

**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.