. While this is moderate growth, it will require a smarter, more efficient approach to land use and infrastructure investment.

Community feedback expressed mixed views on growth. Some called for zoning changes to support development and tourism; others sought to limit growth to preserve the Region’s rural and coastal character. The Plan balances these views by directing growth to existing towns and avoiding urban sprawl, ensuring services like healthcare, roads and utilities can be expanded efficiently.

New housing areas have been carefully identified with reference to environmental and cultural constraints, hazard risk, existing infrastructure, and local character. Importantly, the Plan protects key landscapes and identifies how town character and sense of place can be maintained as communities evolve.

Tourism, short-term rentals and housing pressure

The Plan acknowledges the tension between tourism-driven demand and the availability of long-term housing for residents. While the Plan does not directly seek to regulate short-term holiday rentals, it recognises their impact and highlights the need for coordinated approaches with other government agencies and council.

The Plan encourages housing that supports a range of uses, including key worker housing, and identifies the need for further work on managing tourism growth sustainably. Enhancements to ferry and port services (due in 2025) will also support both visitor and resident needs by improving logistics and access.

Infrastructure and Implementation

The Plan identifies infrastructure actions to be refined through partnerships with state agencies and utilities over the next 1–5 years. These will ensure new residential areas are appropriately serviced, reducing costs to homebuyers and communities over the life of housing assets. A staged infrastructure delivery approach also helps manage public investment effectively.

Importantly, the Plan is not static. It includes actions to review and amend zoning and strategic directions as new data and projects emerge, ensuring the Region can remain adaptive and resilient.

Strengthening Identity and Inclusion

Community feedback also highlighted the importance of cultural heritage and regional character. In response, the Plan includes a new *Aboriginal Cultural Heritage and Values* sub-theme, and a *Landscape and Township Character* sub-theme.

In addition, spatial mapping has been enhanced post-consultation, and new overlays allow users to explore the relationship between infrastructure, environment and future development areas more clearly. These are detailed in Section 11 of this Report.

Amendments to the Plan

Theme: People, housing and liveability

Note: spatial amendments are in Section 6.8 of this report.

General edits made to theme include additional content, to remove spelling and grammatical errors and to improve readability.

Sub-theme	Heading	Change
	<i>Outcome 1</i>	Added 'Outcome' to guide the aspirations of the Theme
	<i>Content</i>	Additional contextual commentary added that strengthens the people, housing and liveability theme, with a focus on delivering housing that meets the unique needs of the Island's community, promotion of more sustainable living options, compact township and settlement development and balanced development outcomes.

Housing supply and diversity	<i>Long-term strategic objectives</i>	Incorporated and refined previous 'Strategies for the Region' into 'Long-term strategic objectives'
	<i>Action</i>	Removed the Action – “Undertake a Code Amendment to apply the Master Planned Neighbourhood Zone to the identified portion of the Deferred Urban Zone in Kingscote. Reason: A recommended change to the application of a zone does not require a 0-5 year action to be identified. This change is identified through spatial mapping contained in the plan. Refer to Summary of recommended changes 6.8 for details on Zone type change.
	<i>Action</i>	Removed Action - “Undertake a Code Amendment to apply the Neighbourhood Zone and the American River Subzone to the Deferred Urban Zone in American River” to Housing Supply and Diversity subtheme”. Reason: A recommended change to the application of a zone does not require a 0-5 year action to be identified. This change is identified through spatial mapping contained in the plan.
	<i>Action</i>	Amended wording for Action - “Undertake a Code Amendment to amend the Technical and Numeric Variation (Maximum Building Height – Metres and Levels) to enable two level, 9m developments within the Neighbourhood Zone in Kingscote to support greater housing diversity” to “Investigate amending the Technical and Numeric Variation (Maximum Building Height – Metres and Levels) to enable two-level, 9m developments within appropriate locations of the Neighbourhood Zone in Kingscote to support greater housing diversity.” Reason: To allow council to explore policy options and appropriate spatial application.
	<i>Action</i>	Removed Action – “Undertake a Code Amendment to apply the Neighbourhood Zone to the Open Space Zone in Emu Bay.” Reason: A recommended change to the application of a zone does not require a 0-5 year action to be identified. This change is identified through spatial mapping contained in the plan.
	<i>Action</i>	Removed Action – “Undertake a Code Amendment to apply the Rural Living Zone and a 3ha minimum site area Technical and Numeric Variation to the Deferred Urban Zone in Emu Bay to allow the establishment of dwellings on existing allotments.” Reason: A recommended change to the application of a zone does not require a 0-5 year action to be identified. This change is identified through spatial mapping contained in the plan.
	<i>Action</i>	Removed Action – “Undertake a Code Amendment to apply the Rural Neighbourhood Zone as a more suitable zone in consideration of allotment sizes”

		Reason: A recommended change to the application of a zone does not require a 0-5 year action to be identified. This change is identified through spatial mapping contained in the plan.
	<i>Action</i>	Removed Action – “Undertake a Code Amendment to apply the Golf Course Estate Zone to the Penneshaw Golf Course and a portion of the adjoining Neighbourhood Zone to facilitate housing and tourism development integrated with open space”. Reason: A recommended change to the application of a zone does not require a 0-5 year action to be identified. This change is identified through spatial mapping contained in the plan.
	<i>Action</i>	Removed Action – “Investigate planning policies for various housing tenures and delivery models to improve housing availability and affordability in strategically appropriate locations, taking into account the specific housing needs and preference gaps for particular cohorts” Reason: This has been replaced with a state-wide Action to finalise the Accommodation Diversity Code Amendment
	<i>Action</i>	Amended wording for Action – “Investigate policy mechanisms to facilitate fast-tracking the provision of worker’s accommodation in key locations across regional South Australia” to “Investigate amendments to the Planning and Design Code to facilitate worker’s accommodation in regional areas that meet the housing needs of short term and permanent long distance commuter workers associated with key local industries.” Reason: To align the wording with the relevant Action in the Greater Adelaide Regional Plan (published 17 March 2025) which has application for the region.
	<i>Action</i>	Amended wording for Action - “Undertake a Code Amendment to facilitate additional opportunities for workers accommodation in Parndana to support agribusinesses” to “Investigate amendments to the Planning and Design Code to facilitate worker’s accommodation in regional areas that meet the housing needs of short term and permanent long distance commuter workers associated with key local industries” and relocated from Employment Lands sub theme. Reason: To align the wording with the relevant Action in the Greater Adelaide Regional Plan (published 17 March 2025) which has application for the region.
Aboriginal cultural heritage and values		Renamed the ‘Cultural heritage’ sub theme to ‘Aboriginal Cultural Heritage and Values’ sub theme, and added additional content to strengthen and enhance South Australia’s Traditional Owners recognition in the region.
	<i>Long-term strategic objectives</i>	Incorporated and refined previous ‘Strategies for the Region’ into ‘Long-term strategic objectives’

	<i>Action</i>	<p>Amended wording for Action – “Undertake cultural heritage sensitivity assessments and mapping to identify potential significant landscape and heritage sites” to “Amend the Regional Plan to incorporate cultural mapping to identify potential significant landscapes and other culturally significant areas in conjunction with First Nations representatives.”</p> <p>Reason: To align the wording with the relevant Action in the Greater Adelaide Regional Plan (published 17 March 2025) which has application for the region.</p>
	<i>Action</i>	<p>Amended wording for Action – “Co-design with key Aboriginal stakeholders a guide to assist proponents with sensitive and respectful Aboriginal engagement and negotiation with Aboriginal peoples, and update Code Amendment toolkit” to “Prepare a guideline in collaboration with First Nations representatives to assist proponents of Code amendments with the sensitive and respectful engagement of Traditional Owners and Aboriginal peoples, and update the Code amendment toolkit.”</p> <p>Reason: To align the wording with the relevant Action in the Greater Adelaide Regional Plan (published 17 March 2025) which has application for the region.</p>
	<i>Action</i>	<p>Added new Action – “Develop Planning with Country guidelines that support the integration of Aboriginal knowledge in structure planning and rezoning proposals.”</p> <p>Reason: Feedback suggested that this action, which applies to the Greater Adelaide Regional Plan (published 17 March 2025) also has application to Kangaroo Island Regional Plan for future structure planning and Code Amendments.</p>
State and local heritage	<i>Long-term strategic objectives</i>	Incorporated and refined previous ‘Strategies for the Region’ into ‘Long-term strategic objectives’
Landscape and township character		Combined the ‘Design Quality’ and ‘Adaptive Reuse’ sub themes and replaced with the ‘Landscape and Township Character’ sub theme
	<i>Long-term strategic objectives</i>	Incorporated and refined previous ‘Strategies for the Region’ from ‘Design Quality’ and ‘Adaptive Reuse’ sub themes into ‘Long-term strategic objectives’
	<i>Action</i>	<p>Removed Action from ‘Design Quality’ sub theme – “Implement the ‘short term’ public realm actions identified in the American River Place Plan including: Foreshore Park upgrades (Stage 1) American River Marine Precinct Project (Stage 1) Gateway and landscaping treatments”.</p> <p>Reason: Action captures a local council priority, which is subject to funding. This creates a level of uncertainty to deliver this action within the five-year timeframe.</p>
	<i>Action</i>	Removed Action from ‘Design Quality’ sub theme – “Reinforce the relationship between the town centre and wharf areas in Penneshaw

		<p>to recognise the significance of the area as a 'gateway' to the island, as per the Penneshaw Structure Plan".</p> <p>Reason: Department for Infrastructure and Transport are developing the final version of the Penneshaw Master Plan, and implementation Action located in Coordination and Delivery sub theme.</p>
	<i>Action</i>	<p>Removed Action from 'Design Quality' sub theme – "Investigate the application of the Character Area Overlay in areas with locally important character or streetscape values identified in Character Investigation Area layer".</p> <p>Reason: Refer to Action to undertake necessary heritage investigations for the Kingscote and Penneshaw main street precincts in Housing Supply and Diversity sub theme</p>
	<i>Action</i>	<p>Relocated Action from 'Cultural Heritage' sub theme to 'Landscape and township character' sub theme and amended wording for Action – "Investigate Kingscote and Penneshaw main street precincts for heritage or character sites/areas that may be worthy of protections in the Planning and Design Code" to "Undertake necessary heritage investigations for the Kingscote and Penneshaw main street precincts to identify possible Local Heritage Places and/or Historic or Character Areas worthy of protection in the Planning and Design Code"</p> <p>Reason: To provide the correct location for the Action and amended wording to align with Planning and Design Code terminology.</p>
	<i>Action</i>	<p>Removed Action from 'Adaptive Reuse' sub theme - "Investigate planning and development incentives to streamline decision-making processes, remove prescriptive requirements that constrain opportunities and capitalise on related regulatory or financial incentives outside of the planning system".</p> <p>Reason: This action has no spatial implications for the Regional Plan and will be progressed separately as a State-led strategic policy priority.</p>

6.2 Productive economy

Key feedback relating to this theme included:

- A recognition of the importance of primary production and the role this has on creating economic prosperity on KI. Primary production requires a range of supports – including workforce, infrastructure and interface with other land uses.
- The lack of worker housing was recognised as affecting the ability to attract and retain staff in sectors like agriculture, tourism and healthcare.
- Tourism was highlighted as important, but impactful to housing supply and the natural environment. There was a keenness to see this continually balanced and enhanced.
- A proportion of respondents suggested that they would not like to see economic activity encouraged were it at the cost of wildlife and the natural environment. Protection of KI's natural resources not

only supports tourism (as a key drawcard for the region) but contributes to liveability and amenity of residents.

- Diversification of industry on KI was suggested by several respondents. Some flagged there needs to be less reliance on primary production and tourism. With greater opportunity for the growth of food/hospitality industries, arts and culture.

Commission's response

The Plan supports a long-term vision to grow a more resilient and adaptable economy while protecting the Region's distinct natural values and rural character. Community feedback has been vital in shaping this direction, especially regarding the importance of sustainable tourism, primary production, and economic diversification.

Primary Production and Rural Economy

The Plan recognises that primary production is a cornerstone of the Region's economy, supporting not only jobs and exports, but also food security, landscape management and cultural identity. In response to community feedback, the Plan strengthens the strategic intent to protect productive agricultural land from incompatible development and guides future infrastructure upgrades that support freight, water, energy and connectivity for rural industries.

Land use conflict between farming and other uses is addressed through updated spatial tools and overlays, while planning principles promote interface management and rural zone integrity.

Worker Housing

Feedback clearly suggests that worker housing shortages are impacting sectors like agriculture, tourism and healthcare. The Plan aligns with the broader Housing Roadmap to improve housing availability and diversity, particularly near service towns and employment areas. The strategic identification of residential growth areas is intended to relieve pressure on the workforce and support essential services in the Region.

Further work will explore policy enablers that can unlock affordable or seasonal workforce accommodation in targeted locations, and this is supported by an action in the Plan.

Tourism: Opportunity and Balance

Tourism is both a vital contributor to the Region's economy and a pressure point for housing and the environment. The Plan now includes a dedicated '*Tourism and Events*' sub-theme, recognising the economic, cultural and social value of this sector.

Informed by community feedback, the Plan emphasises the importance of sustainable tourism — encouraging growth that supports the local economy while maintaining environmental integrity and liveability. Future zoning and land use decisions will be guided by overlays addressing protected landscapes, conservation areas, and cultural heritage sites, helping to direct tourism investment into appropriate locations.

Industry Diversification and Innovation

Respondents expressed interest in seeing less reliance on primary production and tourism, and greater support for emerging sectors such as food innovation, creative industries, arts and culture, and circular economy enterprises.

The Plan supports this by identifying employment lands and mixed-use precincts suitable for adaptive reuse and entrepreneurial activity, including value-adding food industries and cultural enterprises. The

Plan aligns with the SA Economic Statement’s missions to build regional talent, tap into the global green economy, and position the Region as a partner of choice in innovation and resilience.

The plan map integrates various layers of economic infrastructure, such as access to broadband, logistics routes, and utilities, into the digital platform to better support regional business planning and investment attraction.

Environmental Protection and Economic Stewardship

Some respondents raised concerns about economic activity impacting natural ecosystems. The Plan takes a protect-and-enhance approach to environmental assets. Spatial overlays include native vegetation, heritage agreements, national parks, and threatened ecological communities to guide zoning and land use in sensitive areas.

This enables decision-makers, developers and the community to assess the environmental compatibility of future proposals in real time. The Plan also recognises the dual benefit of environmental protection in supporting tourism, agriculture and community wellbeing.

Implementation and Ongoing Improvements

The Plan’s digital format ensures real-time integration with state-wide strategies and mapping, allowing for policy and data updates as new infrastructure, economic and land use needs emerge. This ensures the Plan remains a live tool to guide investment, community planning and environmental protection in parallel.

Several new and revised spatial layers were introduced post-consultation. These are detailed in Section 6.8 of the Report.

Amendments to the Plan

Theme: Productive economy

Note: Spatial amendments are in Section 6.8 of this Report.

General edits made to theme include additional content, to remove spelling and grammatical errors and to improve readability.

Sub-theme	Heading	Change
	<i>Outcome 2</i>	Added Outcome to guide the aspirations of the Theme
	<i>Content</i>	Additional contextual commentary added that strengthens the Productive Economy theme, with a focus on primary production support and diversification, workers accommodation, sustainable tourism and balanced development outcomes.
Employment lands	<i>Long-term strategic objectives</i>	Incorporated and refined previous ‘Strategies for the Region’ into ‘Long-term strategic objectives’
	<i>Action</i>	Removed the Action – “Further the establishment of the new township centre identified in the <i>American River Place Plan</i> by

		<p>undertaking a Code Amendment to apply the Township Activity Centre Zone”.</p> <p>Reason: In response to council feedback which was based on the American River Place Plan.</p>
	<i>Action</i>	<p>Removed Action – “Further the establishment of a new township centre, identified in the American River Place Plan, by investigating suitable sites to accommodate the growing demands for a Township Activity Centre Zone, for a future Code Amendment”.</p> <p>Reason: A recommended change to the application of a zone does not require a 0-5 year action to be identified. This change is identified through spatial mapping contained in the Plan.</p>
	<i>Action</i>	<p>Removed Action – “Apply the Employment or Strategic Employment Zone to land surrounding Kingscote Airport to facilitate new commercial and industrial development that capitalises on transport and freight linkages provided by the Playford Highway and Airport”.</p> <p>Reason: A recommended change to the application of a zone does not require a 0-5 year action to be identified. This change is identified through spatial mapping contained in the Plan.</p>
	<i>Action</i>	<p>Removed Action – “Apply the Employment Zone to a portion of the Deferred Urban Zone in Kingscote to accommodate an expanded employment precinct.”</p> <p>Reason: A recommended change to the application of a zone does not require a 0-5 year action to be identified. This change is identified through spatial mapping contained in the Plan.</p>
	<i>Action</i>	<p>Removed Action – “Apply the Deferred Urban Zone to a portion of the Rural Living Zone in American River to preserve land for the expansion of the existing Employment Zone.”</p> <p>Reason: A recommended change to the application of a zone does not require a 0-5 year action to be identified. This change is identified through spatial mapping contained in the Plan.</p>
Activity centres and retail	<i>Long-term strategic objectives</i>	<p>Added ‘Long-term strategic objectives’ for the additional sub theme to support the Outcome for Productive Economy.</p>
		<p>Added a ‘Activity centres and retail’ sub theme</p> <p>Reason: To recognise and identify the specific role, function and infrastructure needs a new or existing activity centre may require, along with supporting a well-planned activity centre hierarchy and network of centres to optimise the distribution of retail and service businesses and supports liveability, convenience and choice across the region.</p>
Tourism and events		<p>Added a ‘Tourism and Events’ sub theme</p> <p>Reason: To recognise the economic and social contribution that the tourism and events industry brings to the island and the States economy along with supporting the expansion of unique visitor experiences, including nature-based activities where impacts on</p>

		agricultural productivity, the environment and scenic amenity can be successfully managed.
	<i>Long-term strategic objectives</i>	Added 'Long-term strategic objectives' for the additional sub theme to support the Outcome for Productive Economy.
	<i>Action</i>	Amended wording for the Action – “Amend the American River Subzone to facilitate ‘Tourism Accommodation’ including identifying it as an envisaged land use” to “Investigate policy changes to the American River Subzone to address tourism accommodation development” and relocated to new subtheme “tourism and events” from employment lands. Reason: Changes made in response to council feedback and greater alignment with the additional sub theme ‘tourism and events’
Primary industry	<i>Long-term strategic objectives</i>	Incorporated and refined previous ‘Strategies for the Region’ into ‘Long-term strategic objectives.’
	<i>Action</i>	Amended wording for action – “Undertake assessment to identify priority primary production land around regional townships identified for potential growth in Regional Plans and prepare updated mapping for insertion into Regional Plans as a new layer to identify land that should be protected from encroachment” to “Maintain contemporary productive land value mapping and identify key primary production assets that should be protected. Reason: To align the wording with the relevant Action in the Greater Adelaide Regional Plan (published 17 March 2025) which has application for the region.
	<i>Action</i>	Added action: “Review interface management policies in the Planning and Design Code to ensure the ongoing viability of primary industries at the edge of urban areas and undertake a Code amendment as necessary” Reason: To reflect feedback regarding interface management between urban and primary production areas.
Mineral and energy resources	<i>Long-term strategic objectives</i>	Incorporated and refined previous ‘strategies for the region’ into ‘long-term strategic objectives.’
	<i>Actions</i>	Removed Action – “Investigate the application of the Resource Extraction Protection Area Overlay to the Boxer Road quarry to protect extraction operations from incompatible development”. Reason: To reflect feedback received from the Department for Energy and Mining during engagement.

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6.3 Natural resources, environment and landscapes

Key feedback relating to this theme included:

- Feedback from respondents shows the natural environment is seen as a key foundation for KI's economy, health, well-being, and liveability.
- Respondents suggested that KI's pristine natural beauty, should be protected from development. There was a concern from some respondents that development in these areas could detract from their charm and appeal.
- There was mixed feedback on the location of growth boundaries and conserving native vegetation and wildlife. Some suggested that the preservation of native vegetation within townships is essential and not allowing development to encroach on the native vegetation and the environment. Other respondents were keen to see areas of appropriately zoned land next to (or within) existing townships, to allow for growth, with scrub blocks in Parndana as a good example of these mixed views.
- There were concerns about the environmental impact of cruise ships as well as their disruption to local residents in Penneshaw.
- Some respondents sought greater action and response to climate change, particularly relating to sea level rise, flood risk and impact of hazards like bushfires.

Commission's response

The Regional Plan positions the Island's natural environment as a fundamental pillar of its economy, liveability and identity. Community feedback reinforced this strongly, with many respondents identifying the protection of native vegetation, coastlines, and scenic landscapes as essential to the Island's future. Feedback also called for greater climate resilience, more nuanced growth planning, and improved protection of sensitive places.

Protecting Natural Areas and Character

In response to community concern about development pressures, the Plan has been updated to guide more appropriate, lower-intensity land uses. For instance, land currently zoned Deferred Urban surrounding Emu Bay is now recommended for Rural Living to preserve scenic quality and reduce ecological impact.

The Plan recognises tensions and takes a cautious approach to growth, favouring areas adjacent to townships with lower environmental value and better access to infrastructure. Ongoing refinement of growth boundaries will be supported by updated vegetation mapping and land capability assessments.

Strengthening Climate Resilience

The Plan has been strengthened post-consultation to reflect a clearer and more actionable response to climate change. It now includes updated mapping of coastal inundation risks, including both mean high-water springs and 1% AEP storm surge scenarios.

This approach supports a precautionary planning framework—ensuring that future township expansion avoids high-risk areas and that the digital Plan can incorporate real-time updates as hazard risk science evolves.

Climate resilience will continue to be embedded across zoning and land use decisions, with a commitment to support future-proofed infrastructure, settlement patterns, and natural asset buffers.

Native Vegetation and Biodiversity

The Plan maps native vegetation cover, conservation reserves, heritage agreements and threatened ecological communities to actively avoid or minimise impacts on high-value areas. These spatial layers are critical to shaping sustainable growth scenarios and will be regularly updated as vegetation and ecological condition data improves.

Content has been added to clarify the interface between the Planning, Development and Infrastructure Act 2016 and the Native Vegetation Act 1991, particularly in anticipation of the proposed Biodiversity Act. This will ensure consistent application of vegetation policies across land use planning and environmental regulation.

Tourism and Environmental Pressures

Some respondents raised concerns about the impact of cruise ships, particularly in Penneshaw, citing both environmental risks and local amenity impacts. While tourism is a vital part of the Island's economy, the Plan now encourages balancing visitor experience with resident quality of life and environmental protection.

Future land use and infrastructure decisions around ports, visitor infrastructure and townships will be guided by the mapped layers of natural assets and existing settlement hierarchy, with support for further localised visitor management strategy development which can be embedded on the Plan as they become available.

Water and Hazard Management

The former 'Water Security and Quality' sub-theme has been repositioned as 'Integrated Water Management, Security and Quality' and moved into the Transport and Infrastructure theme. This ensures a more integrated approach to water infrastructure, climate hazards, and settlement growth.

Key bushfire risk areas remain a critical consideration in the identification of future development zones. The Plan reinforces the importance of landscape-scale fuel management, resilient infrastructure planning and community protection principles.

Implementation and Ongoing Refinement

The digital Plan includes enhanced environmental overlays and hazard layers to support informed, transparent decision-making. These layers will continue to evolve alongside new data and projections, helping to ensure development is climate-safe and ecologically responsible.

Several new and revised mapping layers have been introduced post-consultation to better reflect biodiversity priorities, climate risks, and development potential. These updates are summarised in **Section 6.8** of the Report.

Amendments to the Plan

Theme: Natural resources, environment and landscapes

Note: Spatial amendments are in Section 6.8 of this Report.

General edits made to theme include additional content, to remove spelling and grammatical errors and to improve readability.

Sub-theme	Heading	Change
	<i>Outcome 3</i>	Added Outcome to guide the aspirations of the Theme
	<i>Content</i>	Additional contextual commentary added that strengthens the Natural Resources, Environment and Landscapes theme with a focus on climate change adaptation, the importance of the natural environment to the Island’s character and lifestyle and biodiversity conservation and enhancement.
Biodiversity	<i>Long-term strategic objectives</i>	Incorporated and refined previous ‘Strategies for the Region’ into ‘Long-term strategic objectives’
	<i>Action</i>	Removed Action – “Apply the Conservation Zone to heavily vegetated Crown Land in the township of Parndana”. Reason: A recommended change to the application of a zone does not require a 0-5 year action to be identified. This change is identified through spatial mapping contained in the plan
	<i>Action</i>	Amended Action wording –“Develop new biodiversity and habitat mapping for insertion into Regional Plans to provide guidance on high-value regional biodiversity and habitat priorities” to “Incorporate new biodiversity and habitat mapping that provides clear guidance on which areas need protection, which areas may be appropriate for development, and which areas need caution to provide greater certainty about regional biodiversity priorities” Reason: To align the wording with the Action in the Greater Adelaide Regional Plan (published 17 March 2025) which has application for the region.
	<i>Action</i>	Removed Action – “Determine whether any areas identified as having high biodiversity and habitat value require planning protections in the Planning and Design Code, and undertake required Code Amendment(s)” Replaced with Action - “Incorporate updated biodiversity and habitat mapping that provides clear guidance on which areas need protection, which areas may be appropriate for development, and which areas need caution to provide greater certainty about regional biodiversity priorities” Reason: To align the with the relevant Action in the Greater Adelaide Regional Plan (published 17 March 2025) which has application for the region.
	<i>Action</i>	Removed Action – “Determine if there are additional areas where the State Significant Native Vegetation Area Overlay should apply.”

		Reason: To reflect feedback received from the Department for Environment and Water during engagement.
	<i>Action</i>	Removed Action – “Extend the application of the American River Subzone to further protect the habitat of the Glossy Black Cockatoo.” A recommended change to the application of a subzone does not require a 0-5 year action to be identified. This change is identified through spatial mapping recommendations contained in the plan.
	<i>Action</i>	Amended wording for Action – “Amend the American River Subzone to facilitate ‘Tourism Accommodation’ including identifying it as an envisaged land use.” to “Investigate policy changes to the American River Subzone to address and facilitate appropriate tourism accommodation development” Reason: To provide additional scope for policy refinement in the Subzone.
Climate change	<i>Long-term strategic objectives</i>	Incorporated and refined previous ‘Strategies for the Region’ into ‘Long-term strategic objectives’
	<i>Action</i>	Amended wording for Action – “Investigate policy approaches that enable the consideration of cumulative carbon impacts and aim for carbon neutrality to “To aim for carbon neutrality, investigate policy approaches that enable the consideration of embodied carbon.” Reason: To align the with the Action in the Greater Adelaide Regional Plan (published 17 March 2025) which has application for the region.
Coastal environment	<i>Long-term strategic objectives</i>	Incorporated and refined previous ‘Strategies for the Region’ into ‘Long-term strategic objectives’
	<i>Action</i>	Added Action – “Initiate a Code amendment to amend the Coastal Areas Overlay, to update coastal flooding policy and associated finished ground and floor level Technical and Numeric Variations.” Reason: To align the with the Action in the Greater Adelaide Regional Plan (published 17 March 2025) which has application for the region.
Natural hazards	<i>Long-term strategic objectives</i>	Incorporated and refined previous ‘Strategies for the Region’ into ‘Long-term strategic objectives’
	<i>Action</i>	Amended Action wording from – “Investigate potential amendments to the Coastal Areas Overlay, and determine whether mitigation infrastructure, or amendments to the ‘Flooding – Hazards Overlay’ (or a mixture of both) are required to mitigate coastal inundation as indicated in the Projected Coastal Flooding - 2050 layer” to “Initiate a Code amendment to amend the Coastal Areas Overlay, to update coastal flooding policy and associated finished ground and floor level Technical and Numeric Variations and relocated to ‘Coastal Environment’ sub theme.

		Reason: To align the with the Action in the Greater Adelaide Regional Plan (published 17 March 2025) which has application for the region.
	<i>Action</i>	Amended Action wording from – “Undertake the State-wide Bushfire Hazards Overlay Code Amendment to review and update the Hazard (Bushfire Risk) Overlays, and incorporate updated hazard mapping in the Regional Plans” to “Update the bushfire mapping in the Regional Plan to align with the finalisation and publication of the Statewide Bushfire Hazards Overlay Code Amendment.” Reason: To align the with the Action in the Greater Adelaide Regional Plan (published 17 March 2025) which has application for the region.
	<i>Action</i>	Amended Action wording from – “Implement the risk mitigation priorities featured in the Preparing Kangaroo Island Action Plan” to “Integrate the findings of relevant actions featured in the ‘Preparing Kangaroo Island: A Whole-of-Island Disaster Risk Reduction and Mitigation Action Plan’ (2024) into the Kangaroo Island Regional Plan”. Reason: Wording refined to provide clarity regarding the outcome of this action.
	<i>Action</i>	Added Action – “Finalise the State-Wide Flood Hazard Code Amendment, and update floodwater mapping in the Regional Plan to align with the finalisation and publication of the Code amendment.” Reason: To align the with the Action in the Greater Adelaide Regional Plan (published 17 March 2025) which has application for the region.
Emissions and hazardous activities	<i>Long-term strategic objectives</i>	Incorporated and refined previous ‘Strategies for the Region’ into ‘Long-term strategic objectives’

6.4 Transport and infrastructure

Key feedback relating to this theme included:

- Reliance on the ferry service is a significant issue with KI community, with strong feedback around this. Respondents reported of the difficulty of accessing this service (availability and reliability of service) and the significant cost to residents reliant on the ferry to get to the mainland. Competition with freight, and this potentially adding time and cost to industry and the cost of housing supply was also reported.
- There was some commentary about the need for long term planning for an alternative ferry/port location.
- Respondents, particularly residents of KI, reported the need for improvements to road infrastructure. This particularly related to road condition, sealing and widening in some locations.
- Better management of freight routes through Penneshaw was highlighted as a key priority by some respondents.

- Wildlife preservation was flagged as important, with some respondents calling for better management of roadkill. Some suggestions included wildlife crossing infrastructure across KI.

Commission's response

Transport and infrastructure are deeply linked to the day-to-day experience of living on the Island and the Regional Plan reflects this. Feedback from residents, businesses and stakeholders made it clear that access, cost, coordination, and safety must improve if the Island is to grow sustainably.

Improving Island Access and Ferry Reliance

The high cost, competition for space, and limited reliability of the ferry service were common themes in the feedback. The Plan acknowledges the ferry as a critical infrastructure constraint — not only for residents and visitors, but also for freight.

In response, the Plan:

- Flags the long-term need to investigate alternative port and ferry locations to improve redundancy and reduce service vulnerability.
- Highlights the importance infrastructure coordination in future implementation phases.
- Establishes a shared planning framework across agencies to ensure ferry service assumptions are integrated into land use, freight and housing planning.

While the Plan cannot directly alter ferry operations, it ensures infrastructure stress points are identified early in the development lifecycle and used to guide decisions on housing supply, employment lands and tourism growth.

Safer and Better-Connected Roads

Residents voiced strong concerns about the condition and safety of road infrastructure, particularly unsealed and narrow roads in high-traffic areas. The Plan supports a coordinated upgrade pipeline by:

- Identifying growth areas that require upfront infrastructure coordination, including road improvements.
- Encouraging place-based infrastructure planning, where local road needs are considered alongside land use, population growth and emergency access.
- Aligning with existing road asset condition data from state and local governments to flag critical investment areas.

The Plan's new 'Delivery and Implementation' theme, which identifies regional priorities will help guide future government and council investment strategies.

Freight Movement and Efficiency

Several stakeholders highlighted challenges with freight route efficiency and cost, particularly where passenger and freight traffic compete on ferry and road networks. The Plan supports more efficient freight outcomes by:

- Mapping key freight corridors and aligning them with strategic employment and port areas.
- Supporting more consistent freight planning assumptions across agencies to reduce duplication and mismatch in investment decisions.

- Highlighting the need for infrastructure delivery sequencing that supports time-sensitive sectors like primary production and logistics.

These insights have been embedded in the Plan's 'Coordination and Delivery' sub-theme ensuring freight infrastructure is integrated into the planning and implementation pipeline.

Wildlife, Roadkill and Environmental Sensitivity

In response to feedback about roadkill and wildlife impacts, particularly kangaroo collisions on busy rural roads, the Plan acknowledges the need for better integration of wildlife-sensitive infrastructure planning.

While not traditionally addressed in land use plans, the Plan flags this as an area for targeted collaboration — particularly through:

- Highlighting key road corridors intersecting with sensitive habitats, based on environmental mapping.
- Encouraging inclusion of this issue in future transport infrastructure design standards and local traffic management planning.

New Themes to Support Better Infrastructure Delivery

To ensure infrastructure decisions are timely, cost-effective and well-coordinated, the Plan introduces a new theme: 'Delivery and Implementation'. This responds directly to feedback about fragmented delivery and infrastructure stress from recent housing growth.

This new theme includes:

- 'Coordination and Delivery', focused on agency collaboration, servicing capacity mapping, and prioritisation of growth areas based on infrastructure readiness.
- 'Infrastructure Charging', which examines how best to fund infrastructure through deeds, schemes or other fit-for-purpose funding tools.

Additionally, a new 'Social Infrastructure' sub-theme supports planning for schools, hospitals, aged care and emergency services, helping ensure that housing growth aligns with community services.

Enabling Smarter Long-Term Planning

The Plan's digital format allows for more regular updates of infrastructure constraints, cost assumptions, and hazard overlays, ensuring it remains a living document that evolves as new pressures emerge.

The Transport and Infrastructure theme, now refined and expanded post-consultation, strengthens the Island's long-term ability to plan, sequence and fund infrastructure that supports sustainable growth, protects liveability, and enhances safety and productivity.

Spatial changes and new mapping layers reflecting these improvements are summarised in **Section 6.8** of this Report.

Amendments to the Plan

Theme: Transport and Infrastructure

Note: Spatial amendments are in Section 6.8 of this Report.

General edits made to theme include additional content, to remove spelling and grammatical errors and to improve readability.

Sub-theme	Heading	Change
	<i>Outcome 4</i>	Added Outcome to guide the aspirations of the Theme
Strategic Transport Networks	<i>Strategic Transport Infrastructure</i>	Amended sub theme name to 'Strategic Transport Infrastructure'
	<i>Long-term strategic objectives</i>	Incorporated and refined previous 'Strategies for the Region' into 'Long-term strategic objectives'
	<i>Action</i>	Removed Action – “Undertake a Code Amendment to apply the Infrastructure (Airfield) Zone to the balance of the Kingscote Airport land currently within the Rural Zone” Reason: A recommended change to the application of a zone does not require a 0-5 year action to be identified. This change is identified through spatial mapping contained in the plan.
	<i>Action</i>	Removed Action - “Upgrade the Penneshaw Ferry Terminal and associated infrastructure to support larger ferries and the effective, safe and reliable movement of people and goods to and from the Island” Reason: Feedback from DIT received during consultation regarding the timing of the Penneshaw Harbour Precinct Master Plan.
	<i>Action</i>	Amended Action wording from – “Complete a Master Plan for the Penneshaw Harbour Precinct to guide future infrastructure investment and address the conflict with heavy vehicles, general traffic and pedestrians and identify placemaking opportunities” to “Amend the Regional Plan to incorporate the final Penneshaw Harbour Precinct Master Plan to guide future development and government investment in infrastructure to address the conflict with heavy vehicles, general traffic and pedestrians and implement placemaking opportunities to improve the experience for tourists and community” and relocated to 'Coordination and Delivery' sub theme. Reason: Feedback from DIT received during consultation regarding the timing of the Penneshaw Harbour Precinct Master Plan.
	<i>Action</i>	Amended Action wording from – “Incorporate relevant strategies and actions that result from the Penneshaw Master Plan and Fleurieu and Kangaroo Island Transport Study by the Department for Infrastructure and Transport” to “Integrate the relevant findings from the Fleurieu Peninsula and Kangaroo Island Transport Study to set strategic transport direction and guide future transport investment and services” Reason: Feedback from DIT received during consultation regarding the timing of the Penneshaw Harbour Precinct Master Plan.

	<i>Action</i>	<p>Removed Action – “Update the Functional Hierarchy for South Australia's Land Transport Network mapping in the Regional Plans when the new Functional Hierarchy is released.”</p> <p>Reason: DIT has finalised South Australia’s Transport Strategy and published in March 2025. Relevant updates to functional hierarchy will be incorporated in future updates to the regional plan.</p>
Integrated Water Management, Security and Quality		‘Water Security and Quality’ sub theme has been relocated and renamed to ‘Integrated Water Management, Security and Quality’
	<i>Long-term strategic objectives</i>	Incorporated and refined previous Strategies for the Region into Long-term strategic objectives
	<i>Action</i>	<p>Removed Action – “Review and amend the Water Resources Overlay mapping with the intent to improve streamlined assessment pathways for minor developments.”</p> <p>Reason: This action will be progressed separately as a State-led strategic policy priority.</p>
	<i>Action</i>	<p>Added Action – “Development of long-term water and wastewater master plans that will update the Kangaroo Island Regional Plan”.</p> <p>Reason: Based on feedback from SA Water during engagement.</p>
Social infrastructure	<i>Long-term strategic objectives</i>	Added a new sub theme ‘Social Infrastructure’, including Long-term strategic objectives to identify current social infrastructure such as schools, hospitals, emergency services and to coordinate population growth and housing to make the best use of existing, committed and planned social infrastructure including schools, hospital and aged care facilities and recreation facilities.
	<i>Action</i>	<p>Added Action – “Establish and maintain publicly available social infrastructure benchmarks to assist with planning for new growth areas.”</p> <p>Reason: To align the with the Action in the Greater Adelaide Regional Plan (published 17 March 2025) which has application for the region.</p>
Energy	<i>Long-term strategic objectives</i>	Incorporated and refined previous Strategies for the Region into Long-term strategic objectives
	<i>Action</i>	<p>Removed Action – “Consider the application of Infrastructure Corridors to facilitate infrastructure provision that supports the renewable energy sector and critical mineral production.”</p> <p>Reason: On review this action is deemed a low priority in the Region creating a level of uncertainty for the action to be delivered within a five-year timeframe.</p>
	<i>Action</i>	Removed Action – “Consider if and how renewable energy schemes may be delivered in the planning system”

		Reason: Upon review action was determined to be beyond scope of the Regional Plan and not identified as government-led strategic priority.
	<i>Action</i>	Removed Action – “Investigate streamlining pathways and policy frameworks for renewable energy facilities in energy intensive locations (i.e. Strategic Employment Zone and Rural Insensitive Enterprise Zone).” Reason: Action achieved through commencement of the <i>Hydrogen and Renewable Energy Act 2023</i> .
Infrastructure corridors and reserves	<i>Long-term strategic objectives</i>	Added a new sub theme ‘Infrastructure Corridors and Reserves’, including ‘Long-term strategic objectives’ to identify and reserve land ahead of demand, and which provides greater certainty for establishing future infrastructure that is of key importance to a planning region or the state, including strategic infrastructure corridors and facilities, to accommodate growth, new technologies and changing demands.
	<i>Action</i>	Removed Action – “Consider the application of Infrastructure Corridors to facilitate infrastructure provision that supports the renewable energy sector and critical mineral production”. Reason: Upon review action was not determined to be a short term (0-5 year) period for the Kangaroo Island Regional Plan. To be reviewed in future updates to the Plan.
	<i>Action</i>	Removed Action – “Construct utility infrastructure and access roads in accordance with agreed funding principles, to support delivery of the first stage of proposed housing development in Parndana.” Reason: RDA (Adelaide Hills, Fleurieu and Kangaroo Island), Kangaroo Island Council and Department for Infrastructure and Transport are leading this initiative.
	<i>Action</i>	Removed Action – “Undertake Stage 1 of the <i>Kangaroo Island Health Service Master Plan</i> by undertaking demolition work to the islander Motel to enable future development stages of the Master Plan.” Reason: Department for Infrastructure and Transport forward works plan indicates the project is in the construction/delivery phase.
	<i>Action</i>	Removed Action – “Develop and implement a process to enable the mapping of areas that are subject to approved infrastructure agreements under the PDI Act in Regional Plans, including the ability to link to the register managed by HIPDU and be updated on a regular basis.” Reason: Government-led priority as highlighted through the Housing Roadmap.
	<i>Action</i>	Removed Action – “Review funding models associated with Infrastructure Agreements”

		Reason: Government-led priority as highlighted through the Housing Roadmap.
	<i>Action</i>	Amended Action wording “Extend Community Wastewater Management System (CWMS) infrastructure to service the township of Emu Bay and support the proposed residential growth” to “Investigate wastewater management infrastructure and prioritisation to service the existing township of Emu Bay and support future residential growth” Reason: Changes made in response to council feedback on American River.

6.5 Delivery and Implementation

Amendments to the Plan

Add new Theme: Delivery and Implementation

Note: Spatial amendments are in Section 6.8 of this Report.

Includes new content relating to the theme which incorporated previous content from ‘Integrated Planning’ sub theme.

General edits made to theme include additional content, to remove spelling and grammatical errors and to improve readability.

Sub-theme	Heading	Change
	<i>Outcome 5</i>	Added Outcome to guide the aspirations of the Theme
	Online delivery, reporting and measuring progress	Added new content relating to delivery, reporting and measuring progress for the regional plan
	Short-term actions	Added new content detailing short term actions within the regional plan
Coordination and delivery	<i>Long-term strategic objectives</i>	Incorporated and refined previous ‘Strategies for the Region’ into ‘Long-term strategic objectives’
	<i>Action</i>	Action relocated from ‘Integrated Planning sub theme’ with wording amended from – “Extend Community Wastewater Management System (CWMS) infrastructure to service the township of Emu Bay and support the proposed residential growth” to “Investigate wastewater management infrastructure and prioritisation to service the existing township of Emu Bay and support future residential growth.” Reason: Changes made in response to council feedback on American River.

	<i>Action</i>	<p>Removed Action – “Further the establishment of a new township centre, identified in the American River Place Plan, by investigating suitable sites to accommodate the growing demands for a Township Activity Centre Zone, for a future Code Amendment”.</p> <p>Reason: A recommended change to the application of a zone does not require a 0-5 year action to be identified. This change is identified through spatial mapping contained in the Plan.</p>
	<i>Action</i>	<p>Amended Action wording from – “Complete a Master Plan for the Penneshaw Harbour Precinct to guide future infrastructure investment and address the conflict with heavy vehicles, general traffic and pedestrians and identify placemaking opportunities” to “Amend the Regional Plan to incorporate the final Penneshaw Harbour Precinct Master Plan to guide future development and government investment in infrastructure to address the conflict with heavy vehicles, general traffic and pedestrians and implement placemaking opportunities to improve the experience for tourists and community.”</p> <p>Reason: Feedback from DIT received during consultation regarding the timing of the Penneshaw Harbour Precinct Master Plan.</p>
Infrastructure charging	<i>Long-term strategic objectives</i>	Incorporated and refined previous ‘Strategies for the Region’ into ‘Long-term strategic objectives’
	<i>Action</i>	<p>Added new Action – “Investigate the opportunity for low-density, off-grid housing utilising alternative energy, water, and waste systems to reduce reliance on public infrastructure investment and unlock housing development in regional locations”.</p> <p>Reason: Action discussed with ISA who are looking at making this a priority within the next 18 months to provide housing infrastructure alternatives in regional and remote locations.</p>

6.6 Youth

The key themes of the youth survey included:

- Most young people who completed the survey see themselves living on KI at some stage in the future, with most suggesting they might move away for education and employment opportunities for a period and return later in life.
- The majority of young respondents would like to live on a rural property, with very few wanting to live in more dense forms of housing like townhouses and apartments.
- The feedback highlighted value of a strong sense of community, with community spirit and support from neighbours. The quiet, low-density population and the incorporation of the natural environment into towns are also highly appreciated, as they contribute to a peaceful and uncrowded living experience. There is a preference for maintaining the small-town feel with minimal development and preserving open spaces.

- The youth feedback reflects a strong desire to preserve Kangaroo Island's current character, wanting KI to remain largely unchanged and maintaining its rural, country vibe and avoiding overdevelopment.

Commission’s response

Future employment for younger people on the Island is important. The Plan recognises that facilitating increased value-adding opportunities including processing facilities, food and beverage production, farm-stays and other tourism ventures is vital for job creation and economic prosperity.

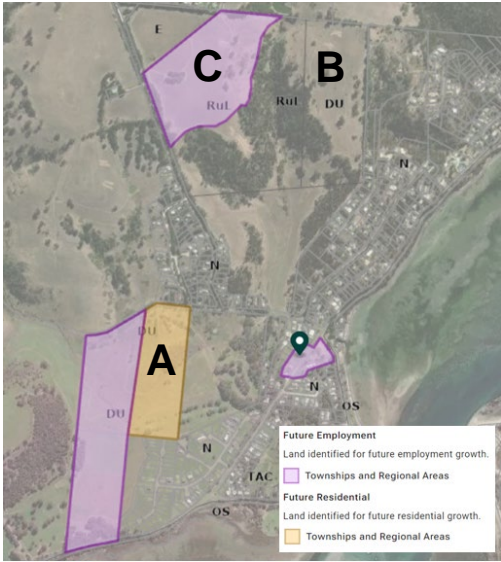
The attraction of low or zero emission business and industry, along with the health care and social services sector, especially non-essential medical and social assistance will provide future employment opportunities. As the local population ages, demand for specialised health professionals will increase which will also create future jobs.

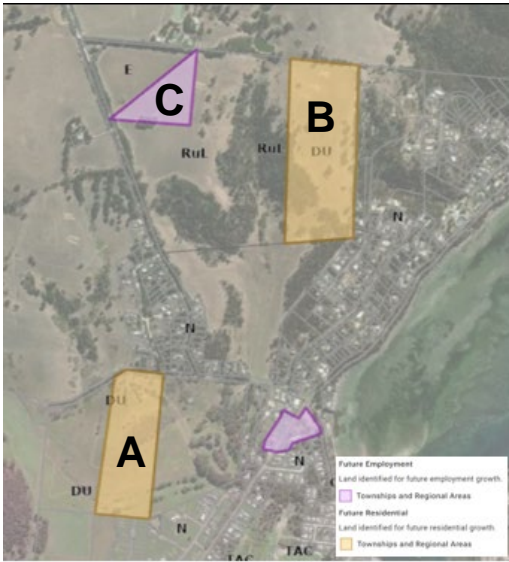
The Plan also recognises that the moderate population growth will maintain the existing low density and built form character. The Plan seeks to balance any growth with the enhancement and protection of the natural environment which contributes to a pleasant lifestyle. The feedback from youth notes the preference for maintaining the small-town feel with minimal development and preserving open spaces, which aligns with the general vision of the Plan.

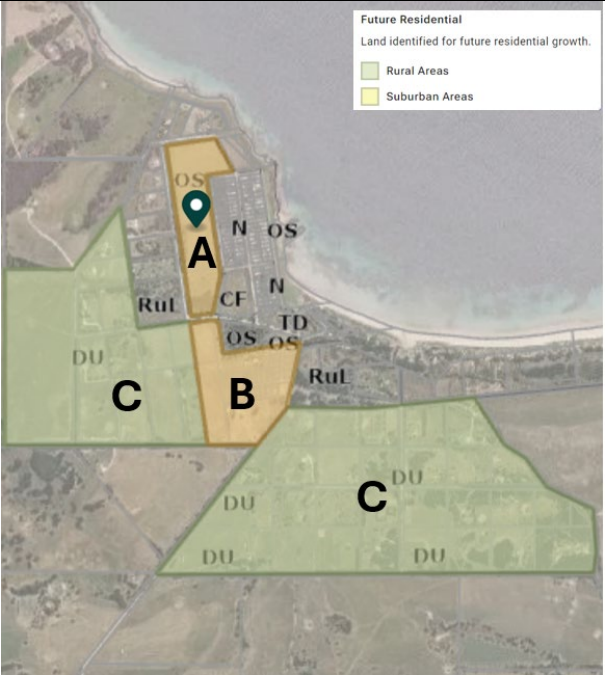
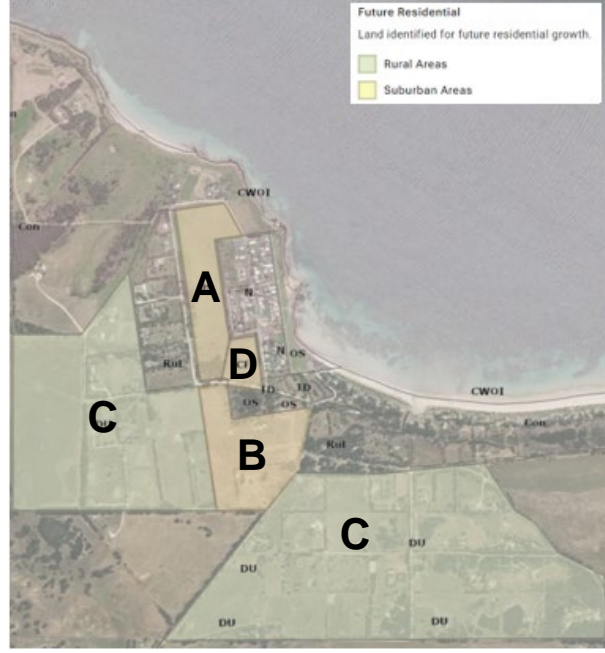
In response additional contextual commentary has been added to the Plan that elevates the views of youth on the Island across all key themes, with a focus on employment opportunities, access to housing, and community connection.

6.7 Summary of recommended changes

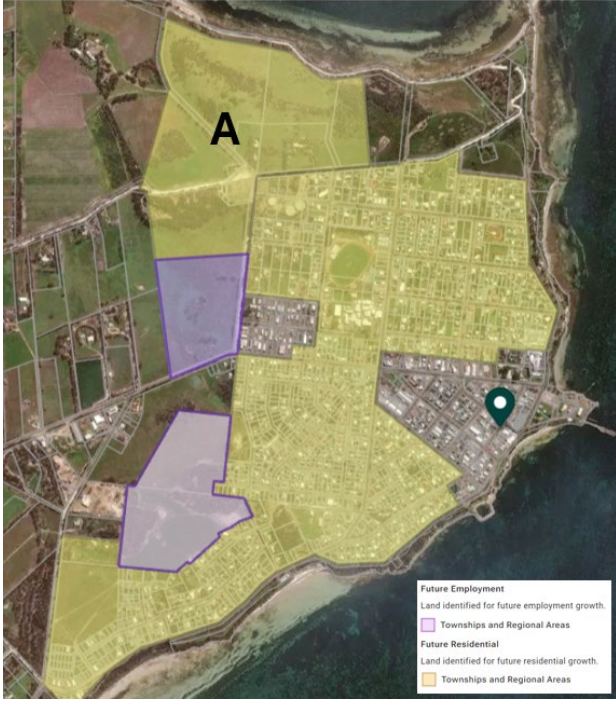
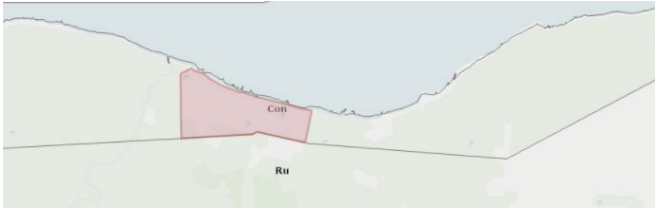
The following table provides a summary of changes proposed to the Kangaroo Island Regional Plan following statutory engagement:


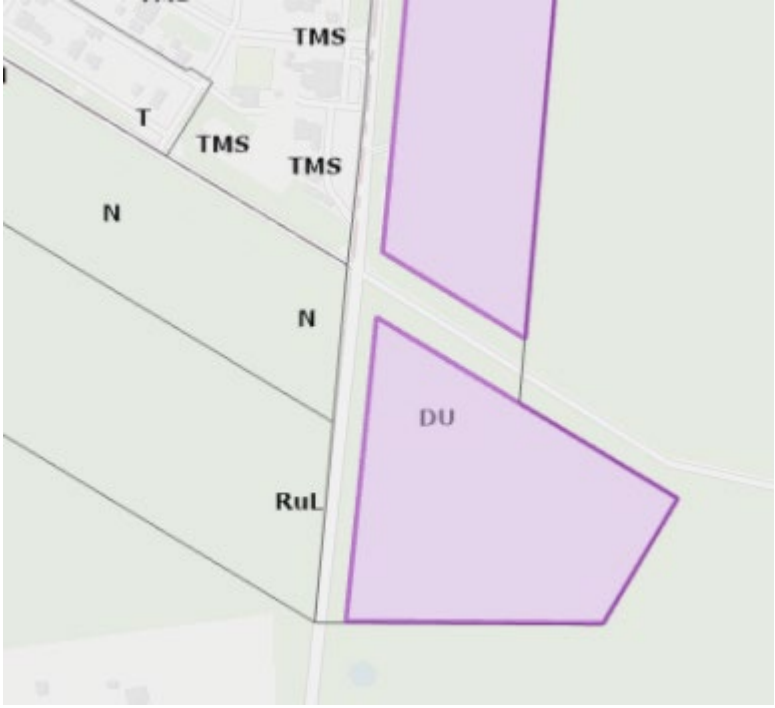
Proposed change	Reason
Spatial amendments	
<p><i>American River</i></p> <p>Draft KIRP:</p> 	<p><u>Future Residential</u></p> <p>Within the draft plan Site A has been earmarked as a long-term residential supply option. During the engagement period a submission was received from the landholder of Site B, which for their site to also be considered as a long-term residential supply option.</p> <p>As this land has been set aside as deferred urban land identified for long term residential supply and in the interests in providing an equitable approach to future residential land designation in American River, Site B has also been identified as a future residential supply option in the revised KIRP.</p> <p><u>Future Employment</u></p>

Proposed change	Reason
<p>Revised KIRP (Post Engagement)</p> 	<p>Within the Draft KIRP site C a large portion of RuL zoned land was designated Future Employment.</p> <p>During the engagement period a submission was received from the landholder of this site who considered that this designation far exceeded the long-term demand for employment land within American River. The submission also outlined an intention to utilise the RuL zone for bespoke tourism accommodation purposes.</p> <p>Upon review it was determined that the draft future employment land designation for site C was excessive. A revised extent responds more appropriately to the likely future demand, ensuring long term supply options for employment land within American River, while retaining opportunities within the adjacent RuL zone.</p> <p>Site A Site identified in layer 'Future Employment' during engagement has been relocated to 'Future Tourism' to ensure correct location for future site identification layers.</p>
<p>Emu Bay Draft KIRP</p>	<p><u>Future Residential</u></p> <p>Future development in Emu Bay is largely contingent on future infrastructure investment particularly wastewater. Currently there is no such infrastructure in the settlement and there are concerns regarding the long-term environmental impacts of onsite wastewater storage and disposal.</p> <p>If a community wastewater system or similar is established three sites within the settlement have been recommended for future rezoning (sites A, B, and D). These sites are within the existing settlement footprint and ensure that Emu Bay remains compact and economical to service.</p> <p>The large areas of land surrounding the town previously zoned Deferred</p>

Proposed change	Reason
 <p>Future Residential Land identified for future residential growth.</p> <p>Rural Areas Suburban Areas</p>	<p>Urban are being recommended to transition to a zone that promotes a land use outcome more consistent with low scale and density rural residential development, consistent with the current predominant land use pattern.</p> <p>Engagement feedback from the landholder within the Community Facilities Zone (Site D) indicated that the existing Community Facilities zoning provided limited opportunities to develop the site with most envisaged land uses in the zone explored but deemed unviable. The submission sought to have this site considered for a future residential designation, unlocking this site as a logical and orderly extension of the existing township.</p> <p>This request was considered in the context of sites A, B and C, with a revised future residential designation tied to the action relating to a community wastewater system being established to service the Emu Bay settlement.</p> <p>This is considered a balanced approach to landowner and community feedback to guide future development within Emu Bay that can safeguard the existing character and maintain the pleasant rural surrounds that frame the settlement.</p>
<p>Revised KIRP (Post Engagement)</p>  <p>Future Residential Land identified for future residential growth.</p> <p>Rural Areas Suburban Areas</p>	<p><u>Future Residential</u></p>

Kingscote

Proposed change	Reason
	<p>Key landowners for Site A and council supported future land use designation.</p> <p>Feedback from surrounding landowners indicated concern for zone selection.</p> <p>On balance a more appropriate zone has been selected to address development complementing adjoining settlement patterns and landscapes. With the proposed Zone changing from Master Planned Neighbourhood Zone to Master Planned Township Zone.</p>
<p><i>Wisanger</i></p>  <p>Yumbah Aquaculture, identified as 'Future Employment' site</p>	<p>Site identified in layer 'Future Employment' during engagement has been relocated to 'Future Primary Industry' to ensure correct location in future site identification layer under sub theme 'Primary Industry'</p>
<p><i>Kingscote</i></p>	<p>Site identified in layer 'Future Employment' during engagement has been relocated to 'Future Activity Centre' to ensure correct location in future site identification layer under sub theme 'Activity Centres and Retail'</p>

Proposed change	Reason
	
<p><i>Parndana</i> 93 Wedgewood Road, Seddon</p> 	<p>Site identified in layer 'Future Employment' during engagement has also been added to 'Future Residential' to ensure correct location in both future site identification layers.</p>
<p>Inclusion of the following mapping layers:</p> <ul style="list-style-type: none"> • Indigenous Owned and Managed Land • Aquaculture Leases and Licences • Mineral Deposits • Areas identified for future affordable housing • Areas currently identified for affordable housing • State Significant Native Vegetation • Significant Environment Benefit Areas 	<p>The inclusion of the additional mapping layers is based on the relevant SPP's and provides consistency with the mapping layers found in Greater Adelaide Regional Plan (complete) and draft Regional Plans for Eyre and Western, Far North, Yorke Peninsula and Mid North, Murray Mallee and Limestone</p>

Proposed change	Reason
<ul style="list-style-type: none"> • Threatened ecological communities – national significance • Biodiversity Mapping (Interim) • Modified Landscapes With Natural Habitat Character • EPA Ground Water Prohibition Area • Stormwater Management Planning Priority Areas • Schools • Non-government schools • Public hospitals • Private hospitals • Emergency services places 	<p>Coast regions which have direct application for the Kangaroo Island Region.</p>
<p>Removal of the following mapping layers:</p> <ul style="list-style-type: none"> • EV Charging Stations • Planned future transport network • Tourist Gateway to Region • Desalination Plant • Adaptive Reuse Focus Areas • Future Employment – Indicative Priority • Future Residential – Indicative Priority • Structure Plan – Penneshaw • Structure Plan – American River 	<p>The removal of these mapping layers is based on the mapping layer being replaced with another mapping layer, the spatial information being duplicated within another mapping layer, consistency with relevant SPP's, and/or the mapping layers found in Greater Adelaide Regional Plan (complete) and draft Regional Plans for Eyre and Western, Far North, Yorke Peninsula and Mid North, Murray Mallee and Limestone Coast regions which have direct application for the Kangaroo Island Region.</p>
Structure	
<p>Theme: People, housing and liveability</p> <ul style="list-style-type: none"> • Remove the 'Cultural Heritage' sub theme and replace with a 'Aboriginal Cultural Heritage and Values' sub theme. • Remove the 'Design Quality' and 'Adaptive Reuse' sub themes and replace a 'Landscape and Township Character' sub theme. <p>Theme: Productive economy</p> <ul style="list-style-type: none"> • Add a 'Tourism and Events' sub theme • Add a "Activity Centres and Retail" sub theme <p>Theme: Natural resources, environment and landscapes</p> <ul style="list-style-type: none"> • Relocate the 'Water Security and Quality' sub theme to the 'Transport and Infrastructure' theme and rename to 'Integrated Water Management, Security and Quality' <p>Theme: Transport and Infrastructure</p>	<p>The inclusion of the additional Theme – 'Delivery and Implementation' is based on the relevant SPP's and provides consistency with the Greater Adelaide Regional Plan (complete) and draft Regional Plans for Eyre and Western, Far North, Yorke Peninsula and Mid North, Murray Mallee and Limestone Coast regions with which the Theme has direct application for the Kangaroo Island region.</p> <p>The inclusion of the additional sub themes – 'Tourism and Events', 'Activity Centres and Retail', 'Aboriginal Cultural Heritage and Values', 'Landscape and Township Character', 'Social Infrastructure', 'Infrastructure Corridors and Reserves', 'Coordination and Delivery' and 'Infrastructure Charging' is based on the relevant SPP's and provides consistency with the Greater Adelaide</p>

Proposed change	Reason
<ul style="list-style-type: none"> • Remove the 'Integrated planning' sub theme • Add a 'Social Infrastructure' sub theme • Add a 'Infrastructure Corridors and Reserves' sub theme <p>Add a new theme: 'Delivery and Implementation'</p> <ul style="list-style-type: none"> • Add a 'Coordination and Delivery' sub theme • Add a 'Infrastructure Charging' sub theme 	<p>Regional Plan (complete) and draft Regional Plans for Eyre and Western, Far North, Yorke Peninsula and Mid North, Murray Mallee and Limestone Coast regions with which the sub themes have direct application for the Kangaroo Island region.</p> <p>The removal of the sub themes – 'Cultural heritage', 'Design Quality', 'Adaptive Reuse' and 'Integrated planning' is due to the sub theme being replaced with another similar sub theme, the content being duplicated within another sub theme, and or consistency with relevant SPP's, the sub theme is included in the Greater Adelaide Regional Plan (complete) and draft Regional Plans for Eyre and Western, Far North, Yorke Peninsula and Mid North, Murray Mallee and Limestone Coast regions and have direct application for the Kangaroo Island region.</p>
User Experience	
Proposed change	Reason
Mapping Enhancements	A range of mapping enhancements have been made to improve user experience and visibility of key townships and attributes within the region.

7 Refer to the Minister for Planning and local government

On 2 October 2025 the Designated Entity approved the Kangaroo Island Regional Plan and this engagement report to be furnished on the Minister for Planning.

Attachments

- 1 Copy of submissions received
- 2 Designated entity evaluation
- 3 Phase 2 visioning engagement evaluation
- 4 Communication materials

Attachment 1 – Copy of submissions received

Submissions can be viewed on the PlanSA Website by clicking on the links below.

https://plan.sa.gov.au/_data/assets/pdf_file/0006/1425354/Kangaroo-Island-Regional-Plan-councils-and-businesses-submissions.pdf

https://plan.sa.gov.au/_data/assets/pdf_file/0008/1425356/Kangaroo-Island-Regional-Plan-PlanSA-public-submissions.pdf

https://plan.sa.gov.au/_data/assets/pdf_file/0003/1425360/Kangaroo-Island-Regional-Plan-YourSAy-public-submissions.pdf

Attachment 2 – Evaluation against the Charter principles

The engagement was evaluated by the PLUS Strategic Communications Unit.

	Evaluation statement	Response options
1	The engagement reached those identified as the community of interest	<input checked="" type="checkbox"/> Representatives from most community groups participated in the engagement <input type="checkbox"/> Representatives from some community groups participated in the engagement <input type="checkbox"/> There was little representation of the community groups in engagement
<p>First Nations: Engagement included direct outreach to First Nations representatives through partnerships with Aboriginal state government agencies and corporations. Multiple briefings were conducted, and ongoing communication was established, indicating a focused approach to ensuring First Nations voices were represented.</p> <p>Youth: While an online youth workshop was initially scheduled but later cancelled due to low registration, alternative engagement was effectively pursued through collaboration with local schools. This adjustment led to a significant participation rate, with 68 youth surveys submitted, representing over half of all YourSAy survey responses. This indicates strong youth representation in the engagement.</p> <p>Kangaroo Island residents: Engagement reached the broader KI community through a comprehensive DL flyer distribution, covering 2,456 households across the island, as well as multiple community information sessions and accessible online resources. Attendance at these sessions and the widespread access to digital platforms suggests that the resident community was well-informed and had ample opportunity to participate.</p>		
2	Engagement was reviewed throughout the process and improvements put in place, or recommended for future engagement	<input checked="" type="checkbox"/> Reviewed and recommendations made in a systematic way <input type="checkbox"/> Reviewed but no system for making recommendations <input type="checkbox"/> Not reviewed
<p>The engagement process was actively reviewed in response to feedback from council staff and community members. Based on council staff input, an additional information session was added in American River, and workshops were rescheduled to accommodate different times based on community needs. A Kingscote evening session was also offered to ensure access for those unable to attend during the day. For youth engagement, the original online workshop was replaced by collaboration with local schools, leading to a successful</p>		

	Evaluation statement	Response options
	<i>participation rate through YourSAy youth surveys. These adjustments reflect a systematic approach to refining engagement efforts and responding to community feedback.</i>	
3	Engagement occurred early enough for feedback to genuinely influence the planning policy, strategy or scheme	<input checked="" type="checkbox"/> Engaged when there was opportunity for input into scoping <input checked="" type="checkbox"/> Engaged when there was opportunity for input into first draft <input checked="" type="checkbox"/> Engaged when there was opportunity for minor edits to final draft <input type="checkbox"/> Engaged when there was no real opportunity for input to be considered
	<i>The 12-week engagement period provided ample time for meaningful feedback on the draft, allowing community and stakeholders to influence the regional plan before final updates are undertaken. This followed an initial 12-week Stage 2 visioning engagement, where key community groups and stakeholders contributed to shaping the plan’s foundational vision and scope.</i>	
4	Engagement contributed to the substance of the final plan	<input checked="" type="checkbox"/> In a significant way <input type="checkbox"/> In a moderate way <input type="checkbox"/> In a minor way <input type="checkbox"/> Not at all
	<i>The engagement process allowed substantial community and stakeholder input, which influenced the content of the final plan. Feedback from a diverse range of groups, including council, residents, youth, and industry stakeholders, provided insight into local priorities and led to adjustments in proposed actions and content. This collaborative input played a key role in shaping the plan’s objectives and strategies, reflecting community values and needs.</i>	
5	Engagement provided feedback to community about outcomes of engagement	<input checked="" type="checkbox"/> Formally (report or public forum) <input type="checkbox"/> Informally (closing summaries) <input type="checkbox"/> No feedback provided
	<i>A What We Heard report was distributed to all submitters after the consultation period, summarising engagement feedback and outlining the next steps. Additionally, this Kangaroos Island Regional Plan Section 73 Engagement Report, details all stakeholder and community engagement undertaken. The Section 73 engagement report also includes</i>	

	Evaluation statement	Response options
	<p><i>copies of all submissions and specifies adjustments made to the Kangaroo Island Regional Plan following thorough analysis of the feedback received. This formal approach ensures the community is well-informed on the engagement outcomes and their impact on the final plan.</i></p>	
6	<p>Identify key strength of the Charter and Guide</p>	<p><i>The key strength of the Community Engagement Charter and Guide is its structured approach to inclusiveness, ensuring that diverse community voices are heard and considered. For the Kangaroo Island Regional Plan, the Charter principles guided a robust engagement process that was well-publicised across multiple channels, with flexible opportunities for participation, such as online submissions, in-person sessions, and one-on-one briefings. This inclusive approach helped build confidence in the engagement process and provided a range of entry points for stakeholders to engage meaningfully.</i></p>
7	<p>Identify key challenge of the charter and Guide</p>	<p><i>A key challenge of the Charter and Guide is addressing and reconciling the varied perspectives within the community, especially when feedback is polarised or when particular groups feel underrepresented. For the Kangaroo Island Regional Plan, feedback highlighted concerns about sustainable development and local stakeholder representation, with some participants expressing dissatisfaction regarding the influence of external organisations on planning. Ensuring the Charter’s principles of genuine engagement and transparency in complex, contentious contexts remains a challenge, particularly in balancing differing community needs and expectations within the engagement outcomes.</i></p>


Attachment 3 – Phase 2 (visioning) engagement

[What We Heard - Kangaroo Island Regional Plan Visioning Workshop](#)



[Kangaroo Island Regional Plan Visioning Workshop #2 – 14 July 2023 - What We Heard](#)






KANGAROO ISLAND REGIONAL PLAN

Theme: Infrastructure and Transport

Actions:
There are **13 actions** within the Infrastructure and Transport Theme. These actions will facilitate infrastructure investment for communities, consider the implementation of infrastructure agreements, determine relevant findings of the Fleurieu and Kangaroo Island Transport Study, and investigate ways to streamline renewable energy facilities.



STATE PLANNING COMMISSION

2 Fact Sheet - Infrastructure and Transport

Integrated planning

Map layers and actions

Action Category	Location	Responsibility	Action Description	Timing
Infrastructure Roadside fuel stop	Prindana	K Council	Construct fuel refuelling and convenience convenience with agreed funding objectives to support delivery of the first stage of proposed coastal development in Prindana.	6-8 years
Infrastructure Kiosk in Seville	Kingoora	DIT	Undertake stage 2 of the Kangaroo Island Kiosk Seville Plan to support the delivery of a new purpose built kiosk, taxi, and supply facility.	6-8 years
Infrastructure Infrastructure Agreements	Region-wide	DIT/MP/DJ	Develop and implement a system to enable the trialling of assets that are subject to approved infrastructure agreements under the IOD Act in Regional Plans, including the ability to trial or for region managed assets, and be updated on a regular basis.	0-3 years
Infrastructure funding Models	Region-wide	DIT/MP/DJ	Research funding models associated with infrastructure agreements.	6-8 years
Infrastructure CMAV	Dru Bay	K Council	Develop Community Workforce Management System (CMAV) infrastructure to see on the location of Dru Bay and support the proposed residential growth.	5 years

*Page 100 from the Kangaroo Island Regional Plan

3 Fact Sheet - Infrastructure and Transport

Strategic transport infrastructure

Map layers and actions

Action Category	Location	Responsibility	Action Description	Timing
Coast Amendment Infrastructure (Airfield) Zone	Kingscote Airport	K Council	Undertake a Code Amendment to rezone the Infrastructure Airfield Zone in the vicinity of the Kingscote Airport currently zoned as a Public Zone.	3 years
Infrastructure Ferry Terminal	Perthshire	DIT	Upgrade the Perthshire Ferry Terminal to accommodate road and ferry infrastructure to support larger ferries and the efficient, safe and reliable movement of passengers and goods to and from the island.	6-8 years
Infrastructure Harbour Precinct	Perthshire	DIT	Complete a Master Plan for the Perthshire Harbour Precinct to guide future development government investment in infrastructure to address the conflict with heavy vehicles, generate traffic and pedestrian and improve dockside opportunities to improve the experience for visitors and community.	0-3 years
Infrastructure Meadows intervention	Region-wide	DIT	Review and investigate relevant findings and initiatives from the Fleurieu and Kangaroo Island Transport Study into the regional plan.	1 year
Infrastructure Functional Hierarchy	Region-wide	DIT	Update the functional hierarchy for South Australia's Land Transport Network, including the regional plan when the new Functional Hierarchy is released.	2 years

*Page 105 from the Kangaroo Island Regional Plan

4 Fact Sheet - Infrastructure and Transport


Energy

Map layers and actions

Action Category	Location	Responsibility	Action Description	Timing
Investigation Infrastructure Corridors	Region-wide	DIT/PLUS	Consider the application of Infrastructure Corridors to facilitate infrastructure to provide the capacity for renewable energy generation and critical mineral production.	2-3 years
Investigation Renewable Energy Schemes	Region-wide	DIT/PLUS	Consider the location of renewable energy schemes to be delivered in the planning system.	2-5 years
Investigation Worked pathways	Region-wide	DIT/PLUS	Investigate the location of worked pathways and priority for renewable energy facilities in energy intensive locations (e.g. Strategic Employment Zones and Rural towns in the Prindana Zone).	0-2 years

*Page 108 from the Kangaroo Island Regional Plan


- **Productive Economy Actions Fact Sheet**



KANGAROO ISLAND REGIONAL PLAN

Theme: Productive Economy

Actions:
There are **8 actions** within the Productive Economy Theme. These actions will improve the policy framework for worker's accommodation, identify areas of high value primary production land, unlock new areas for employment activities, and protect quarries from incompatible development.



STATE PLANNING COMMISSION

2 Fact Sheet - Productive Economy



Primary Industry
Map layers and actions

Action Category	Location	Responsibility	Action Description	Timing
Investigation Productive and Value	Region-wide	PIISA	Under take assessment to identify priority primary production land and potential areas to be identified for potential growth in Regional Plans and prepare applications including for incentives/Regional Plans as a new layer to identify land that should be protected from incompatible development.	2 years

*Page 06 from the Kangaroo Island Regional Plan

3 Fact Sheet - Productive Economy

Employment lands
Map layers and actions

Action Category	Location	Responsibility	Action Description	Timing
Code Amendment Employment Zone	Kingoonya	IC Council	Apply the Employment Zone to the portion of the Deferral Urban Zone in Kingoonya to accommodate an strategic employment product.	0-2 years
Code Amendment Employment Zone	Kingoonya Airport	IC Council	Apply the Employment or Strategic Employment Zone to land surrounding Kingoonya Airport to facilitate new commercial and industrial development that could occur to support a freight hub being provided by the Payford Highway and Airport.	0-5 years
Code Amendment Township Centre	American River	IC Council	Further the establishment of the new township centre identified in the American River Place Plan by a planning Code Amendment to apply the Township Activity Centre Zone.	0-3 years

*Page 04 from the Kangaroo Island Regional Plan

4 Fact Sheet - Productive Economy

Action Category	Location	Responsibility	Action Description	Timing
Code Amendment Deferred Urban	American River	IC Council	Apply the Deferred Urban Zone to a portion of the Rural Living Zone in American River to provide and for the expansion of the existing Employment Zone.	0-3 years
Code Amendment American River Subzone	American River	IC Council	Amend the American River Subzone to facilitate further accommodation including identifying areas envisaged land use.	0-2 years
Code Amendment Workers Accommodation	Painanga	J, I, F, U, S	Update a Code Amendment to facilitate additional accommodation for workers accommodation in Painanga to support agribusiness.	0-2 years

*Page 05 from the Kangaroo Island Regional Plan

5 Fact Sheet: Productive Economy

Mineral and energy resources
Map layers and actions

Action Category	Location	Responsibility	Action Description	Timing
Investigation Resource Extraction Protection	Norfolk	DFM	Investigate the application of the Resource Detection Protocol Area Overlay in the East Coast quarry to protect extraction operations from incompatible development.	0-1 years

*Page 67 from the Kangaroo Island Regional Plan

- **People, Housing and Liveability Actions Fact Sheet**

5 Fact Sheet - People, Housing and Livability

Adaptive reuse
Map layers and actions

Action Category	Location	Responsibility	Action Description	Timing
Investigation Adaptive Re-use/Conversion	Region-wide	DEW	Investigate planning and development incentives to encourage decision-making processes through prescriptive requirements rather than discretionary fees and capitation or reliance regulatory or financial incentives outside of the planning system.	3-5 years

*Page 47 from the Kangaroo Island Regional Plan

6 Fact Sheet - People, Housing and Livability

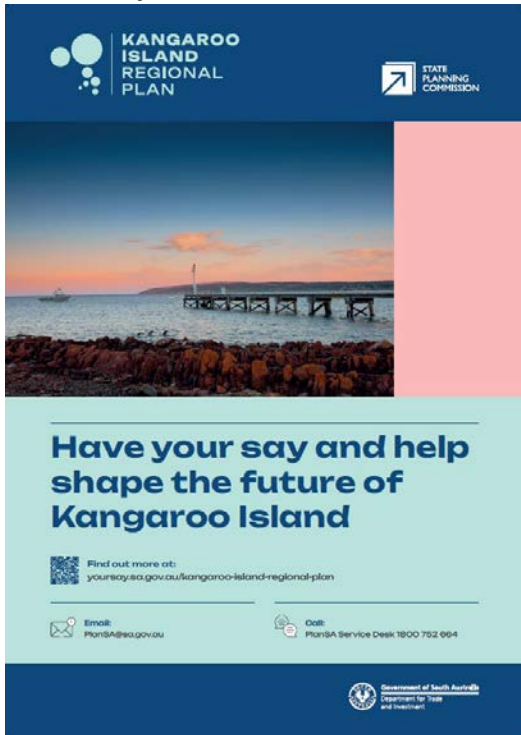
Cultural Heritage
Map layers and actions

Action Category	Location	Responsibility	Action Description	Timing
Investigate Cultural Heritage Mapping	Region-wide	DTI/TLS	Under take cultural heritage sensitivity assessment mapping to build a potential appropriate dispersed heritage sites.	0-2 years
Investigation Aboriginal Engagement	Region-wide	DTI/TLS	Conduct a will by Aboriginal stakeholders a community consultation with sensitive and respectful Aboriginal engagement and negotiation with Aboriginal peoples, and appropriate Aboriginal Council.	1 year
Investigation Heritage Areas	Kingoorn and Pennington	RI Council	Investigate Kingoorn and Pennington areas to identify the heritage or character's features that may be worthy of protection in the Planning and Development Code.	0-5 Years

*Page 50 from the Kangaroo Island Regional Plan

Stakeholder toolkit items:

- Community Poster



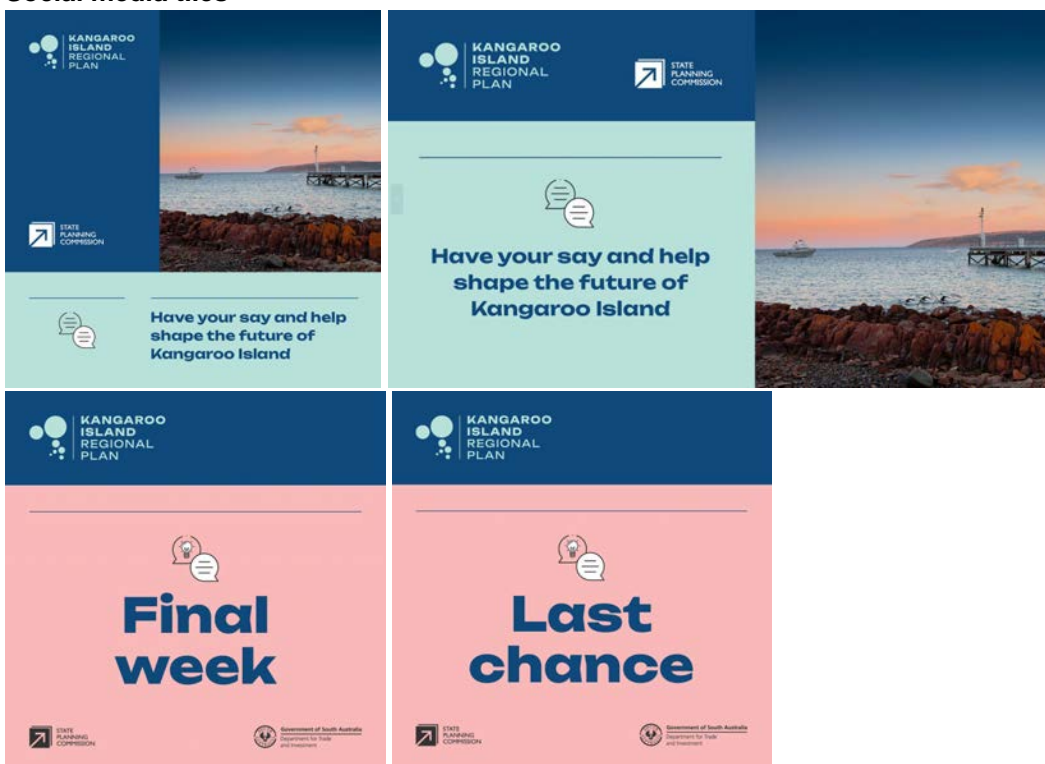
- Electronic signage



- **Email signature**



- **Social media tiles**



- **DL flyer**



KANGAROO ISLAND REGIONAL PLAN

Have your say and help shape the future of Kangaroo Island

yourSAy.sa.gov.au/kangaroo-island-regional-plan





Government of South Australia
Department for Trade and Investment



STATE PLANNING COMMISSION

The Kangaroo Island Regional Plan (KIRP) is now open for consultation.

View the KIRP at regional.plan.sa.gov.au - Australia's first 100% digitised, dynamic, and interactive Regional Planning Portal.

The KIRP will shape Kangaroo Island across the next 30 years and determine where houses and jobs go and how people will live.



Kangaroo Island holds a unique place in South Australia's landscape, renowned for its natural beauty, diverse ecosystems, and vibrant communities.

Projections show Kangaroo Island's population could grow by nearly 2,000 permanent residents over the next 30 years.

The KIRP starts the conversation about future change, where new housing and employment growth should be located and what types of housing diversity may be needed.

This is your opportunity to provide input into the KIRP and help determine the needs and wants of current and future communities and where and how you feel the island should grow.

To find out more and learn how to have your say visit: Regional Planning Portal - regional.plan.sa.gov.au or yourSAy.sa.gov.au/kangaroo-island-regional-plan

A series of community information sessions (online and in-person) will give residents the opportunity to meet with the Regional Planning team, discuss the KIRP and ask questions.

Registration is essential for in-person and online sessions.
To register visit: plansaevents.eventbrite.com

For further information: email PlanSA@sa.gov.au or call the PlanSA Service Desk on 1800 752 6644.



The Islander newspaper ad:



Have your say on the Kangaroo Island Regional Plan

The State Planning Commission want to hear from the community to understand how you would like to live and what you would like the Kangaroo Island region to look like over the next 15 to 30 years.

Public consultation is now open until 6 June 2024, 5:00 pm.

A series of Community Information Sessions (drop-in and online) are being held for people to learn and discuss proposed options to meet the needs of our growing population.

Registration is essential for in-person and online sessions.



To register visit:
plansaevents.eventbrite.com



To find out more and have your say visit:
yoursay.sa.gov.au/kangaroo-island-regional-plan



Government of South Australia
Department for Trade and Investment

Community information display boards:

KANGAROO ISLAND REGIONAL PLAN

1

The Kangaroo Island Regional Plan is a visionary roadmap for our island's future prosperity and sustainability.

The plan sets out a clear, long-term vision for the island's future, based on a shared understanding of our strengths and opportunities. It provides a framework for decision-making and a clear path forward for the island's future.

The plan is a collaborative effort, developed through extensive consultation with the community, industry, and government. It represents a shared vision for the island's future, based on a shared understanding of our strengths and opportunities.

You will find more information about the plan and how to get involved on the next page.

How to get involved

You can get involved in the plan in several ways:

- The Kangaroo Island Regional Plan Year 549 page** - your say.ssa.gov.au/kangaroo-island-regional-plan
- The PlanSA online submission form** - plan.sa.gov.au/region/planning-program/how-to-get-involved/public-feedback-form
- Email:** plan@sa.gov.au or plan@sa.gov.au
- Post:** Attention: Planning Program, Mail Stop 100, Adelaide SA 5001
- Scan Me:** You can also use your smartphone to scan the QR code to be taken to the relevant information.

All social media links provided will be made publicly available by the RPPM for general informational purposes only. Please do not post sensitive information. For more information, please contact the RPPM.

KANGAROO ISLAND REGIONAL PLAN

2

Vision for Kangaroo Island Kangaroo Island is resilient, prosperous, attractive, healthy, and connected.

Kangaroo Island's close-knit and resilient communities continue to grow and evolve. Townships accommodate a range of lifestyles, maintaining a strong sense of identity, and are well connected to reliable infrastructure and accessible services.

The island's economy is strong, providing local employment opportunities led by thriving tourism and primary production. Businesses that continue to innovate on domestic and global economies seek high-quality products and visitor experiences.

The pristine natural environment and diverse and abundant wildlife remain at the heart of the island's identity. Strategies for mitigating and adapting to the impacts of climate change, and increasing regional resilience are embraced by industry, government and communities.

Transport infrastructure supports safe and convenient connections for residents, tourists and freight movements, and includes improved airport and ferry infrastructure, service reliability and choice.

KANGAROO ISLAND REGIONAL PLAN

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Population projections

Population necessary for supporting infrastructure by 2029 - 2050:

Scenario	Men	Women
2029	8,914	9,557
2049	8,982	9,616
2059	9,050	9,676
Average annual change	1,000	1,000
2029-2059	0.007%	0.007%

Based on a high growth scenario, the island's population is projected to increase by 20% by 2059, an increase of 1,762 permanent residents from the 2021 census. This represents a percentage change of 20.0% over 2021 figures.

Housing land supply

Housing requirement (2029):

- 3,528 (1,238 PMU)
- 3,528 (1,238 PMU)
- 3,528 (1,238 PMU)
- 3,528 (1,238 PMU)

Employment land supply

Current top 5 employing industries:

- 22% Natural Resources
- 11% Accommodation and Food Services
- 10% Health Care and Social Assistance
- 9% Manufacturing
- 8% Retail Trade

KANGAROO ISLAND REGIONAL PLAN

4

People, housing and liveability

People, housing and liveability are key to the island's future. The plan sets out a clear vision for the island's future, based on a shared understanding of our strengths and opportunities. It provides a framework for decision-making and a clear path forward for the island's future.

Housing supply and diversity

Objective 1: Ensure a diverse range of housing options are available to meet the needs of the community, including affordable housing, and support the growth of the housing market.

Targets:

- Housing supply (range of housing types) to meet the needs of the community.
- Ratio of affordable housing to total housing supply.
- Ratio of social housing to total housing supply.
- Ratio of rental housing to total housing supply.
- Ratio of private rental to total housing supply.

Design quality

Objective 2: Ensure the design quality of the built environment and public realm is high, and that the built environment is resilient to climate change.

Targets:

- Design quality of the built environment and public realm.
- Resilience of the built environment and public realm to climate change.

Adaptive reuse

Objective 3: The adaptive reuse of existing buildings to enhance the built environment and support the growth of the housing market.

Targets:

- Adaptive reuse of existing buildings.
- Ratio of adaptive reuse to total housing supply.

Cultural heritage

Objective 4: Protect and enhance the cultural heritage of the island, and ensure it is accessible to the community.

Targets:

- Protection and enhancement of cultural heritage.
- Accessibility of cultural heritage to the community.

KANGAROO ISLAND REGIONAL PLAN 5

Productive economy

Primary industry

Employment lands

Mineral and energy resources

State Planning Commission

Government of South Australia

KANGAROO ISLAND REGIONAL PLAN 6

Natural resources, environment and landscapes

Biodiversity

Water security and quality

Natural hazards

Climate change

Emissions and hazardous activities

Coastal environment

State Planning Commission

Government of South Australia

KANGAROO ISLAND REGIONAL PLAN 7

Transport and infrastructure

Integrated planning

Strategic transport infrastructure

Energy

State Planning Commission

Government of South Australia

KANGAROO ISLAND REGIONAL PLAN 8

Next steps

Consultation on draft Kangaroo Island Regional Plan Mar - Jun, 2024

Community information sessions Apr - May, 2024

Review of public feedback Mid 2024

Engagement report published Late 2024

Updates made to draft Kangaroo Island Regional Plan post engagement feedback Late 2024

Approval and implementation of Kangaroo Island Regional Plan Late 2024

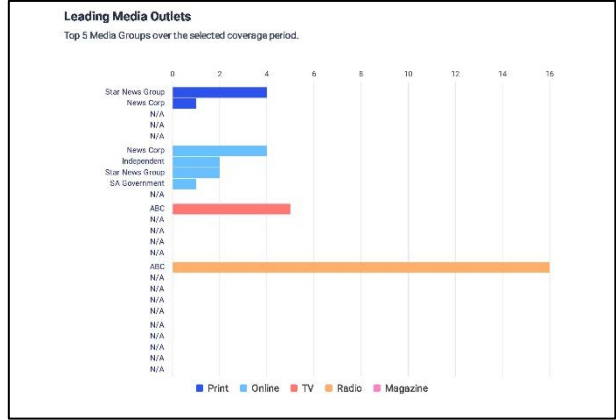
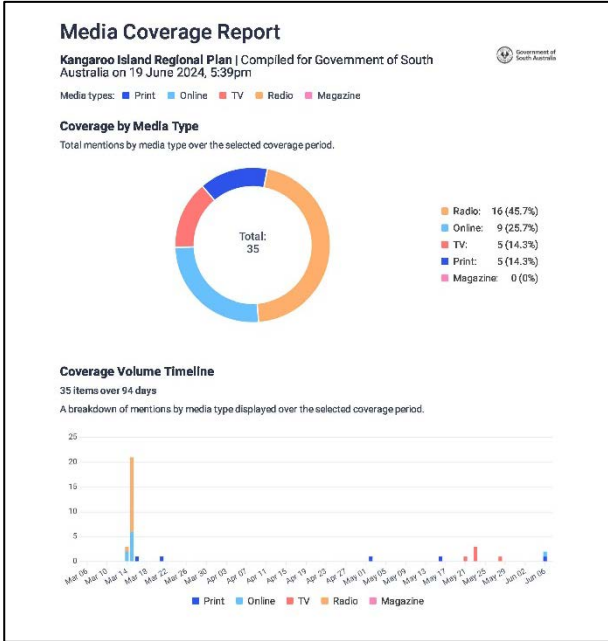
State Planning Commission

Government of South Australia

Media release:

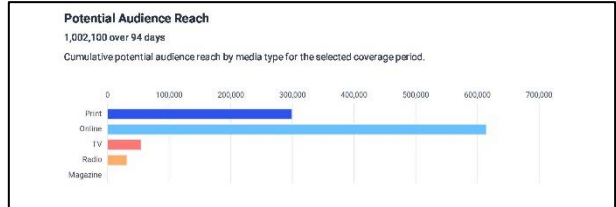
Ministerial media release 14 March 2024: [Shaping Kangaroo Island for Generations](#)

Media Coverage Report:



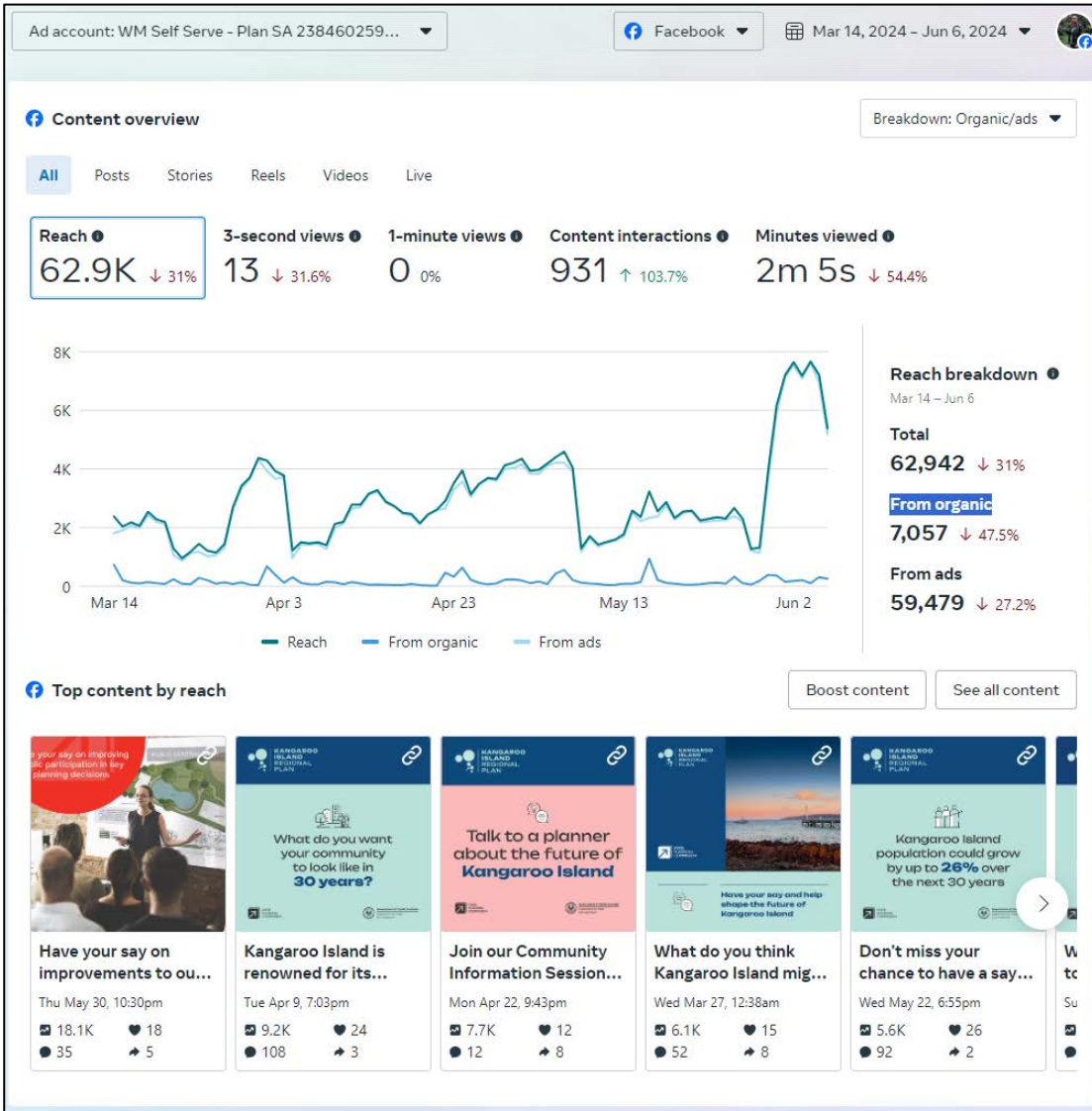
Leading Print Sources		Leading Online Sources	
Leading Print sources		Leading Online sources	
#1 The Islander	4	#1 The Islander	2
#2 The Advertiser	1	#2 Mirage News	1
#3 N/A		#2 Premier of South Australia	1
#4 N/A		#2 The Advertiser	1
#5 N/A		#2 The Chronicle (Toowoomba)	1

Leading TV Programs		Leading Radio Programs	
Leading TV programs		Leading Radio programs	
#1 Secret Science	5	#1 Afternoons with Nikolai Beilharz	11
#2 N/A		#2 Breakfast with Georgia Roberts	2
#3 N/A		#2 Breakfast with Tom Mann	2
#4 N/A		#4 Mornings with David Bevan	1
#5 N/A		#5 N/A	



Social media

PlanSA Facebook



Planning Ahead newsletter articles

[Newsletter Special Edition - 14 March 2024](#) | [View Newsletter](#) | [PlanSA](#)




[Newsletter June 2024 Edition](#) | [View Newsletter](#) | [PlanSA](#)



YourSay

[Kangaroo Island Regional Plan Visioning \(Phase 2\)](#)



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Kangaroo Island Regional Plan Visioning

Consultation has concluded
We are seeking stakeholder feedback to help inform the development of a new Regional Plan for Kangaroo Island.

What's being prepared?

Regional plans play a significant role in identifying land use and long-term infrastructure needs to support sustainable growth within the regions of South Australia. They highlight how these important changes can be accommodated over a 15 to 30-year period, by investigating and guiding:

- where houses and employment land will go
- how housing and population will be serviced
- what infrastructure is needed and how it will be provided; and
- different growth scenarios (and implications for these scenarios).

To help guide the development of the draft Kangaroo Island Regional Plan, we want to hear about what issues and opportunities you see for land use planning, infrastructure and the public realm, as well as what you think is needed to support sustainable growth on the island.

The South Australian Planning Commission (the Commission) will work collaboratively with council, key stakeholders and the community throughout the preparation of the draft Kangaroo Island Regional Plan to identify the vision and priorities for the island, and to complement the range of strategic work already completed or being undertaken by council.

Background

Lifecycle


- 1. **Open**
Feedback for the Visioning Workshop has now closed. Information provided will be used to help inform the draft regional plan, with a period of community consultation to follow in late-2023.
- 2. **Under Review**
Feedback provided will be reviewed and used to help inform the draft Kangaroo Island Regional Plan.
- 3. **Final report**
A What We Heard Report highlighting the feedback received during the Visioning Workshop can now be found in the 'Documents' section of this website.

Documents

[Kangaroo Island Regional Plan \(Phase 3\)](#)

yourSky

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KANGAROO ISLAND REGIONAL PLAN

STATE PLANNING COMMISSION

Have your say and help shape the future of Kangaroo Island

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Kangaroo Island Regional Plan

Consultation has concluded

[Click here to provide feedback via the Kangaroo Island Regional Plan Survey](#)

Have your say on the [Kangaroo Island Regional Plan](#)

Key Dates

- Kangaroo Island Regional Plan - Engagement Open
14 March 2024
- Kangaroo Island Regional Plan - Engagement Closed
06 June 2024