



City of Port Lincoln

DRAFT

MARINE

INFRASTRUCTURE

AND FACILITIES

STRATEGY

2025-2035





ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the Barngarla People, the Traditional Owners of the land on which the City of Port Lincoln rests and their continuing connection to land, sea, culture and community. We pay our respects to Elders past, present and emerging, and we extend that respect to other Aboriginal and Torres Strait Islander people in our community.

Prepared by **City of Lincoln**
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INTRODUCTION

PURPOSE

The purpose of the Marine Infrastructure and Facilities Strategy is to plan for the efficient and environmentally sustainable management, maintenance, renewal, and upgrade of Council's coastal and marine assets.

The City of Port Lincoln manages assets and delivers services, including boat ramps, jetties, breakwaters, and sea walls along 21 kilometres of coast. It is responsible for assets owned or managed along the coast and liability may be incurred if protection items fail due to lack of oversight or maintenance. Council also maintains coastal paths and beaches under its care and control to support recreation and conservation of natural assets. Coastal and marine facilities and infrastructure support:

- commercial fishing and aquaculture
- recreational camping, boating, and fishing
- swimming, and beach activities.
- community wellbeing activities

STRATEGIC ALIGNMENT

CITY OF PORT LINCOLN STRATEGIC OBJECTIVES:

Council owned, and managed Coastal & Marine Facilities contribute to the achievements of Council’s Strategic Objectives as shown in Figure 1 below.



Goal 1: Economic Growth and Opportunity

- Boat ramps and jetties for recreational fishing, fish cleaning facilities
- Marina pontoon used by tour boat operators and charters



Goal 2: Liveable and Active Communities

Goal 5: Community Assets & Placemaking

- Providing access for all to the foreshore beach
- Boat ramps and jetties for recreational fishing, fish cleaning facilities
- Swimming enclosure



Goal 4: Sustainable Environment - Key Focus Areas

- Improving the state of our natural environment including the pristine protected coastal environment
- Taking a leadership role in preparedness and community resilience including coastal hazard adaptation
- Invest in Council’s infrastructure to improve resilience to climate change

Figure 1. Contribution of Coastal & Marine Facilities to Strategic Objectives
(See Appendix 1 for a full summary)

A key challenge for Council is balancing commercial, recreational, and environmental considerations as well as the financial impact and cost to ratepayers. We also need to take a long term view to understand the impact of climate change on our coastal infrastructure and plan to improve their resilience through coastal hazard adaptation planning.

SCOPE

The Strategy is limited to Council owned and managed assets:

- Port Lincoln Town jetty and Port Lincoln Tourist Park (Kirton Point) Jetty
- Boat Ramps - Axel Stenross, Billy Lights Point, Proper Bay, Port Lincoln Tourist Park, and Snapper Rock
- Boat Ramp Facilities - Supporting infrastructure including fish cleaning facilities, lighting, and car parks
- Protection assets – Groynes, breakwaters and revetments, seawall
- Lincoln Cove Marina

While recognising that other supporting infrastructure including parks, playgrounds, trees, and toilets can contribute to the amenity of these places they are outside the scope of this strategy and covered in Council's Open Space Strategy (2021) and other programs.

The Parnkalla Trail is an important and well-loved coastal path that varies in quality across the different sections. Future development and on-going management of the Parnkalla Trail is included in the City of Port Lincoln Walking & Cycling Strategy.



As someone in a wheelchair I feel it is thought out and inclusive for all
(Foreshore Consultation)

LINKS TO OTHER COUNCIL PLANS AND STRATEGIES

- Access and Inclusion Plan
- Strategic Asset Management Plan
- Open Space Strategy
- Stormwater Management Plan (2019)
- Economic Development Strategy (2023-26)
- Environmental Sustainability Strategy (2025-2034)



Figure 2. Coastal Assets Ownership (See Appendix 2 for more detail)

REGIONAL AND STATE PRIORITIES

The SA Government Marine Assets Management Plan acknowledges that:

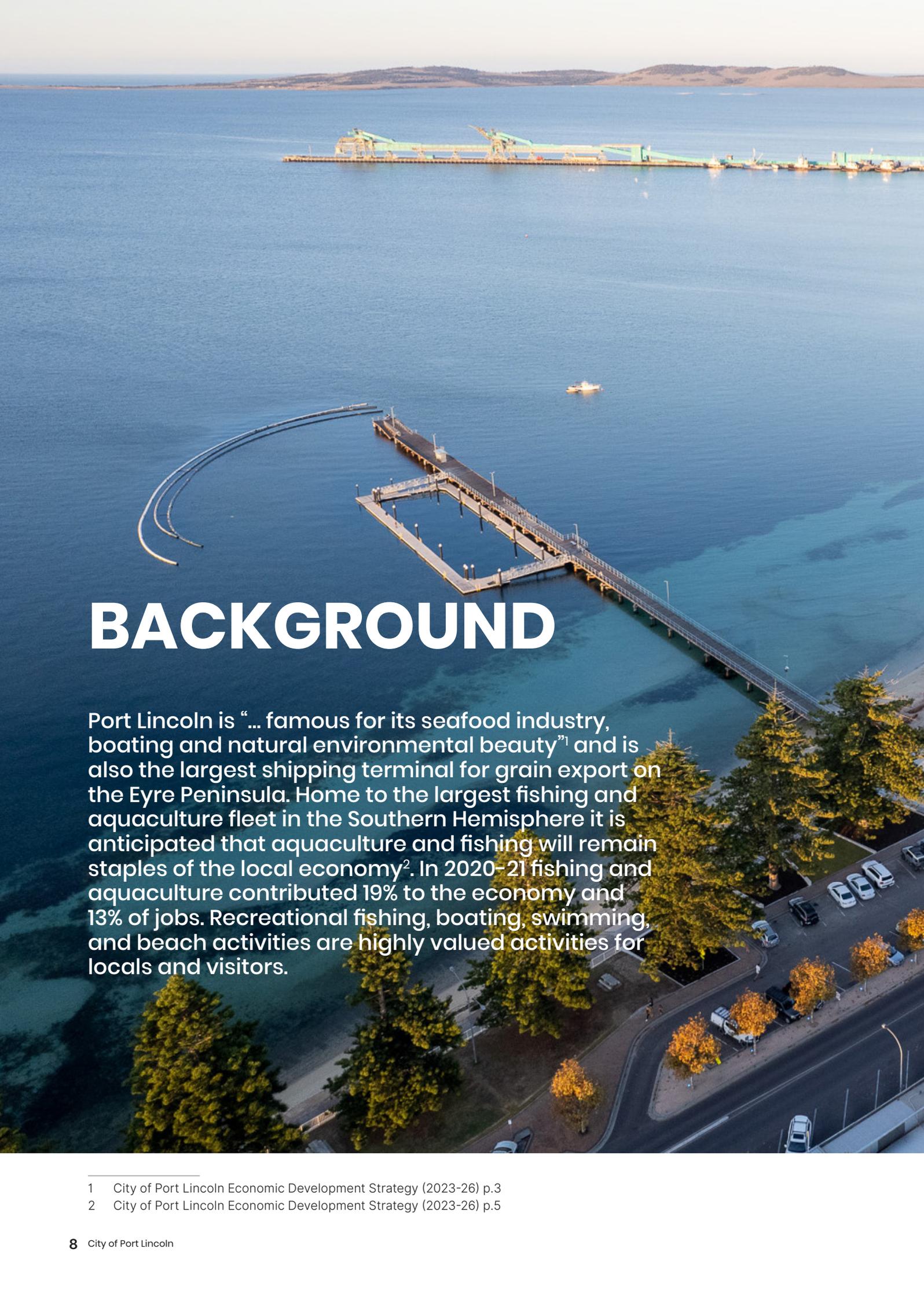
Marine assets that activate coastal environs and contribute to the economic prosperity, quality of life and enjoyment for all South Australians.

SOUTH AUSTRALIAN BOATING FACILITIES STRATEGIC PLAN

This plan identifies three key priority areas for the allocation of facilities funding, generated through the Marine Facilities Fund:

1. Activating key boating hubs
2. Connecting key boating routes
3. Improving safety outcomes

The South Australian Boating Facilities Strategic Plan also includes a Boat Ramp Classification based on service levels.



BACKGROUND

Port Lincoln is “... famous for its seafood industry, boating and natural environmental beauty”¹ and is also the largest shipping terminal for grain export on the Eyre Peninsula. Home to the largest fishing and aquaculture fleet in the Southern Hemisphere it is anticipated that aquaculture and fishing will remain staples of the local economy². In 2020-21 fishing and aquaculture contributed 19% to the economy and 13% of jobs. Recreational fishing, boating, swimming, and beach activities are highly valued activities for locals and visitors.

¹ City of Port Lincoln Economic Development Strategy (2023-26) p.3

² City of Port Lincoln Economic Development Strategy (2023-26) p.5





COMMERCIAL FISHING

AQUACULTURE

Aquaculture is the fastest growing primary industry in Australia and aims to meet the ever-increasing global demand for seafood as well as serving other purposes such as ecosystem services, and carbon and nutrient offsets through bivalve mollusc and seaweed production for example. South Australian aquaculture has a reputation for producing safe, sustainable, high quality and high value seafood products. The direct value of SA aquaculture production in 2020–21 was \$200.1 million.³

SOUTHERN BLUEFIN TUNA

The farming of Southern Bluefin Tuna generates the highest farm-gate sales in South Australia's industry. Tuna farming is unique to South Australia. Its development in 1991 drew attention to the potential of South Australia's aquaculture. All of Australia's Southern Bluefin Tuna are farmed in waters off Port Lincoln.⁴

PRAWN FISHING

There are 39 commercial prawn fishery licences for the Spencer Gulf Prawn Fishery (SGPF). The SGPF is certified by Marine Stewardship Council – best practice ecologically sustainable fisheries management.⁵

MARINE SCALEFISH

Changes in management arrangements have reduced the number of active licence holders "with the fishery becoming almost exclusively confined to gulf waters, around the major regional centres of Port Lincoln and Ceduna, and a few protected bays on the west coast of the Eyre Peninsula".⁶

MUSSELS

All South Australian mussel farms are found in the Lower Spencer Gulf, around Port Lincoln.

YELLOWTAIL KINGFISH

South Australian Yellowtail Kingfish are hatched in land-based facilities on Eyre Peninsula. They are then moved to sea-cages in the Spencer Gulf.

3 <https://yoursay.sa.gov.au/aquaculture-zones-policy-lower-ep>

4 https://www.pir.sa.gov.au/primary_industry/aquaculture/marine_aquaculture viewed 18 January 2023

5 PIRSA 2020 Management Plan for the South Australian Commercial Spencer Gulf Prawn Fishery

6 Smart, J et al, 2022 Assessment of the South Australian Marine Scalefish Fishery Report to PIRSA



“People love to walk the jetty or fish”.

Foreshore project consultation (2021)

TOURISM AND VISITATION

Tourism on the Eyre Peninsula is a major contributor to the region’s economy, with a total visitor spend of \$591 million in the year ending December 2023.⁷ There were 137,000 visitors to Port Lincoln in 2023 who spent \$128 million.⁸

The SA Tourism Commission (SATC) report that opportunities to increase tourism will be those that capitalise on the region’s pristine nature, immersive wildlife experiences and coastal lifestyle.⁹ Tourism is an important part of Port Lincoln, and it is renowned as a hub for unique and nature-based wildlife encounters. The SA Regional Visitor Strategy includes wildlife encounters as one of five brand pillars that set SA apart from its competitors (SA Regional Visitor Strategy 2021 p. 19). A 2017 study of shark diving tourism (Australian Institute of Marine Sciences) found that the shark cage diving industry off Port Lincoln contributed \$7.8M in direct costs to the economy in 2013-14. On top of costs directly associated with shark viewing white shark tourists spend as much again in the region, the study also found that 83% of white shark cage divers would not have visited Port Lincoln if the cage diving opportunity had not been available.¹⁰

COMMUNITY WELLBEING

Jetties and boat ramps as well as beaches and coastal walking trails all support swimming, walking and recreational fishing which contribute to community wellbeing.

RECREATIONAL FISHING

A recent definition of recreational fishing is “*fishing activities undertaken either for personal consumption or for fun, sport, thrill of the catch or social bonding*” (Arlinghaus et al. 2010). Recreational fishing is an important aspect of social, cultural, and economic life in South Australia.¹¹

As at end June 2024 1,279 recreational fishing boats were licenced to addresses in postcode area 5606 (Port Lincoln) and 744 in postcode area 5607 (Boston).

7 SATC The Value of Tourism in Eyre Peninsula Year End December 2023

8 TRA cited in COPL Strategic Directions Plan (2024-2034)

9 SATC The Value of Tourism in Eyre Peninsular Year End December 2023

10 Study uncovers value of shark dive tourism | AIMS

11 PIRSA (2020) Management Plan for Recreational Fishing

CURRENT SITUATION

1 PORT LINCOLN TOWN JETTY

The iconic Town Jetty attracts both visitors and locals providing a destination for recreational fishing, walking, and swimming. Council renewed the jetty as part of the Foreshore Project in 2024 and entered into a new 20 year lease with the Department of Transport (DIT) until 2044. Under the terms of the lease Council is responsible to maintain the jetty in 'good working order and fit for purpose'.

Berthing at the Town Jetty is limited to small vessels for passenger pick-up or drop off within the following parameters – overall lengths 20m, beam 6.5m and tonnage 50 t and only beyond Bent 16. The Port Lincoln Jetty Maintenance Plan (Infrastructure Consulting, 2024) recommended that consideration be given to installing fenders to assist in absorbing vessel berthing loads.

2 SWIMMING ENCLOSURE

The swimming enclosure, adjacent to the Port Lincoln Town Jetty, is a valued community asset, highly utilised in the summer months and with considerable use in all seasons. There is an expectation that the enclosure will be a barrier to predators, provide access for all abilities and provide a place to sit and relax.

The design life of the current pontoon structure installed in 2015 is 25 years. Renewal works completed in the 2023/24 financial year included installation of new piles combined with an ongoing maintenance program aims to extend the useful life of the existing swimming enclosure for, at least, another 16 years.

Damage to pontoons floats and frames in rough weather conditions continues to occur from excess stress with the pontoons over wave crests. Plastic floats can usually be swapped out with spares kept offsite and successfully plastic welded to be used again, but when they break again may need to be replaced.



Figure 3. Esperance, Western Australia – Lap Pontoon and shark barrier



Figure 4. Kirton Point Jetty

LONG TERM PLANNING FOR SWIMMING ENCLOSURE REPLACEMENT

In August 2023 Council resolved to explore options and feasibility of the potential to construct a walk-in tidal beach enclosure for the community. There are a number of options which could be considered. For example, at Esperance, Western Australia a lap pontoon and separate shark barrier have been installed at a cost of \$832, 000 (2021) and shown in Figure 3.

3 KIRTON POINT JETTY AND CAUSEWAY – PORT LINCOLN TOURIST PARK

Constructed in 1961 the southern structure comprises a 60 metre long causeway between the Kirton Point jetty and the shoreline with a concrete footpath on top of the causeway providing access to the jetty. Short life components of the jetty (deck and handrails) are due for renewal in 2033 while long life components, such as substructure and piles have a life of 100 years and due for renewal in 2104.



Figure 5. Port Lincoln Boat Ramp Locations

4 BOAT RAMPS

Boat ramps provide places for recreational and commercial boaters to launch and retrieve their boats supporting fishing and tourism activities. Recreational Vehicle (RV) camping is also provided at Billy Lights Point and Axel Stenross at a cost of \$13.50 per night.¹ This can cause a conflict of use between camping and boat launching during busy summer periods.

Community expectations about amenities that should be provided at boat ramps including fish cleaning stations, lighting and parking continue to increase. In addition, the Axel Stenross boat ramp requires periodic dredging to remove sand and seagrass which accumulates around and inside the boat ramp. Some concerns have been raised about harbor navigation lights and other navigational aids.

The South Australian Government collects a facilities levy from recreational boat licence fees. The SA Boating Facilities Fund has predominantly been used, in partnership with councils who co-contribute to the capital cost of marine infrastructure and maintain the infrastructure on a daily basis, to build and improve boating infrastructure across South Australia's waterways (South Australian Boating Facilities Strategic Plan).

Axel Stenross has previously been redeveloped with a \$772,765 contribution from the SA Boating Facilities Fund Marine Facilities Fund. As components of boat ramps show as at end of useful life in financial asset register there are opportunities to consider upgrading rather than like for like renewal.

5 PROTECTION ASSETS

There are a range of coastal protection assets including revetments and groynes associated with boat ramps and the Lincoln Cove Marina as well as the 'Town beach' sea wall. The condition of the seawall is not known however works associated with the Parnkalla Trail (west) and construction of a ramp identified structural weaknesses in the seawall. In particular repairs required to the seawall however it was noted that the life span of the repair work could not be confirmed, and that Council review the repair in 5-10 years. Groynes and revetment are not included on Council's asset register so the useful life and asset condition is not currently recorded. Port Lincoln Coastal Scoping Project Report (Integrated Coasts, 2022) noted that two groynes were installed between 1950 and 1975 on the coast of the Port Lincoln Tourist Park, presumably to provide a swimming beach.

6 BEACHES

While access to beaches is highly valued by visitors and locals' responsibility for maintenance and on-going stewardship of 'the beach' is complex as tenure up to the median high water mark varies.

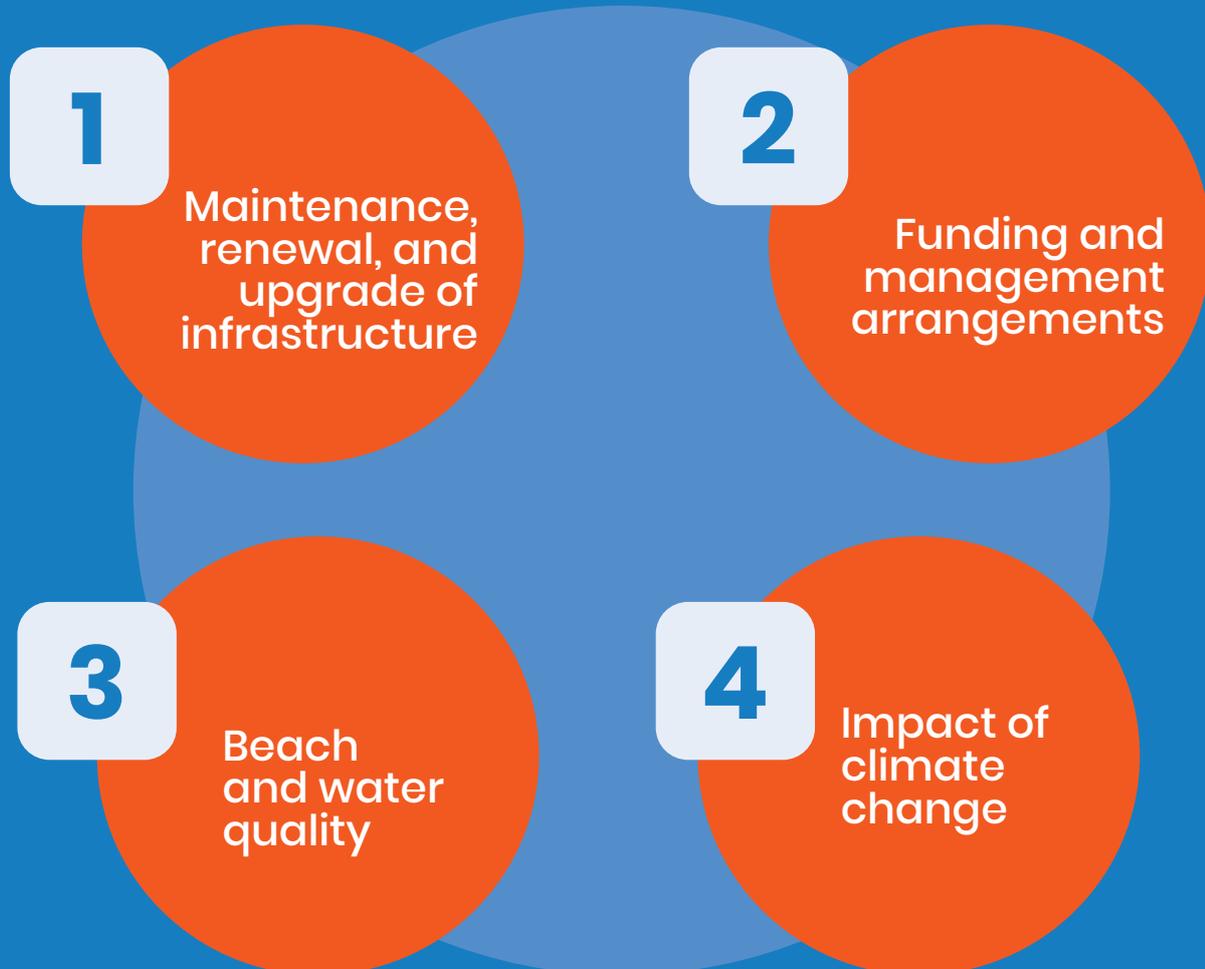
Council currently provides a 'basic' grading service on the North and South Point Beaches (Lincoln Cove Marina) on an annual basis to address sand drift at both locations. Sand drift is also addressed on Laguna beach annually.

Council also contributes to the annual dredging of the channel in front of the yacht club which silts up every year due to sand drift and the Eyre Street stormwater outlet. The town beach is also graded periodically.

¹ Camping fees at Lincoln National Park are from \$21.90 per night.

STRATEGIC ISSUES AND OPPORTUNITIES

As a result of the analysis above the following strategic issues and opportunities have been identified:



PRIORITY ACTIONS

1

MAINTENANCE, RENEWAL, AND UPGRADE OF INFRASTRUCTURE: DEVELOP COASTAL AND MARINE FACILITIES ASSET MANAGEMENT PLAN

To ensure that Council's coastal and marine infrastructure continues to support the achievement of its Strategic Directions Plan goals and objectives we will develop a Coastal and Marine Facilities Asset Management Plan.

The aim of the Plan is to:

- confirm service levels to be provided
- ensure that inspection and maintenance of coastal and marine infrastructure meets legislative and operational requirements
- ensure assets are maintained at a safe and functional standard that is financially sustainable¹

Outcomes

- Service levels confirmed, regular inspections conducted, and maintenance completed.
- Identify renewal and upgrade needs for Coastal and Marine Facilities Asset Management Plan (MFAMP) and the Long Term Financial Plan (LTFP)
- Develop cost forecasts and timeframes

In developing the Plan, we will:

- Ensure that all marine assets under Council's ownership, care and control are included in Council's asset register
- Complete condition assessments for all marine infrastructure, where this information is not currently available
- Engage with stakeholders to determine appropriate levels of service including consideration of:

Quality/condition: How good is the service?

Function: Does it meet users' needs?

Capacity/Utilisation: Is the service usage appropriate to capacity

¹ City of Port Lincoln, Strategic Asset Management Plan 2025 -2034 (adopted June 2024)

1.1. JETTIES

The Port Lincoln Jetty Maintenance Plan (Infrastructure Consulting 2024) includes a three level inspection regime to identify required maintenance works throughout the life of the jetty based on the Wharf Service Condition Assessment Manual Maintenance Priority System.

Priority Actions

- Undertake, as a minimum, 3 monthly (Level 0), 1 yearly (Level1) and 5 yearly (Level 2) inspections in accordance with DIT Marina Asset Inspection Strategy. Additional inspections are required following severe weather or tidal events, fire or irregular berthing.
- Investigate installation of fender system to assist in absorbing vessel berthing loads.

Outcomes

- Annual Maintenance Program in line with *Port Lincoln Jetty Maintenance Plan*.
- Appropriate fendering system for town jetty

1.2. BOAT RAMPS

Priority Actions

- Complete lighting improvements at Billy Lights Point (\$2,000 24/25 budget)
- Install fish cleaning station at Axel Stenross Boat Ramp (\$33,000 24/25 budget)
- Undertake periodic dredging program at Axel Stenross Boat Ramp to maintain required channel depths.
- Audit boat ramp facilities to confirm service levels, ensure compliance and rank based on SA Boating Facilities Strategic Plan Boat Ramp classifications
- Develop inspection and annual maintenance program for boat ramp facilities
- Apply to SA Boating Facilities Fund for priority projects

Outcomes

- Annual Boat Ramp Maintenance Program budget including Axel Stenross Boat Ramp dredging.
- Advocate to Department of Infrastructure and Transport for improved Harbour navigation aids, as required.



1.3. SWIMMING ENCLOSURE

Priority Actions

- Twice yearly predator net rotation and cleaning and high pressure clean of step platforms.
- Six monthly inspection program including inspection of pontoons for water damage, pump out and repair as required.
- Remove Northern Gangway to reduce the risk of further damage to the pontoons and reduce horizontal load on jetty (2025/26)
- Redesign of step platforms into the water as the recessed steps are cracking.
- Annual maintenance and renewal program including installation of new joints between pontoons.
- Investigate alternative wave attenuation, including an artificial reef, and make recommendations.
- Undertake planning for swimming enclosure replacement and alternative options including feasibility of constructing a walk-in tidal beach enclosure.

Outcomes

- Annual Swimming enclosure Maintenance Program budget.
- Business Case for alternative and/or additional wave attenuation
- Business case and budget estimates for new swimming enclosure and/or alternative option.

1.4. LINCOLN COVE MARINA

Marina Refresh is one of the strategies included in the Port Lincoln Precincts Master Plan – CBD, Foreshore, Marina. The Master Plan highlights some opportunities to improve the amenity of the Marina, including improved traffic management and pedestrian safety as well as development of a multi-user pontoon to increase access for recreational and tourism craft.

Priority Actions

- Design and install a new multi-user community pontoon
- Develop a detailed Marina Master Plan and associated design concepts
- Seek external funding for implementation of the Master Plan

Outcomes

- Improved amenity and useability of the Marina promoting both tourism and liveability.

1.5. PROTECTION ASSETS

Priority Actions

- Ensure protection assets are included in Council's Asset Register
- Complete condition assessment of Foreshore seawall
- Other actions will be identified as a result of the Coastal Hazard Adaptation Plan for Port Lincoln (See Section 4 below).

Outcomes

- Comprehensive understanding of all council assets and condition.

2

FUNDING AND MANAGEMENT MODELS

An improved focus on the maintenance and renewal of valued coastal and marine assets comes with increased costs. There are opportunities to increase income from user charges as well as better plan for asset renewal in the long term.

2.1. FEES FOR UTILISATION OF BOAT RAMPS

While many South Australian councils charge for the use of boat ramps the City of Port Lincoln currently does not. Councils that charge fees generally allow for day tickets via an app or pay and display ticketing as well as annual permits.

Examples below:

- Kingston SE: 2024-25 = \$15/day or \$150 annual permit.
- Copper Coast: \$8/day annual \$110 (recreational) or \$290 (commercial)
- Lower Eyre (Coffin Bay): = \$7/day \$100 annual (recreational) or \$500 (commercial – one boat). Concession rates also available.

Priority Actions

- Investigate and engage with the community to develop a business case for introduction of fees for boat ramp usage including booking and payment options.
- Implement outcomes of business case.

Outcomes

- Improved amenity as a result of increased income for maintenance and renewal of boat ramps

RV SITES AT BOAT RAMPS

Conflicting use of the current designated RV camping and users of the boat ramps at Axel Stenross and Billy Lights Point during busy periods is causing concern. It is recommended that current arrangements for existing designated RV camping are reviewed and the feasibility and costs of alternative and/or additional RV camping incorporating a dump site is investigated.

2.2. RESOLVE LINCOLN COVE MARINA (STAGE 1) GOVERNANCE AND MANAGEMENT ARRANGEMENTS

In its current Strategic Directions Plan (2025-2034) Council has committed to:

Resolve sustainable long -term arrangements for infrastructure and activities at the Port Lincoln Marina Precinct to meet future commercial, tourism and recreational needs

(Strategic Action 1.6)

A key underlying concern with current arrangements is the sustainability of the Marina Maintenance Fund which has insufficient current and projected income to fund necessary asset renewal.

Priority Actions

- Undertake a full, independent assessment of asset condition to understand asset renewal expenditure required at the Lincoln Cove Marina.
- Complete cash flow projections to assess whether income stream including lease and licence fees, rates and potential fees for commercial use of wharf is sufficient to fund on-going maintenance and asset renewal.
- Council to agree preferred management option and negotiate with state government to achieve a financially sustainable solution.

Outcomes

- Sustainable long -term arrangements for infrastructure and activities at the Port Lincoln Marina Precinct to meet future commercial, tourism and recreational needs achieved.

3

BEACH MANAGEMENT

Actions to improve beach quality are strongly linked to Council’s Stormwater Management Plan noting that all water from Port Lincoln discharges into the ocean, although some of this is managed via detention basins and drainage reserves. Stormwater discharge points along the coastline of the township cause erosion and the quality of the water can impact the coastal environment.

3.1. STORMWATER MANAGEMENT PLAN

Implement Stormwater Management Plan actions that:

- Improve the quality of stormwater discharged to the marine environment and aim to meet targets set by the state and other regional plans within Council’s control and responsibility;
- Reduce quantity of stormwater discharged.

3.2. FORESHORE BEACH QUALITY

Identify potential actions to improve beach quality on the eastern side of foreshore beach including sand replenishment, reduning and revegetation.

3.1. MURRAY POINT MASTER PLAN

Formalise and manage beach access and camping in Murray Point Reserve.



4

IMPACT OF CLIMATE CHANGE ON COUNCIL'S COASTAL AND MARINE INFRASTRUCTURE

Council recognises that adverse impacts due to effects of climate change pose a risk to our environment, infrastructure, business and to community. Currently there is a lack of certainty around the severity of coastal risks in Port Lincoln. A more thorough understanding of local coastal processes will inform decision making about impacts of inundation and erosion on our coastal assets.

To implement Council's strategic action 4.6

“Develop and strengthen Council's approach to coastal hazard adaptation planning”, we will develop a Coastal Hazard Adaptation Plan in line with the Coastal Hazard Adaptation Guidelines (LGA 2024).”

Building on coastal scoping work completed in 2022 it will include a review of possible confluence of rain and sea events given existing stormwater flooding vulnerability and projected overtopping sea storm events, post 2070.

A specific focus will be on:

- Coastal hazard exposure and risk assessment (25/26)
- Adaptation Actions and pathways 26/27 onwards

Outcomes

A Coastal Hazard Adaptation Plan for Port Lincoln.

IMPLEMENTATION PLAN

The annual action plan includes indicative costings for priority actions where costs are known and/or can be projected. The total anticipated cost of implementing the priority actions is \$2,691,851 over 10 years including an annual estimated cost increase of 4% per year. This amount does not include any external grant funding.

In some cases, costs have been excluded, e.g., undertaking boat ramp improvements, Marina Master Plan implementation as actions are dependent on the output of other processes.

MARINE INFRASTRUCTURE AND FACILITIES STRATEGY IMPLEMENTATION PLAN

Priority 1. Maintenance, renewal, and upgrade of infrastructure

Priority Action	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	33/34	34/35
Develop Coastal & Marine Facilities Asset Management Plan (MIFAMP)		Review & update asset register Complete condition assessments Establish service levels \$20,000	Identify renewal and upgrade needs for (MIFAMP) and Long Term Financial Plan (LTFP) \$10,000	On-going						
				TBC						

1.1 Jetty Maintenance & Renewal

Jetty Inspections	3 monthly & annual inspection	3 monthly, annual and 5 yearly inspection	3 monthly & annual inspection	3 monthly, annual and 5 yearly inspection						
Jetty maintenance Program		\$3,000	\$3,120	\$3,125	\$5,000	\$5,200	\$5,408	\$5,616	\$5,824	\$10,500 \$6,032
Investigate & install fendering system				\$50,000	\$1,000,000					

1.2 Boat Ramp Maintenance and Renewal

Billy Lights Point Lighting	Audit boat ramps and determine appropriate service levels	Annual inspection & Maintenance Program	Annual inspection & Maintenance Program	Annual inspection & Maintenance Program	Annual inspection & Maintenance Program	Annual inspection & Maintenance Program (engineering assessment)	Annual inspection & Maintenance Program			
	\$2,000	\$10,000	\$10,442	\$10,444	\$10,444	\$25,000	\$10,483	\$10,902	\$11,338	\$11,792
Axel Stenross Fish Cleaning Station	Reseal Car park - Axel Stenross	Asphalt launch area - Billy Lights Point								
	\$33,000	\$110,000	\$100,000							

Priority Action	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	33/34	34/35
	Axel Stenross Dredging \$50,000			Axel Stenross Dredging \$54,000						
Upgrades as identified from audit and service level review				Upgrades as identified	Upgrades as identified	Upgrades as identified	Upgrades as identified	Upgrades as identified		Upgrades as identified
Funding for upgrades / renewal			Apply to MMF	Apply to MMF	Apply to MMF	Apply to MMF		Apply to MMF		Apply to MMF

1.3 Swimming Enclosure

6 monthly net rotation / inspection & pontoon repair										
Upgrade / renewal	\$20,000	\$20,800	\$21,632	\$22,497	\$23,397	\$24,333	\$25,306	\$26,319	\$27,371	\$28,466
	Remove northern gangway and replace pontoons with steps		Alternative wave attenuation business case	New wave attenuation	Pontoon replacement	Business case for swimming enclosure replacement				
	\$70,000	\$10,000	\$400,000	\$50,000	\$54,000	\$56,160	\$20,000			

1.4 Lincoln Cove Marina

New community pontoon	Community Pontoon Acquisition	Design & construct - Community Pontoon	Marina Pontoon Operating Plan							
	200,000	132,444	Internal							
Marina Master Plan	Develop Master Plan	Matching funding for Master Plan	Implement Master Plan	Implement Master Plan	Implement Master Plan	Implement Master Plan	Implement Master Plan	Implement Master Plan		
	\$50,000	\$								

Priority Action	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	33/34	34/35
1.5 Protection Assets										
		Ensure protection assets in asset register		Complete condition assessment of Foreshore seawall	Renew as required					
		Internal		\$20,000						

Priority 2. Funding and Management Models

Priority Action	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	33/34	34/35
2.1 Fees for Boat Ramp Usage		Business Case for boat ramp fees	Implement outcomes of business case							
		\$10,000	Internal							
2.2 Lincoln Cove Governance & Management		Asset condition assessment	Agree preferred management option							
		Cash flow projections	Negotiate with state government							
		50,000	Internal							

Priority 3. Beach management

Priority Action	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	33/34	34/35
				Identify actions to improve beach quality (Foreshore)	Agree improvement actions with DEW and EPA	Implement improvement actions				
				\$10,000	Internal					

APPENDIX 1: STRATEGIC ALIGNMENT

COUNCIL'S VISION

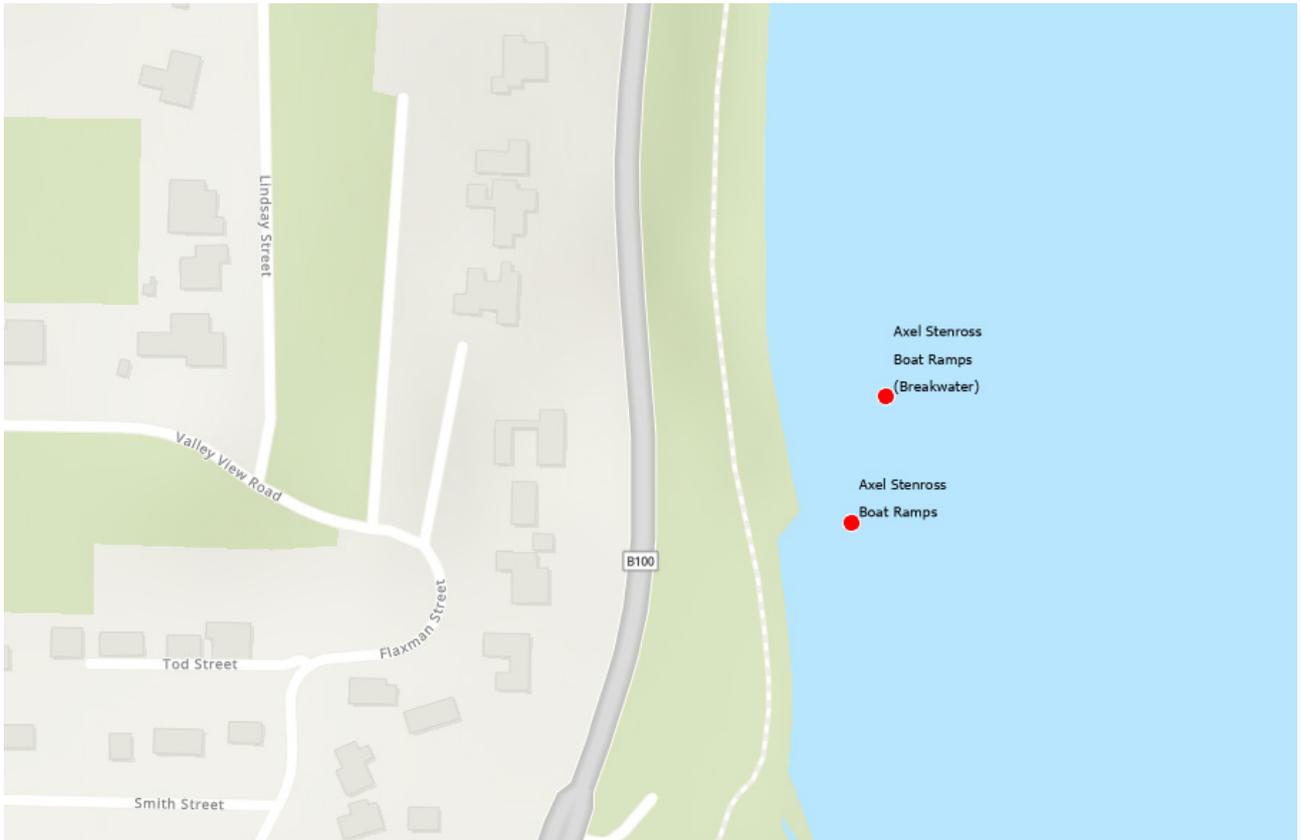
An inclusive, connected, and sustainable community committed to excellence in lifestyle, culture, industry and innovation.

How do Council owned, and managed Coastal & Marine Facilities contribute to the achievements of Council's Strategic Objectives?

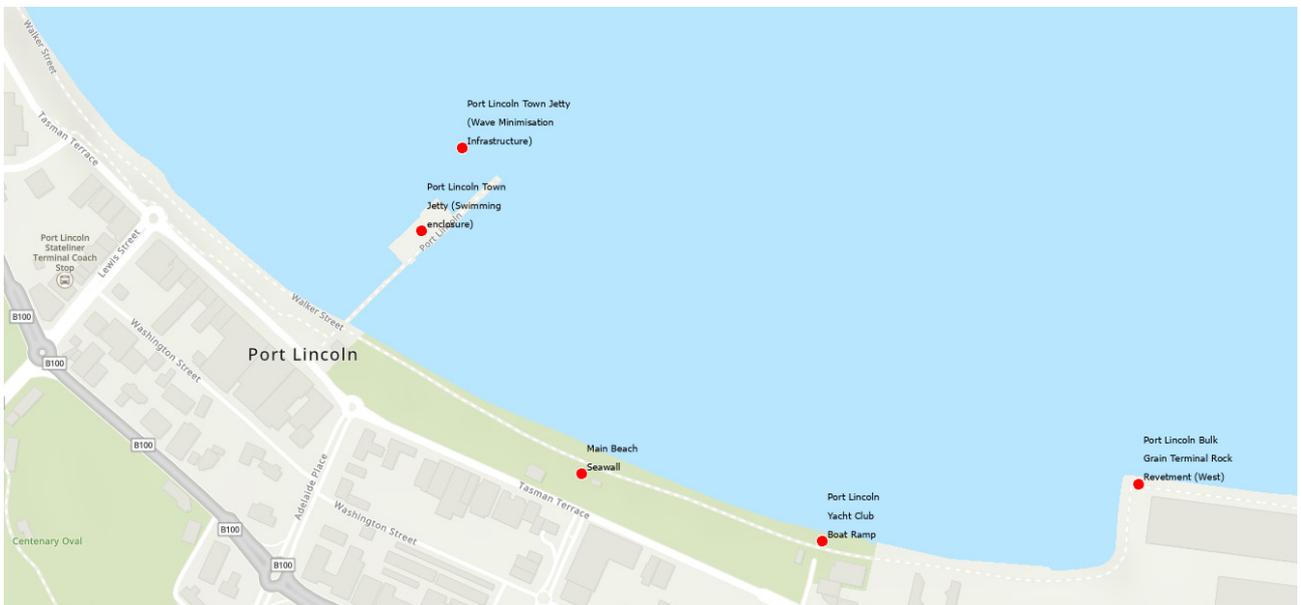
Strategic Directions Plan Goals	Contribution of Coastal & Marine Facilities
<p>Goal 1: Economic Growth and Opportunity <i>We are an innovative, diverse, and growing local economy</i></p> <p>Key Focus Areas:</p> <ul style="list-style-type: none"> • Sustainable agriculture, fishing and aquaculture sectors supported by fit for purpose infrastructure • Quality tourism and visitor experiences complementing the region's natural resources and the Seafood Capital branding <p>Strategic Actions</p> <p>1.5 Resolve sustainable long-term arrangements for infrastructure and activities at the Port Lincoln Marina Precinct to meet future commercial, tourism and recreational needs.</p>	<p>Boat ramps and jetties for recreational fishing</p> <p>Fish cleaning facilities</p> <p>Marina pontoon used by tour boat operators and charters</p> <p>Lincoln Cove Marina</p>
<p>Goal 2: Liveable and Active Communities <i>We are a healthy, safe, inclusive and empowered community</i></p> <p>Key Focus Areas:</p> <ul style="list-style-type: none"> • An active and connected community that prioritises physical and amental health, and overall wellbeing. • Opportunity for children and young people to reach their potential, older people to be valued and all people to participate fully <p>Strategic Actions</p> <p>2.3 Improver accessibility and inclusion by continuing the review and of Council's Disability Access and Inclusion Plan and associated actions</p>	<p>Providing access for all to the foreshore beach (Mobi matting and ramp).</p> <p>Coastal walking paths</p> <p>Swimming enclosure</p>

Strategic Directions Plan Goals	Contribution of Coastal & Marine Facilities
<p>Goal 4: Sustainable Environment <i>We are clean, green, renewable, and resilient</i></p> <p>Key Focus Areas:</p> <ul style="list-style-type: none"> Improving the state of our natural environment including waterways, land biodiversity and the pristine protected coastal environment Taking a leadership role in preparedness and community resilience including climate change resilience, community resilience to disasters, coastal hazard adaptation Investing in Council’s infrastructure to improve resilience against climate change and extreme weather now and into the future. <p>Strategic Actions</p> <p>1.1 Deliver the actions in the Stormwater Management Plan including water sensitive urban design, to improve stormwater management for safety, business, property protection and environmental outcomes.</p> <p>1.6 Develop and strengthen Council’s approach to coastal hazard adaptation planning.</p> <p>1.7 Develop a Climate Change Adaptation Plan</p>	<p>Stormwater infrastructure</p> <p>Protection assets.</p>
<p>Goal 5: Community Assets and Placemaking <i>We are e a welcoming, liveable, and accessible City</i></p> <p>Key Focus Areas:</p> <ul style="list-style-type: none"> Community facilities and open spaces for recreation, leisure and health and well-being are appropriately maintained and are safe, inclusive, and sustainable Marine infrastructure is fit for purpose, maintained and developed to reflect community expectations and improve aces and enjoyment of the coastal environment. Foreshore, CBD and Marina Precincts public realm activation is continued <p>Strategic Actions</p> <p>5.10 Develop a Marine Infrastructure and Facilities Strategy that guides investment and management of facilities such as boat ramps, fish cleaning stations, jetties, swimming enclosures, community pontoons and other marine infrastructure.</p>	<p>Boat ramps and jetties for community use</p> <p>Coastal walking paths Swimming enclosure</p>

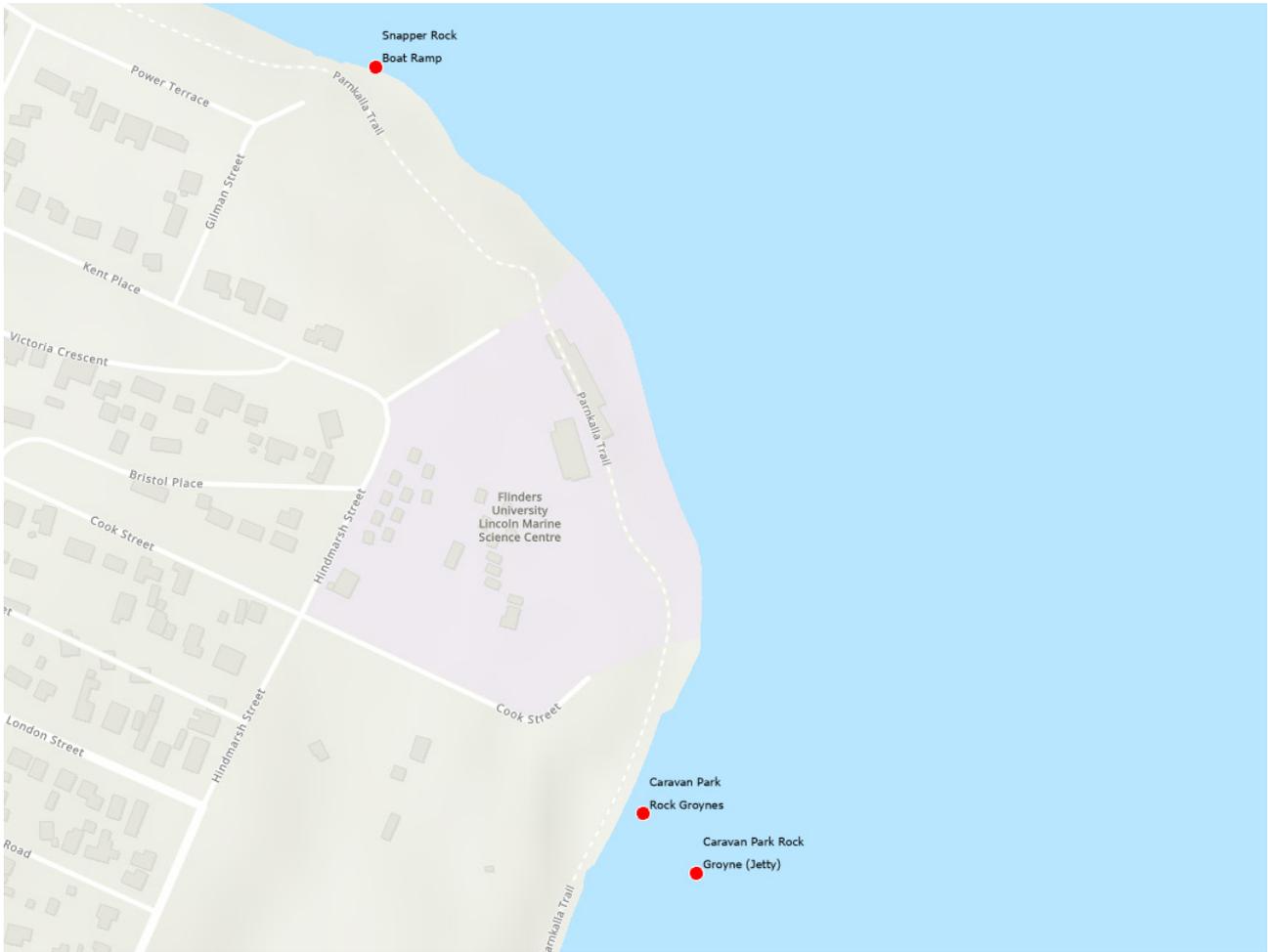
APPENDIX 2: ASSET DETAILS



Axel Stenross



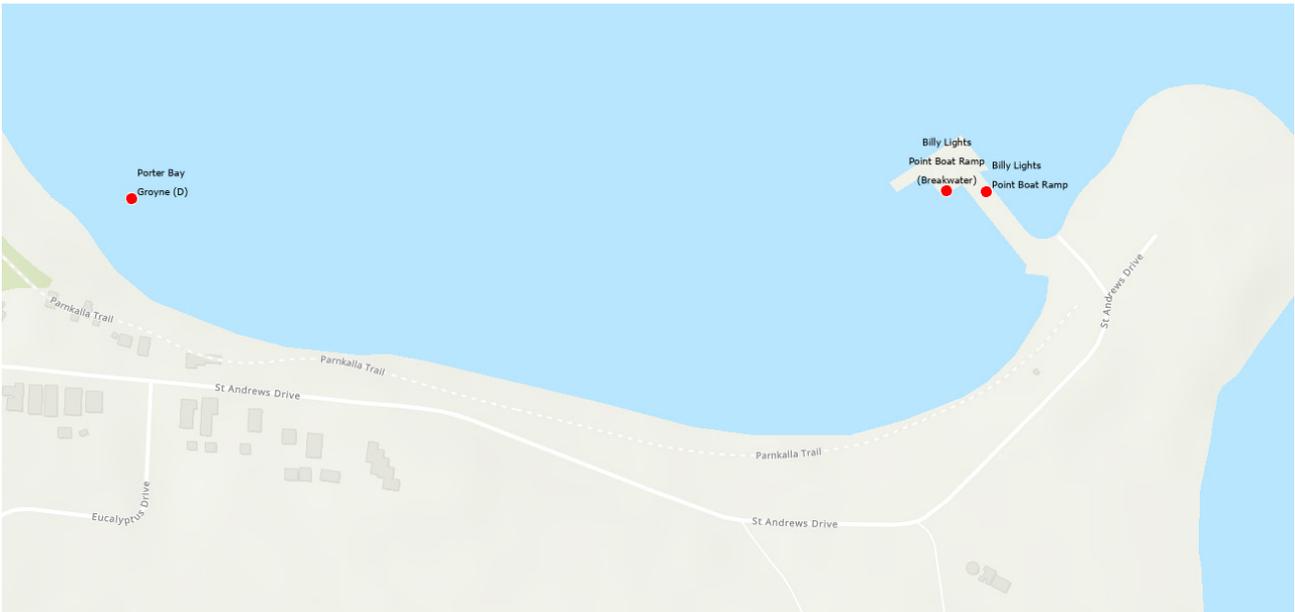
Foreshore



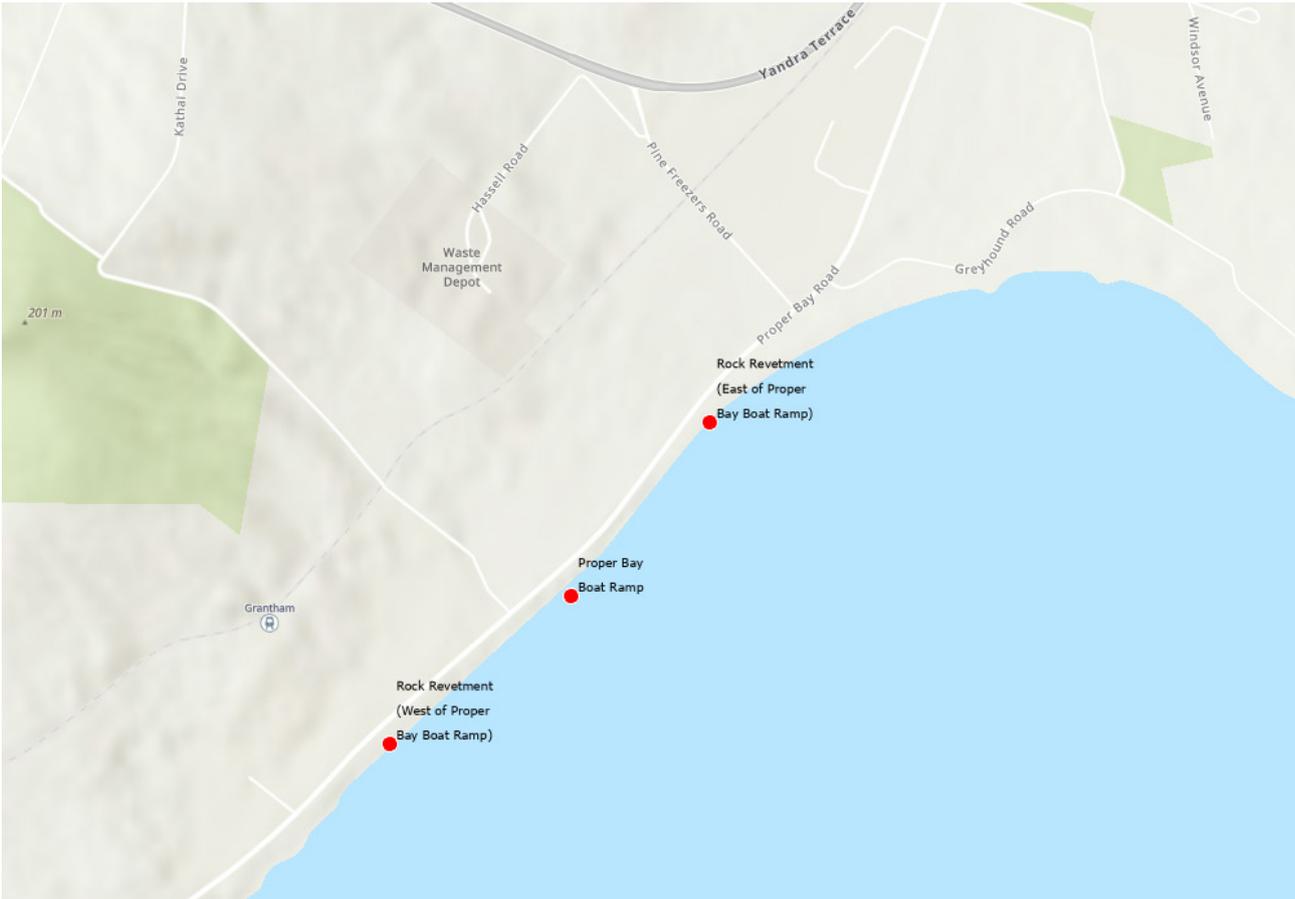
Snapper Rock and Caravan Park



Lincoln Cove Marina



Billy Lights Point



Proper Bay



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