

12.9. PROPOSED PENSIONER CONCESSION FOR WASTE DISPOSAL AT THE RRC

REPORT PURPOSE

The purpose of this report is to seek Council approval to apply a pensioner concession of 50% for Port Lincoln residents to specific landfill disposal fees.

RECOMMENDATION

That Council:

1. Endorses the application of a 50% discount for pensioners for residential waste going to landfill at the Port Lincoln Resource Recovery Centre; and
2. Approves the amendment of Policy 5.63.10 Waste Management to capture this motion.

12.10. MARINE INFRASTRUCTURE AND FACILITIES STRATEGY 2025-2035 – ADOPT FINAL STRATEGY

REPORT PURPOSE

This Report presents the results of the consultation on the final draft of the Marine Infrastructure and Facilities Strategy 2025-2035 and recommends that this be adopted.

RECOMMENDATION

That Council:

1. Notes this report and the outcomes of the community consultation process while drafting the Marine Infrastructure and Facilities Strategy 2025-2035; and
2. Adopts the Marine Infrastructure and Facilities Strategy 2025-2035 included as Attachment 1 of this Report (Document ID number 71282).

13. COUNCIL REPORTS FOR INFORMATION
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13.1. RESOLUTION ACTION STATUS REPORT

REPORT PURPOSE

The purpose of this report is to provide Council with an update on the implementation status of Council resolutions.

The Resolution Status Report provides a status of 'Completed', 'In Progress', 'Referred to other planning process' or 'Outstanding' for each item, with the report amended after each meeting to add in new resolutions and to remove all completed items.

Attached to this report is a full list of Council resolutions which require further action. In total, there are twelve outstanding actions.

RECOMMENDATION

That Council receive and note the Resolution Status Report and Attachment 75633 for 16 June 2025.

12.10 MARINE INFRASTRUCTURE AND FACILITIES STRATEGY 2025-2035 – ADOPT FINAL STRATEGY

REPORT INFORMATION								
Report Title	Marine Infrastructure and Facilities Strategy 2025-2035 – Adopt Final Strategy							
Document ID	78371							
Organisational Unit	Environment & Infrastructure							
Responsible Officer	Project Manager - Master Plan Projects - Kathleen Brannigan							
Report Attachment/s	Yes Attachment 1 - 71282 Marine Infrastructure and Facilities Strategy 2025-2035 Attachment 2 – 77230 Summary of the Final Consultation on the draft Marine Infrastructure and Facilities Strategy 2025-2035							
REPORT PURPOSE								
This Report presents the results of the consultation on the final draft of the Marine Infrastructure and Facilities Strategy 2025-2035 and recommends that this be adopted.								
REPORT DECISION MAKING CONSIDERATIONS								
Council Role	Owner / Custodian - Manage community assets including buildings, facilities, public space, reserves on behalf of current and future generations							
Strategic Alignment	SDP GOAL: Goal 5: Community Assets and Placemaking SDP ACTION: 5.10 Develop a Marine Infrastructure and Facilities Strategy that guides investment and management of facilities such as local ramps, fish cleaning stations, jetties, swimming enclosures, community pontoons and other marine infrastructure.							
Annual Business Plan 2023/24	ABP INITIATIVE: Not Applicable ABP PROJECT: Not Applicable							
Annual Business Plan 2024/25	ABP INITIATIVE: Choose an item. ABP PROJECT: Choose an item.							
Legislation	Not Applicable							
Policy	Asset Management 7.63.10							
Budget Implications	Not Applicable <table border="1"> <thead> <tr> <th>DESCRIPTION</th> <th>BUDGET AMOUNT \$</th> <th>YTD \$</th> </tr> </thead> <tbody> <tr> <td>See below</td> <td></td> <td></td> </tr> </tbody> </table>		DESCRIPTION	BUDGET AMOUNT \$	YTD \$	See below		
DESCRIPTION	BUDGET AMOUNT \$	YTD \$						
See below								

	Budget assessment comments: Adoption of the Strategy will endorse the Action Plan within, which includes a proposed increase to capital discretionary funding of approximately \$50,000 per year and identifies opportunities for a further \$2.2 million. As with all Strategies there is no formal commitment to fund the works and the recommended Actions will be considered in future budgets.
Risk Implications	Low Risk
Resource Implications	Not Applicable
Public Consultation	No
IAP2 Commitment	Not Applicable
OFFICER'S RECOMMENDATION	
That Council: <ol style="list-style-type: none"> Notes this report and the outcomes of the community consultation process while drafting the Marine Infrastructure and Facilities Strategy 2025-2035; and Adopts the Marine Infrastructure and Facilities Strategy 2025-2035 included as Attachment 1 of this Report (Document ID number 71282). 	

REPORT DETAIL

Background

The City of Port Lincoln owns or has care and control of numerous marine assets including boat ramps, jetties, breakwaters, and sea walls along 21 kilometres of coast and the Lincoln Cove Marina.

Council developed the Marine Infrastructure and Facilities Strategy 2025-2035 (the Strategy) to review the assets and to develop a strategic and focused plan to best manage these assets for the benefit of the community.

The consultant reviewed previous Council strategic documents, undertook initial consultation with stakeholders and the public in preparing the draft plan.

The draft plan was presented to Council 22 April 2025 where Council endorsed undertaking public consultation on the draft. This consultation is complete, a final draft of the strategy prepared (Attachment 1) and the results are summarised in Attachment 2.

Analysis

Strategy summary

In summary, the plan reviews the current situation, considers the ideal situation or preferred outcome, and presents a series of Priority Actions grouped in the following key areas as follows.

1. Maintenance, renewal, and upgrade of infrastructure

Development of a Coastal and Marine Facilities Asset Management Plan to guide maintenance, renewal and upgrade of Council's marine infrastructure and facilities.

Proposed priority actions

- An annual Town Jetty Maintenance and inspection Program.
- An inspection and annual maintenance program for boat ramp facilities.

- Agreement on service levels for boat ramps and apply to SA Boating Facilities Fund for priority projects.
- Preparation of a detailed Marina Master Plan and seek external funding for implementation

2. Funding and management arrangements

An improved focus on the maintenance and renewal of valued coastal and marine assets comes with increased costs. One way to counter balance such increased asset maintenance costs, is through opportunities to increase income from user charges, as well as improved asset renewal planning for the long term.

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

3. Beach management

Actions to improve beach quality are strongly linked to Council’s Stormwater Management Plan.

Proposed priority Actions

- Implement Stormwater Management Plan actions to improve the quality of stormwater discharged to the marine environment and reduce the quantity of stormwater discharge.
- Identify potential actions to improve beach quality on the eastern side of foreshore beach including sand replenishment, re-duning and revegetation.
- Formalise and manage beach access and camping in Murray Point Reserve.

4. Impact of climate change on Council’s coastal and marine infrastructure

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.

Proposed priority Actions

Develop a Coastal Hazard Adaptation Plan for Port Lincoln.

Consultation summary

The invitation to provide feedback about the draft Marine Infrastructure and Facilities Strategy was advertised via a Public Notice in the Port Lincoln Times, a Media Release, the Your Say Engagement Hub, a direct email to 32 key stakeholders, and with posters at the Council office and Port Lincoln Library. A series of Facebook posts were also published on 26 April, 2, 8, and 13 May 2025.

Attachment 2 includes a summary of the consultation undertaken and the feedback received.

Considering the feedback, in addition to addressing minor grammatical, numbering or spelling issues highlighted by the submissions, Council Administration made changes to the draft Strategy presented to Council 22 April 2025 as indicated within Attachment 2.

Outcomes

The Strategy presents Actions for future delivery (grouped as noted within the table titled “Marine Infrastructure and Facilities Strategy Implementation Plan” on page 23).

Next Steps

The proposed resolution is to adopt the revised Marine Infrastructure and Facilities Strategy 2025-2035 as attached.

Council Administration will consider the action plan in light of funding opportunities, available funding for new and upgrade works, and implement it as part of the normal Council Process.



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**
Adopted for Consultation
22 April 2025
Doc ID: 71132

City of Port Lincoln images taken by DoddLife Photography.



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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.



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 its 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 (Kirtan 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)

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.

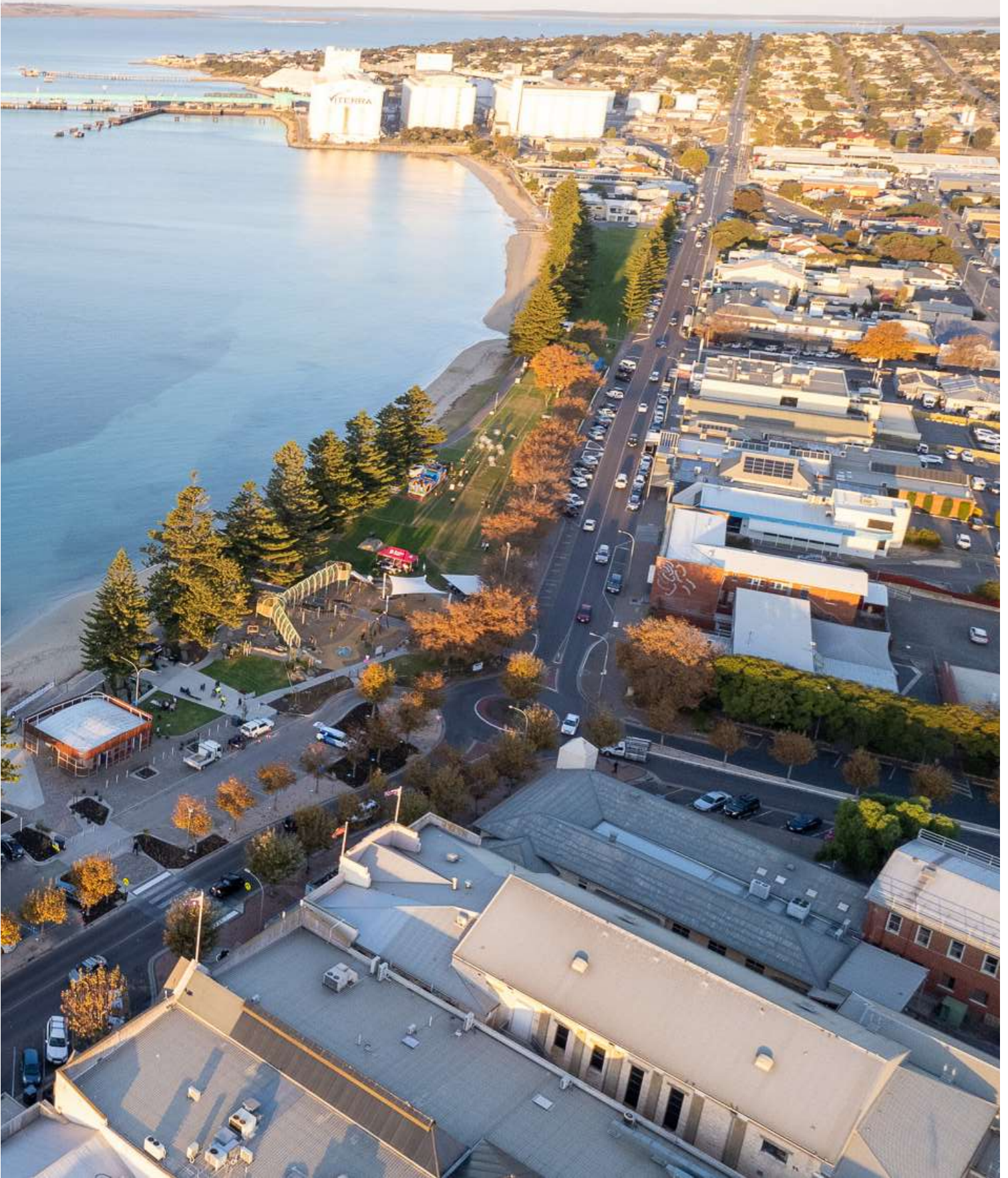


BACKGROUND

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 industry. 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.pirsa.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. Ocean swimming is a relaxing and peaceful form of exercise which can alleviate stress and improve coordination and flexibility. It can provide good low-impact therapy for some injuries and conditions. ([Reference Swimming - health benefits](#) | [Better Health Channel](#))

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 for 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 aim 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 PORT LINCOLN TOURIST PARK JETTY

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 are due for renewal in 2104.

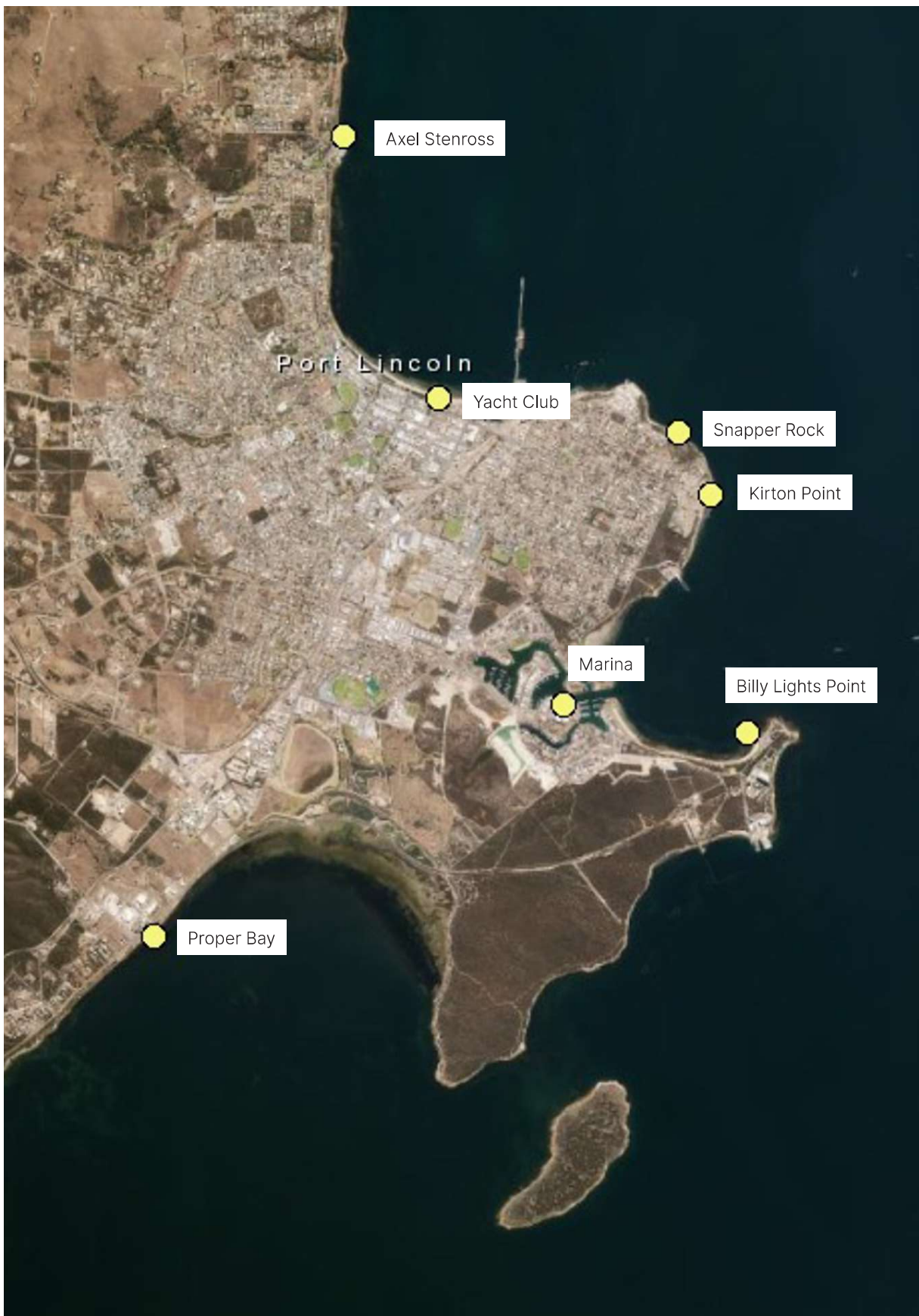


Figure 5. Port Lincoln Boat Ramp Locations

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 harbour navigation lights and other navigational aids.

The South Australian Government collects a facilities levy from recreational boat registration 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).

The boat ramp at 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 the financial asset register there are opportunities to consider upgrading rather than like for like renewal.

5 COASTAL 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, when repairs were made to the seawall 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 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.

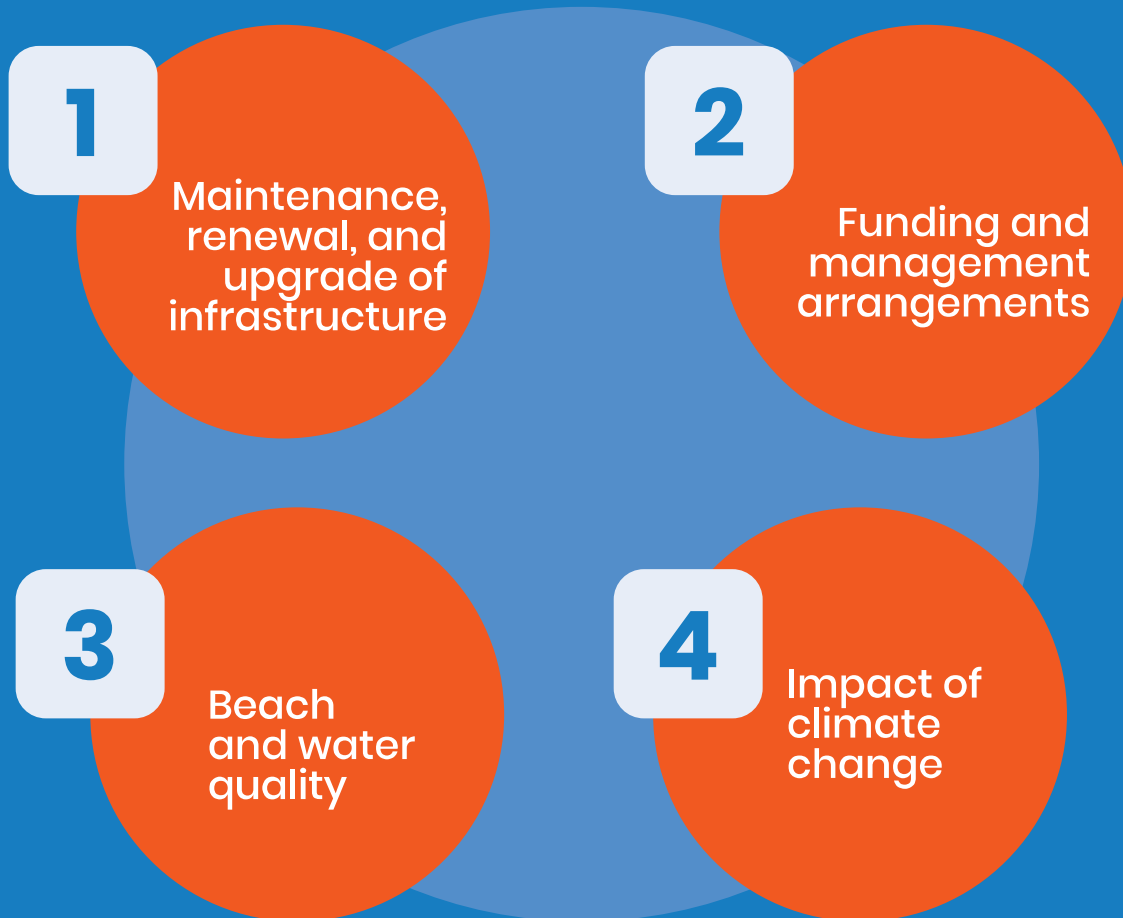
Council also contributes to the annual dredging of the channel in front of the yacht club which silts up every year due to sand drift and the Eyre Street stormwater outlet. The town beach is also graded periodically.

Council recognises that stormwater run-off can impact the quality of beaches and is committed to implementing its Stormwater Management Plan to reduce the quantity and improve the quality of storm water discharged into the ocean.

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. Additional inspections are required following severe weather or tidal events, fire or irregular berthing.
- Investigate installation of fendering system to assist in absorbing vessel berthing loads.
- Maintain the jetty in compliance with the Town Jetty lease.
- Add 5 yearly joint inspections with DIT.

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 recommend a preferred option.
- Undertake planning for swimming enclosure replacement and alternative options including the 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

The Port Lincoln Precincts Master Plan – CBD, Foreshore Marina highlights opportunities to improve the amenity of the Marina. These include 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. COASTAL 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.
- These actions include implementation of Water Sensitive Urban Design (WSUD) features in Council projects and for new residential and commercial developments.

3.2. FORESHORE BEACH QUALITY

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

3.3. 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 location, distribution and 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 (MFAMP)		Review & update asset register Complete condition assessments Establish service levels	Identify renewal and upgrade needs for (MFAMP) and Long Term Financial Plan (LTFP)	On-going	On-going	On-going	On-going	On-going	On-going	On-going
		\$20,000	\$10,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC

1.1 Jetty Maintenance & Renewal

Jetty Inspections	3 monthly & annual inspection	3 monthly & annual inspection	3 monthly & annual inspection	3 monthly & annual inspection	3 monthly, annual and 5 yearly inspection	3 monthly & annual inspection	3 monthly & annual inspection	3 monthly & annual inspection	3 monthly & annual inspection	3 monthly, annual and 5 yearly inspection
					\$10,000					\$10,500
Jetty maintenance Program		\$3,000	\$3,120	\$3,125	\$5,000	\$5,200	\$5,408	\$5,616	\$5,824	\$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 (engineering assessment)	Annual inspection & Maintenance Program	Annual inspection & Maintenance Program	Annual inspection & Maintenance Program	Annual inspection & Maintenance Program
	\$2,000	10,000	\$10,000	\$10,442	\$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			Axel Stenross Dredging						
	\$50,000			\$54,000						
Upgrades as identified from audit and service level review				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

1.3 Swimming Enclosure

6 monthly net rotation / inspection & pontoon repair										
	\$20,000	\$20,800	\$21,632	\$22,497	\$23,397	\$24,333	\$25,306	\$26,319	\$27,371	\$28,466
Upgrade / renewal		Remove northern gangway and replace pontoons with steps	Alternative wave attenuation business case	New wave attenuation	Pontoon replacement		Pontoon replacement		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			
	\$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	Renew as required	Renew as required	Renew as required	Renew as required	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 Cash flow projections	Agree preferred management option 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	Implement improvement actions	Implement improvement actions	Implement improvement actions	Implement improvement actions
				\$10,000	Internal					

APPENDIX 1: STRATEGIC ALIGNMENT

COUNCIL'S VISION

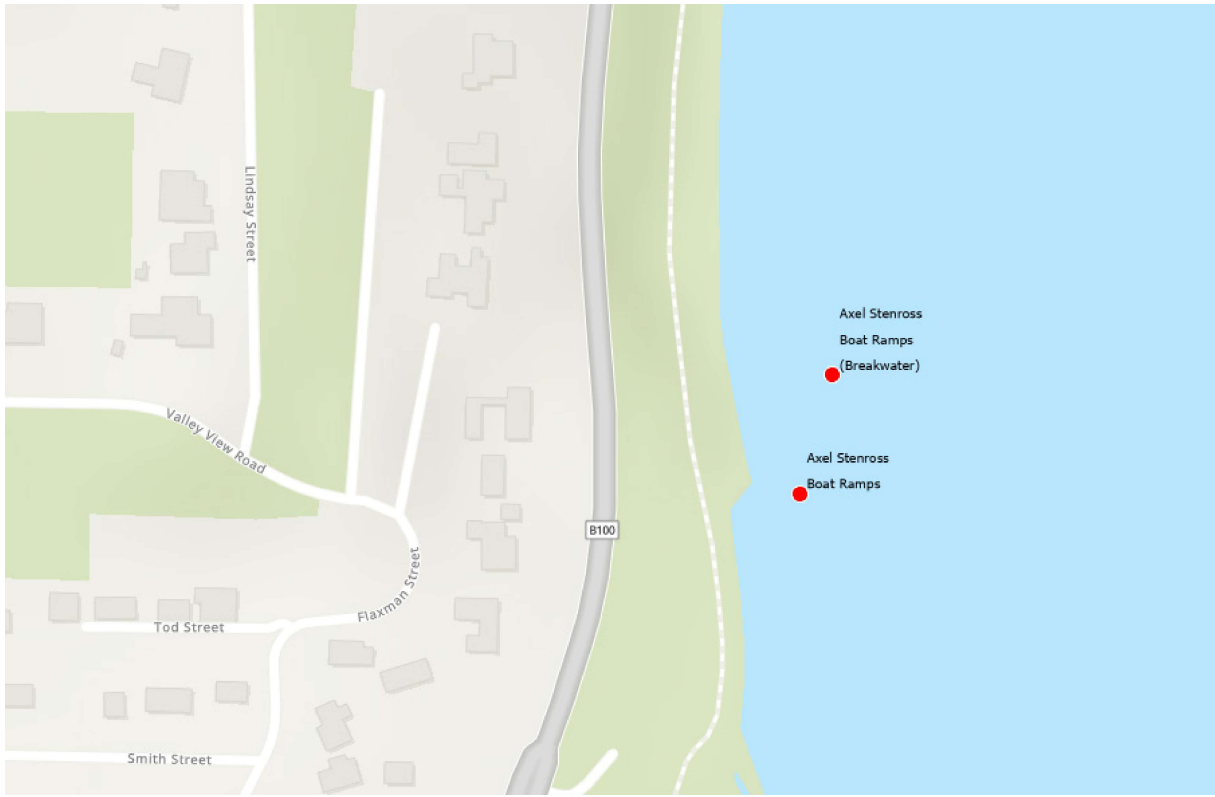
An inclusive, connected, and sustainable community committed to excellence in lifestyle, culture, industry and innovation.

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

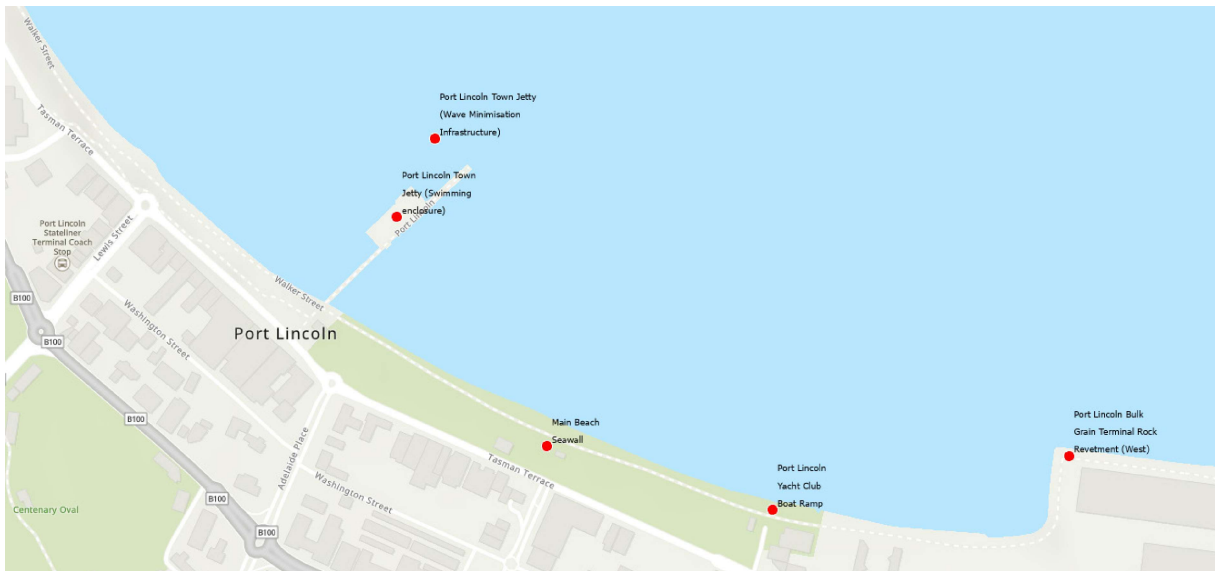
Strategic Directions Plan Goals	Contribution of Coastal & Marine Facilities
<p>Goal 1: Economic Growth and Opportunity <i>We are an innovative, diverse, and growing local economy</i></p> <p>Key Focus Areas:</p> <ul style="list-style-type: none"> Sustainable agriculture, fishing and aquaculture sectors 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>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 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 access 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>Swimming enclosure</p>

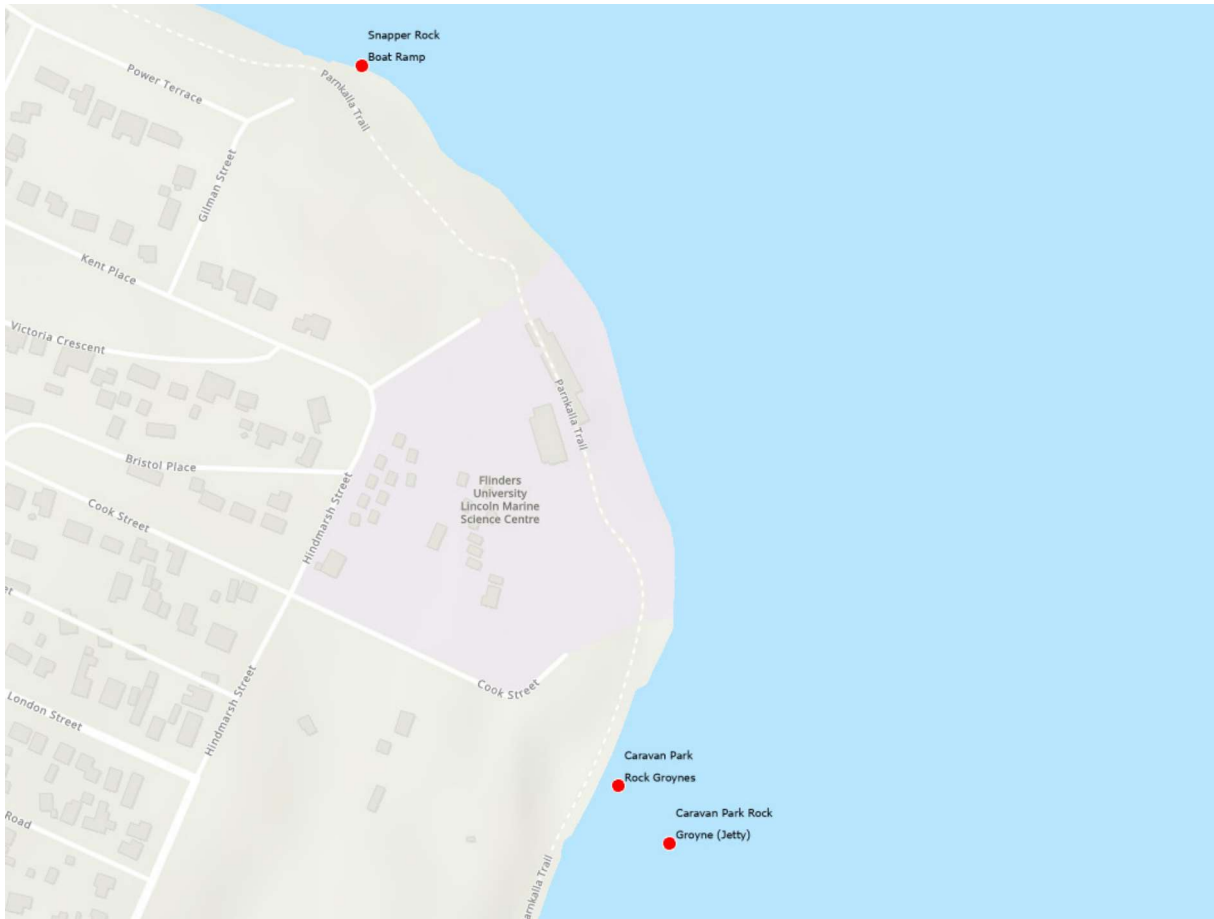
APPENDIX 2: ASSET DETAILS



Axel Stenross



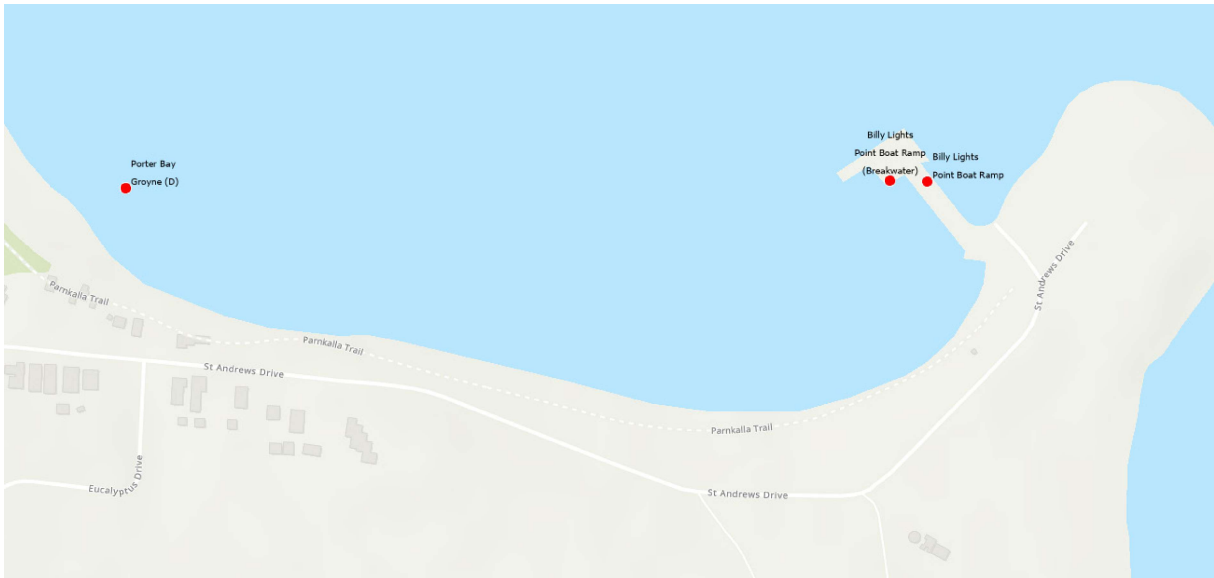
Foreshore



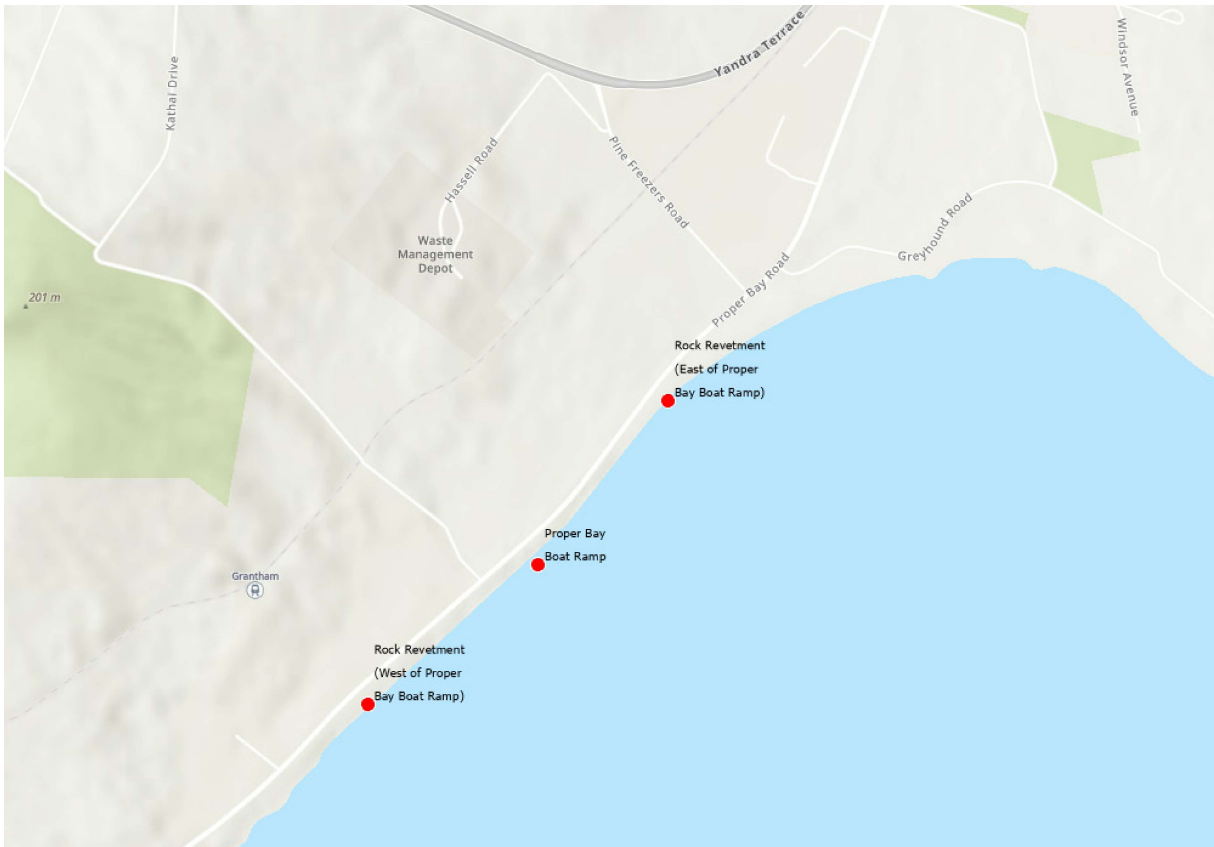
Snapper Rock and Caravan Park



Lincoln Cove Marina



Billy Lights Point



Proper Bay



For further information please contact
the Council Administration Office:

Council Administration

Level One, Civic Centre

60 Tasman Terrace, Port Lincoln SA 5606

PO Box 1787, Port Lincoln SA 5606

Telephone: 08 8621 2300

Email: plcc@plcc.sa.gov.au

Website: www.portlincoln.sa.gov.au

Facebook: www.facebook.com/cityofportlincoln

Summary Report: Feedback Draft Marine Infrastructure and Facilities Strategy

The invitation to provide feedback about the draft Marine Infrastructure and Facilities Strategy was advertised via:

- A series of Facebook posts published on 26 April, 2, 8 and 13 May 2025.
- a direct email to 32 stakeholders
- with posters at the Council office and Port Lincoln Library.
- a Public Notice in the Port Lincoln Times,
- a Media Release, and
- the Your Say Engagement Hub,

A total of five responses were received and summary of feedback, proposed responses and changes to the Strategy are included below.

Your Say

One response was submitted through Your Say about the swimming enclosure and potential fees for use of Boat Ramps.

Comment: SWIMMING ENCLOSURE

I swim each day all year round and many others with me. Esperance is situated on the ocean side of there (sic) swim closure, I would like to hear there(sic) views on the swimming area in Esperance for starters. Our swim enclosure is quiet (sic) different tidal changes and off sea line, who knows what a reef would do, would like more conferences with the city from marine people in regard to this.

Response

Priority actions for the swimming enclosure include investigation of alternative wave reduction, as the current tuna rings are not very effective in strong winds. An artificial reef is just one option that could be considered. The Business Case for alternative wave attenuation will examine the costs and benefits of a range of options and is currently scheduled for 2026/27.

Comment BOAT RAMP FEES

And as far as boat ramp fees RV stay at Billy Lights for free how does this work...? And boaties would pay? RV should pay for night only cost etc. limiting them to a minimal stay remove rubbish etc. so they don't dump water, waste etc.

Response

Discussion about Recreational Vehicle camping is included under the Boat Ramps section on p. 15 of the Draft Marine Infrastructure and Facilities Strategy and notes that a payment of \$13.50 per night is required for RV camping. Section Two of the Draft Strategy includes a recommendation to investigate and engage with the community about the introduction of fees for boat ramps usage.

It also discusses the need for a review of existing designated RV camping and recommends that the feasibility of alternative and/or additional sites are explored.

Submission from Community member

A full copy of the redacted submission is included below.

Comment: SWIMMING ENCLOSURE REPLACEMENT

The submission strongly supports retention of a swimming enclosure off the jetty noting that it enables people to access the water easier than walking in on sand and is a valuable asset to those that are less mobile. It also suggests that *“The benefits with assisting with physical and mental health and user accessibility has not been highlighted enough in this document.”*

Later in the submission a range of issues and questions are raised about a walk-in tidal beach enclosure including maintenance requirements, concerns about vandalism, weed and jellyfish build-up and impact on flow of water and sand movement.

Response

The draft Marine Infrastructure and Facilities Strategy Implementation Plan proposes development of a Business Case for replacement of the swimming enclosure, including assessment of alternative options and noting that the current swimming enclosure will be at the end of its useful life. Preparation of the Business Case will involve community consultation and consideration of the issues and questions raised in the submission.

An additional paragraph about the physical and mental health benefits of ocean swimming has been included on p.11

Comment: 1.3 SWIMMING ENCLOSURE – PRIORITY ACTIONS (P.19)

The submission contains questions about the proposed removal of the northern ‘walkway’, including who has suggested it as a solution and a request to have a set of side entrance steps re-installed.

A range of questions are raised about the sea life growing on the predator net and pontoons.

The submission also includes a request for an additional swimming enclosure at the Port Lincoln Tourist Park.

RESPONSE

Following storm damage to the swimming enclosure in September 2021 an Assessment Report on the Swimming Enclosure was undertaken by Magryn & Associates (2023) and peer reviewed by Tonkin. As a result, Council allocated funds for modification and repair of pontoons, new piles and six monthly rotation of the predator nets. At the same time, it was decided to remove the north western step platforms as three step platforms were considered sufficient.

Magryn proposed additional remedial works including removal of the north eastern gangway because it is putting a vertical load on the jetty.

Council has two nets that are rotated every 6 months so that a clean net can be put in place while the other net is removed for cleaning offsite, away from the marine environment. The pontoons are not pressure cleaned. The steps that are pressure cleaned onsite.

The Port Lincoln Tourist Park is leased to a commercial operator and there are currently no plans to construct a swimming enclosure at this jetty.

Comment: 5. PROTECTION ASSETS

The feedback proposes that the seawall along the foreshore needs to be highlighted as a priority. The submission also discusses concerns about the rock revetment wall incorporated as part of the renewal of the western end of the Parnkalla Trail.

RESPONSE

Priority actions for coastal protection assets include completion of a condition assessment of the Foreshore seawall. At its ordinary meeting on 27 June 2022 Council resolved to provide:

in-principle support for the seawall and path design along the section of the foreshore between Lewis Street and the 'fig trees' on Tasman Terrace which includes a 2-metre-wide footpath and rock revetment armour wall.

Design options considered for the western end of the seawall and path included suspended decking and rock armour revetment wall. The benefits of suspended decking over the seawall are that the path is elevated and avoids a hard engineering solution however it does not address repair and renewal of the existing seawall or on-going maintenance. The preferred option is a two-metre-wide footpath and rock revetment wall.

The Planning Permit for the construction of the widened footpath and rock revetment wall was also referred to the Coastal Protection Board before Development Approval was granted.

Department of Infrastructure and Transport - Marine Services

The Department of Infrastructure and Transport provided the following feedback:

- Request removal of a reference to an internal document
- Amending Section 3 (p.13) to make it clear that this refers to the jetty in the Port Lincoln Tourist Park not the Kirton Point T-head jetty that is Flinders Ports.
- Recommends changing Section 5 heading from Protection Assets to Coastal Protection Assets or Coastal Defences

Response

Reference to internal DIT document to be removed, proposed amendments to Section 3 and 5 accepted.

Feedback

Section 1.1. Jetties - DIT Recommendations:

- Add an additional point regarding maintaining the jetty with compliance to the jetty lease maintenance requirements
- Add requirement for 5 year joint inspection with DIT
- Remove reference to Marine Asset Inspection Strategy

Response

Recommendations about Section 1.1 accepted, and Strategy amended.

Section 1.4 Lincoln Cove Marina (p.19) - DIT Recommendations:

- Suggest further explanation of Marina Refresh section of the Port Lincoln Precincts Master Plan – CBD, Foreshore, Marina.
- Suggest engaging with DIT about the Master Plan
- Suggest incorporating the need for a Traffic Management Plan for South Quay Boulevard
- Request clarification of “... improved amenity and useability”

Response

- Marina Refresh section to be revised for clarity.
- This Strategy refers to the Port Lincoln Precincts Master Plan – CBD, Foreshore, Marina (2020). Council will engage with DIT – Marine Services in the development of the Lincoln Cove Marina and Billy Lights Point Master Plan.
- A traffic management plan will be completed as part of the Lincoln Cove Marina and Billy Lights Point Master Plan.

Section 1.5 Protection Assets p.19 - DIT suggests amending the title of Protection Assets for clarity.

Response

- Section 1.5 title to be amended to Coastal Protection Assets

TACOMA PRESERVATION SOCIETY

The Tacoma Preservation Society provided a detailed submission to the draft Marine Infrastructure and Facilities Strategy feedback process. The submission includes three proposals:

- 1) Marina Pontoon development
- 2) Upgraded Fisherman’s Memorial and Boardwalk
- 3) A Tuna Centre at the Lincoln Cove Marina

These proposals are proposed to enhance Port Lincoln’s tourism and residential population and seen as an opportunity to upgrade the Marina which is “showing signs of decay and neglect”.

It is proposed to refer the Tacoma Preservation Society’s submission as a key input into the development of the Lincoln Cove Marina and Billy Lights Point Master Plan. Council has recently engaged Oxigen to commence the Master Planning process.

Eyre Peninsula Landscape Board

Page 16, Strategic issues and opportunities

The introductory words at the top of this page state:

“As a result of the analysis above [...]”

Item 3 in the diagram mentions “water quality”, but this has not been mentioned prior to page 16. It is mentioned later in the document re stormwater, so potentially the introductory words on page 16 need to be adjusted to match the information already presented, or water quality could be included on discussion items prior to item 3.

Response

Add discussion and reference to Stormwater Management Plan to #6 Beaches section on p.15

Page 21, Beach management

3.1 Stormwater management

The EP Landscape Board would prefer to see inclusion of a specific mention of *water sensitive urban design* to improve water quality and reduce the volume of water discharged. A great example of these initiatives and possible applications can be found in this [Technical manual for water sensitive urban design in Greater Adelaide - Water Sensitive SA](#), expanding on the management of the total water cycle into the urban development process.

Response

Include an additional sentence under 3.1

These actions include implementation of Water Sensitive Urban Design (WSUD) features in Council projects and for new residential and commercial developments.

3.2 Foreshore beach quality

Currently this states:

"Identify potential actions [...]"

The EP Landscape Board recommends the inclusion of a planning statement, aligning with this strategic document's scope: *"Identify and assess potential actions"*, as we understand that identifying options just provides a list, whereas an assessment would look at feasibility and costs to guide subsequent planning.

*Items 3.1, 3.2, **3.1** – update number accordingly (3.3?)*

Response

Add *"... assess potential actions"* and re-number

Page 22, Impact of climate change on council's coastal and marine infrastructure

Introductory paragraph states:

"Currently there is a lack of certainty around the severity of coastal risks in Port Lincoln."

We recommend this is worded "Currently there is a lack of certainty around the location, distribution and severity of coastal risks in Port Lincoln.". This will assist the Council to map high-risk areas, supporting decision making on the safest location to commission marine infrastructure and facilities.

Response

As per EP Landscape Board's comments add "... *the location, distribution and severity of coastal risks in Port Lincoln*."

The Landscape Board highlighted that

Page 24, Marine infrastructure and facilities strategy implementation plan

"1.3 Swimming Enclosure / Upgrade/renewal / 2025/26 / \$10,000"

An amount is listed but no description of resource allocation is provided.

Response

This is a typographical error and Strategy will be amended as shown below:

2025/26	2026/27	2027/28
Remove northern gangway and replace pontoons with steps	Alternative wave attenuation business case	New wave attenuation
70,000	10,000	400,000

The Landscape Board note that Coastal Walking Paths have not been featured in actions or implementation plan but included in Appendix One: Strategic Alignment. Coastal Walking Paths are not in scope for this strategy and included in the draft Walking and Cycling Strategy.