AGENDA

FOR ST KILDA DEVELOPMENT SUB-COMMITTEE TO BE HELD ON 13 MAY 2014 AT 6.30PM IN THE COMMITTEE ROOM 1

Open

Members
Cr C Buchanan (Chairman)
Mayor G M Aldridge (ex-officio)
Cr L Caruso
Cr A Coates
Cr D Proleta (Deputy Chairman)
Cr R Zahra
Representative, Neighbourhood Watch, Mr K Collins
Representative, St Kilda Tackle and Tucker, Ms R Cook
Representative, St Kilda Progress Association, Mrs E Taylor
Representative, St Kilda Hotel, Mr S Firth
Representative, St Kilda Tramway Museum
Representative, St Kilda Boat Club, Ms J Scott
Representative, St Kilda and Surrounds Tourism Association, Mr L Virgo
Representative, St Kilda and Surrounds Tourism Association, Mr B Drew

Required Staff
General Manager City Development, Mr T Sutcliffe
General Manager City Infrastructure, Mr M van der Pennen
Manager Governance, Ms T Norman
Manager Planning and Development, Mr S Jordan
Project Officer – Urban Development, Mr L Gray

Apologies

Leave of Absence
AGENDA

Presentation of Minutes

Confirmation of the Minutes of the St Kilda Development Sub-Committee held on 15 April 2014.

Reports

SKDC1   St Kilda Township Planning Framework
SKDC2   St Kilda Biennial Picnic Event
SKDC3   Update on the Dry Creek Salt Fields (Verbal)

Other Business

Next Meeting

Close
CITY OF SALISBURY

MINUTES OF THE ST KILDA DEVELOPMENT SUB-COMMITTEE MEETING
HELD IN COMMITTEE ROOM 1

15 APRIL 2014

Members Present:

Cr C Buchanan (Chairman)
Mayor G M Aldridge (ex-officio)
Cr L Caruso
Cr A Coates
Cr D Proleta (Deputy Chairman)
Cr R Zahra
Representative, Neighbourhood Watch, Mr K Collins
Representative, St Kilda Tackle and Tucker, Ms R Cook
Representative, St Kilda Progress Association, Mrs E Taylor
Representative, St Kilda Boat Club, Ms J Scott
Representative, St Kilda and Surrounds Tourism Association, Mr L Virgo
Representative, St Kilda and Surrounds Tourism Association, Mr B Drew

Observers:

Staff:

General Manager City Development, Mr T Sutcliffe
General Manager Community Development, Ms J Trotter
Acting General Manager City Infrastructure, Mr M Purdie
Manager Governance, Ms T Norman
Manager Community Planning and Vitality, Mrs N Kapitza
Manager Projects, Mr J Hutton
Team Leader Civil Design and Traffic, Mr J Tamas
Team Leader Landscape Design, Mr C Johansen

The meeting commenced at 6.47pm.

The Chairman welcomed the members, staff and the gallery to the meeting.

Apologies

Representative, St Kilda Tramway Museum, Mr I Seymour

PRESENTATION OF MINUTES OF PREVIOUS MEETING

Mr Collins moved that the Minutes of the St Kilda Development Sub-Committee held on 11 February 2014, be taken as read and confirmed.

Mr Virgo seconded

CARRIED
REPORTS

SKDC1  Proposed Road Safety Improvements at the St Kilda Road & Robinson Road Intersection, Waterloo Corner

Cr L Caruso entered the meeting at 7.01 pm.
Mayor Aldridge entered the meeting at 7.01 pm.

1. Information be received

2. Staff seek formal approval from the Department of Planning, Transport and Infrastructure on the installation of a stop sign at the Robinson Road and St Kilda Road intersection to ensure consistent signage and traffic movement through Supple Road and Robinson Road.

3. Staff undertake safety improvements such as the clearing of trees, installation of lighting and advance notice of GiveWay Sign, along with any other safety improvements necessary for the site.

Mr K Collins moved  Mr B Drew seconded  CARRIED

SKDC2  St Kilda Master Plan Stage 1 – Adventure Play Ground Implementation

1. Council endorse the implementation of stage 1 of the St Kilda Master Plan.

2. Ongoing consultation and communication occur with Ward Councillors and major stakeholders in St Kilda in relation to the major construction program at the Adventure Play Ground with a view to minimising the impact of the work program within the community.

3. Further discussion on the location of the toilet block to be undertaken, including consultation with ward councillors and key stakeholders.

Ms R Cook declared a conflict of interest due to a direct pecuniary interest related to owning and operating a business at the St Kilda Adventure Playground site and left the meeting at 7.47 pm.

Cr Proleta moved  Cr L Caruso seconded  CARRIED

Ms R Cook returned to the meeting at 7.49 pm.
SKDC3  St Kilda Entrance Landscaping Works

1. Information within the report be noted.

2. Planting of street trees in Mangrove Street, St Kilda Road and Fooks Terrace be undertaken this year from within the existing planting program.

Cr Proleta moved Mayor Aldridge seconded CARRIED

OTHER BUSINESS

OB1 Traffic problems and roadside damage at Pt Wakefield Road and St Kilda Road intersection

Cr Proleta moved that it be recommended that:

1. Staff bring back a report on traffic problems on the corner of Pt Wakefield and St Kilda Road and action repair of the large holes in the side of the road at this site caused by traffic.

Cr Zahra seconded CARRIED

The meeting closed at 8.16 pm.

CHAIRMAN ................................................

DATE...........................................................
1. BACKGROUND

1.1. St Kilda has a significant number of features and assets that have become environmental and tourism icons. There are a number of complexities impacting on the development of St Kilda and it is important that a coordinated and strategic development framework be prepared to guide these works. Council recognised that this could best be achieved through the development of a Master Plan.

1.2. At the last meeting of the St Kilda Sub Committee concern was expressed that there are some considerations (which include but are not limited to traffic movements, provision of community infrastructure, pedestrian movement and signage) that need to be reviewed in an overarching Framework.

1.3. The aim of the Framework being to provide some guidance for the development of the Master Plan to ensure that there is a consistent approach applied.

1.4. To this end a Planning Framework has been developed which will address the key infrastructure provision for the Township. This Planning Framework is attached for endorsement.

1.5. Council is currently investing significant resources into St Kilda and further information was sought pertaining to the capital works that are incorporated into Council’s forward budgets and program of works. This information is also provided within this report.
2. CONSULTATION / COMMUNICATION

Internal

2.1. A project team has been established for the creation of the St Kilda Master Plan comprising the following staff:
   - Nichola Kapitza (Project Manager) – Manager Community Planning and Vitality;
   - Andrew Coulson – Community Engagement Officer;
   - Chris McDermott – Coordinator Turf and Horticultural Services;
   - Craig Johansen – Team Leader Landscape Design;
   - David Clayton – Recreation and Open Space Planner;
   - Mark Purdie – Manager Parks and Landscape; and
   - Patrick Trimboli – Principal Strategic Transport.

2.2. The Project Board has been established and comprises the following staff:
   - Nichola Kapitza (Project Manager) – Manager Community Planning and Vitality;
   - Mark van der Pennen – General Manager City Infrastructure;
   - Jane Trotter – General Manager Community Development;
   - Kate George – Manager Financial Services;
   - Karen Pepe – Manager Property and Buildings;
   - Dameon Roy – Manager Technical Services; and
   - Michelle Tucker – Principal Strategic Planner.

2.3. A workshop was held with all relevant staff to identify the issues and responses that needed to be considered as part of the Planning Framework.

3. REPORT

3.1. The Township has no main centre and can be viewed as four separate precincts:
   - adventure play space and associated car parking/green space;
   - marine recreation & mangroves;
   - existing residential area; and
   - future development options of surrounding areas.

3.2. In March 2013 Council endorsed an approach that will result in a Master Plan being undertaken in four stages:
   - review of the St Kilda Township Plan – completed;
   - development of a master plan for the adventure playground and associated car parking/green space – in progress;
   - assess the impacts and issues surrounding the boat launch facilities relating to parking, congestion and the channel – this work to be undertaken in 2014/15; and
   - review the remaining precincts of the St Kilda Township – timing to be determined.
3.3. In June 2013, Council further endorsed that a precinct approach would be also undertaken in the preparation of the Master Plan and the four precincts being:

- adventure playground and associated car parking/green space;
- the marine recreation & mangroves;
- existing residential area; and
- future development options of sounding areas (Penrice Salt Pans).

3.4. One of the risks of adopting a staged approach of developing a Master Plan is that there are considerations that need to be addressed for the whole of Township. Some of the considerations being:

- vehicular movement;
- pedestrian movement;
- improved amenity;
- open space management;
- climate change; and
- crime prevention.

3.5. The Planning Framework addressing these issues has been developed and based on the following principles:

- quality of life for residents and visitors;
- provision of an Adventure Play Space;
- improve pedestrian legibility through way finding and path networks;
- optimise car parking for all users;
- improve boat launching facilities;
- improve quality of surrounding environments for residents and visitors;
- promotion of environmental assets of St Kilda;
- improve legibility and safety of vehicle movement; and
- encourage investment in residential and business development.

3.6. The Planning Framework will provide key directions that will inform the development of the Master Plan.

3.7. There are however works identified within the Framework that need consideration and fall outside of the scope of the Township Master Plan. These works include:

- finalisation of the Indigenous Land Use Agreement (ILUA) – which affects all Native Title within Salisbury – including sites within St Kilda;
- in relation to storm water it is proposed that a regional strategic study should be undertaken in conjunction with City of Playford to fully understand and plan for stormwater implications of Greater Edinburgh Parks; and
- the findings of the study could lead to the development of a Flood DPA.
4. BUDGET

Planned Investment 2013/14 – 2015/16

4.1. The following table will provide an overview of the capital works that are incorporated into Council’s forward budgets and programs.

<table>
<thead>
<tr>
<th>Activity</th>
<th>Budget</th>
<th>Year of Investment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Renewal and improvement of the Adventure Play Space</td>
<td>$3,558,000</td>
<td>2013/14</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2015/16</td>
</tr>
<tr>
<td>Renewal of Progress Association Hall</td>
<td>$40,000</td>
<td>2013/14</td>
</tr>
<tr>
<td>Building renewal existing abolition block</td>
<td>$50,000</td>
<td>2014/15</td>
</tr>
<tr>
<td>South bank repairs and removal of old ramp boardwalk</td>
<td>$80,000</td>
<td>2014/15</td>
</tr>
<tr>
<td>Boat channel renewal</td>
<td>$820,000</td>
<td>2014/15</td>
</tr>
<tr>
<td></td>
<td>$400,000</td>
<td>2015/16</td>
</tr>
<tr>
<td>In conjunction with City of Playford, undertake a regional stormwater study of Greater Edinburgh Parks.</td>
<td>$20,000</td>
<td>2014/15</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2015/16</td>
</tr>
<tr>
<td>Road reseal / reconstruction (Mangrove to Fooks, southern Cockle, northern Cockle and the reconstruction of the access road to the Marina)</td>
<td>$280,000</td>
<td>2014/15</td>
</tr>
<tr>
<td></td>
<td>$470,000</td>
<td>2015/16</td>
</tr>
<tr>
<td>Boating channel improvements</td>
<td>$1,000,000</td>
<td>2017/18</td>
</tr>
<tr>
<td>Carting of seaweed</td>
<td>$30,000</td>
<td>Annually</td>
</tr>
<tr>
<td>Extend the levee from St Kilda Road to Mangrove Street</td>
<td>$120,000</td>
<td>2014/15</td>
</tr>
<tr>
<td></td>
<td>$100,000</td>
<td>2015/16</td>
</tr>
<tr>
<td></td>
<td>$350,000</td>
<td>2016/17</td>
</tr>
<tr>
<td>Board walk upgrades and access to Mangroves</td>
<td>$30,000</td>
<td>2013/14</td>
</tr>
<tr>
<td>Undertake a condition audit of the stormwater network at St Kilda</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

4.2. In excess of $7 million has already been committed to undertake capital works in St Kilda over the next 3 to 4 years.

4.3. However it must be noted that this listing is not exhaustive other works will also be required, including further work on the channel and the sea wall and these costs are not currently included in forward budgets.

4.4. It is highly probable that the development of the remaining three stages of the Master Plan will identify further works that will be required for St Kilda.

4.5. Works identified in the Planning Framework in relation to the ILUA, the proposed regional strategic study in relation to stormwater implications of Greater Edinburgh Parks and the possible development of a Flood DPA are currently unfunded and outside of the scope of the Master Plan.
5. CONCLUSION / PROPOSAL

5.1. Council has endorsed the development of a Master Plan for the Township of St Kilda which will be undertaken in stages. To assist in the development of these Master Plans a Planning Framework has been developed to address key considerations that need to be addressed from a whole of Township perspective.

5.2. This Framework will be used to inform the development of each stage of the St Kilda Master Plan.

RECOMMENDATION

1. Information be received.

2. The St Kilda Township Planning Framework, as set out in the attachment to Report SKDC1 of 12 May 2014 and which will be applied to the development of the St Kilda Master Plan, be endorsed.

CO-ORDINATION

Officer: EXEC
Date: 06/05/2014

This document should be read in conjunction with the following attachments:

1. Background

St Kilda Township is located 13 kilometres from the Salisbury CBD and 30 kilometres North of the Adelaide CBD. The Township has historically been a coastal retreat for early European settlers, and is now a coastal recreation destination.

Historically, the area consisting of the Township was originally three low lying islands that were covered in shell grit and saltbush and surrounded by mangroves and samphire. The islands were extensively modified by the construction of a seawall and the dumping of spoil to reclaim land and join the islands to the shoreline.

To the west of the Township, salt water evaporation lagoons and tertiary (sewage) treatment lagoons dominate the landscape. Access to the Township is along a causeway over the lagoons.

Prior to European settlement, the Barker Inlet, estuaries, creeks and plains were important meeting places and food sources to the Kaurna people.

The Township is well known as a tourism day-trip destination for the Adventure Play Space, Tramway Museum and Mangrove Trail. The marina and channel also attract boat owners who access the Barker Inlet and Gulf areas.

St Kilda Township Plan

In 1998, Council endorsed a Master Plan for the Township that provided directions to improve five areas those being:

- **Movement** - which considered St Kilda Road (between Port Wakefield Road and the Township), the existing Township road patterns, pedestrian and bicycle movement throughout the town and public transport.
- **Landscape Development** – this considered the development of the landscape within the Township working with the limitations of soil conditions, the depth of topsoil over the reclaimed land and the effects of methane gas on root systems which make growing plants in the Township difficult.
- **Signage** – this considered legibility to drivers and within St Kilda which is currently confusing and not consistent as key attractions are not well identified.
- **Environment** – this considered works required to protect the Barker Inlet, the samphire flats, mangrove trees, intertidal flats and sub tidal sea grass areas from commercial exploitation.
- **Crime Prevention** – to address issues of anti-social behaviour and vandalism with the key objective to reduce crime within St Kilda with appropriate design and local surveillance.
The Township Plan also had actions identified for the precinct areas which included:

- town centre precinct;
- visitor precinct;
- adventure park precinct;
- landscape precinct;
- mangrove precinct;
- marine recreation precinct; and
- residential precinct.

The Township Plan sought to guide and promote the future development of St Kilda over a 10 year period and provided a ‘vision’ for St Kilda, and proposed actions to achieve that vision.

**St Kilda Master Planning Process**

St Kilda has a significant number of features and assets that have become environmental and tourism icons. There are a number of complexities impacting planning for future works and it is important that a coordinated and strategic development framework be prepared to guide these works. This can best be achieved through the development of a Master Plan.

In March 2013 Council endorsed an approach that will result in a Master Plan being undertaken in four stages:

- review of the St Kilda Township Plan – *completed*;
- development of a master plan for the adventure playground and associated car parking/green space – *in progress*;
- assess the impacts and issues surrounding the boat launch facilities relating to parking, congestion and the channel – *to be completed in 2014/15*; and
- review the remaining precincts of the St Kilda Township – *timing to be determined*.

In June 2013, Council further endorsed that a precinct approach would be also undertaken in the preparation of the Master Plan and the four precincts being:

- adventure playground and associated car parking/green space;
- the marine recreation & mangroves;
- existing residential area; and
- future development options of surrounding areas (Bolivar and Penrice Salt Pans).
2. Community Infrastructure
The City of Salisbury owns, maintains or has care and control over considerable community infrastructure in the St Kilda Township and marine areas including:

- Mangrove Trail and Interpretive Centre;
- St Kilda Adventure Play Space
- St Kilda Tramway;
- St Kilda marina precinct including launch facilities and kiosk;
- St Kilda Community Hall; and
- ablution facilities.

It is also noted that St Kilda became an RV friendly town in 2013 which enables users of RV vehicles to stay overnight in the Township once they have a permit and have access to a recently installed sani-dump point for the disposal of black waste.

St Kilda Mangrove Trail and Interpretive Centre
St Kilda adjoins the Barker Inlet and forms part of a complex tidal estuaries system. This aquatic environment is an important spawning and nursery area for fish, birds and other marine life. Mangroves extend north and south of the Township and have been identified as areas of high environmental significance in the 30 Year Plan for Greater Adelaide.

The City of Salisbury constructed an interpretive boardwalk in 1984 to encourage appreciation of the environmental significance of the mangroves. In 1995, Council constructed an interpretive centre at the trail head which has been used for group visits by schools and tour groups.

The uniqueness of the tidal experience brings a number of management challenges for the City of Salisbury. Frequent inundation of the structure has and continues to occur degrading the structure to levels where in 2006 closure of the southern section of the board walk was required. Reconstruction and raising the boardwalk enabled the opening of the southern loop in 2012. Works have recently been completed to enable self-guided tours of the trail and interpretive centre and visitors and this is facilitated through the Tackle and Tucker Kiosk.

It is noted that the area in the board walk and interpretive centre is currently under Native Title.

Figure 1 - entrance to the St Kilda Mangrove Trail which is now a self-guided attraction
St Kilda Adventure Play Space

The St Kilda Adventure Play Space was opened in 1982 and was designed as a place for imagination and adventure for older children and adults. It is the only adventure play space of its type in South Australia and has become a significant local and state icon. The play space was constructed on reclaimed land, formerly used as land fill.

The iconic structures of the castle, pirate ship and volcano are exposed to sea laden winds, earth movement and extreme levels of community use and Council invests significant resources in the maintenance of these structures.

After 30 years of operation the play space has come to the end of its usable life and requires a revamp to "keep the adventure alive", to ensure that it continues to meet visitors' expectations and caters for families. As part of the Master Plan's development Council has undertaken extensive community engagement to identify the elements required to: improve visitor experience, encourage longer stays, improve opportunities for inter-generational play, and to retain the play space as an iconic destination.

A concept plan has been developed for the upgrade of the play space. These works are estimated to be in the vicinity of $3.558 million. Council was successful in February 2014 in securing $1 million from the Department of Planning, Transport and Infrastructure to assist with these works. Works that are scheduled to be undertaken include the renewal and upgrade of the volcano, provision of access paths, amenity improvements, and the construction of a new castle and ablution facility. It is anticipated that these works will be undertaken from 2014 to 2016.
St Kilda Tramway

The Adelaide Electric Tramway Society Inc. operates the St Kilda Tramway and Museum and operates trams between the Museum and the Adventure Play Space on weekends and public holidays. The Museum is constructed on the site of the former St Kilda Primary School and the land is owned by the SA Water Corporation. The Museum has been operating from St Kilda since 1967, and the tramway was first opened in 1973. All tram operators are licenced by DPT and Council provides the Museum with an annual grant of $5,000.

The tramway runs along the side of the salt evaporation pans through the St Kilda Road Causeway Reserve which is owned by the Department for Environment, Water and Natural Resources and in Council’s care and control and is also subject to Native Title claim. When the tramway reaches the Township, the tracks cross over Mangrove Street and run through the Shell Street Road Reserve to the Adventure Play Space. The Tramway Museum was granted a 20 year licence over the tracks in 2005.

A portion of the tracks from Cockle Street to the Adventure Play Space were replaced in the 1990 and set in concrete. The termination point and passenger hub are being considered in the context of the Master Plan for the Adventure Play Space. The tracks beyond this point are dilapidated and require removal.

The overhead cable poles are original from Adelaide’s former tram network, and these are maintained by Museum volunteers. The poles are susceptible to corrosion in the marine environment and require regular inspection, maintenance and subsequent replacement.

Volunteers from the Tramway Museum have revealed that they no longer have the capacity to maintain these poles and are seeking Council’s assistance.

It is recommended that a condition audit of the tramway infrastructure be undertaken to inform the development of an asset management plan for this infrastructure.
St Kilda Marina Precinct
The St Kilda Marina has floating moorings to accommodate up to 50 vessels. There is a three lane boat ramp, a 1km break water and 1.8km channel to the Barker Inlet. There is extensive hardstand for vehicle and trailer parking and boat wash down areas. The boat ramp and channel are used extensively for recreational use; however the precise quantum of use is currently unknown.

Kiosk
Currently Council leases the Kiosk to a private provider, Tackle and Tucker, and it is utilised as a “gateway” to access many attractions in St Kilda. This extends to issuing boat launch permits, Mangrove Trail entry and keys to access the liberty swing in the Adventure Play Space.

The operator also has an exclusive licence to operate a mobile ice cream van which is towed to the Adventure Play Space.

The Kiosk is vulnerable to inundation resulting from spring tides and storm surges. Works are required to protect the Kiosk from further events and this includes extending the levee north of the Boat Club, block work wall beside the Kiosk area and also the construction of mounding around the Marina area.

Breakwater and Chanel
Over the last 30 years Council has been repairing and replacing elements of the channel. The channel was last dredged approximately 15 years ago and was originally constructed to -3.5AHD. As a result of bank and breakwater failures the channel requires dredging once more, and it is recommended that the depth be increased to -4.0 AHD to comply with Australian Standard 3692.

Recent consultant’s reports have also highlighted failure of the northern breakwater and boat channel banks which will require significant financial investment by Council and the Federal Government over an extended period.

St Kilda Boat Club
The St Kilda Boat Club has access to clubrooms, moorings and on land boat storage. The Boat Club, storage area and Marina are constructed on Crown Land which is subject to a Native Title Claim and Council is unable to provide the Club with a lease for this facility.

St Kilda Community Hall
The St Kilda Progress Association Hall was opened in 1979 and is located on Fooks Terrace adjacent to the St Kilda Hotel. Council leases the building to the St Kilda Progress Association and the building is utilised for hall hire and community meetings. The building is generally in good condition however is exposed to salt laden winds which results in deterioration. Renewal works to the value of $100,000 are proposed to be undertaken in 2014/15 for the replacement of the kitchen and straw ceilings.

RV Friendly Town
St Kilda is an RV Friendly Town. Parking for up to 20 vehicles is accommodated within the boat trailer parking area of the marina and campers have access to a black water sani-dump. RV waste disposal and overnight parking is accommodated through the Tackle and Tucker Kiosk. Since opening only 2 permits have been issued with RVs tending to stay overnight at the Tramway Museum.
The St Kilda Township is a family and marine recreation destination and receives high levels of external visitation. Council receives frequent requests for additional toilet facilities in and around the Township.

Marina Precinct
A toilet block is located in the South Western corner of the Township which has been sited to service traffic from the Adventure Play Space and boat ramp users. The toilet block was constructed in 1985 and there are 5 female toilet cubicles, 3 male toilet cubicles and urinal, two new accessible toilets (constructed in 2007) and a lunch room. This is a septic system with soakage pit nearby. The building is in generally good condition with no requirement for immediate investment.

During storms and peak tidal events, the septic system can be inundated with sea water.

Public feedback indicates that the toilet block is poorly located for adventure park users, has insufficient toilets, blocks frequently and requires change facilities to properly service families.

Mangrove Trail
A second toilet block is located at the entry to the Mangrove Trail. Constructed in 1999 this facility has one male and one female toilet, both of which are accessible. The building is in good condition and requires no investment in the near future.
3. Planning Considerations for the Township

Future development of the St Kilda Township requires careful consideration.

The 30 Year Plan for Greater Adelaide

The 30 Year Plan identifies opportunities for residential development west of Port Wakefield Road and this includes the salt water evaporation pans and Bolivar wastewater treatment plant.

The 30 Year Plan specifies protection and enhancement of key biodiversity areas in the vicinity of Barker Inlet, St Kilda Township and the Port River Sanctuary.

Planning Zones

Land uses and planning zones in the St Kilda local area are diverse and include:

- Coastal settlement – residential areas of St Kilda Township;
- Coastal Marina – marina and boat launch facilities;
- Coastal Open Space original shoreline adjacent the Adventure Play Space;
- Coastal Conservation – mangroves and estuarine areas;
- Mineral Extraction – Salt evaporation lagoons; and
- Industry Infrastructure – wastewater treatment plant.

Figure 2: Planning zones surrounding St Kilda Township
Land Fill

Until the early 1960s significant areas of land surrounding the Township were used for landfill including burial of industrial waste. The land fill site is owned by the Minister for Planning Transport and Infrastructure and City of Salisbury assumed care and control of this land fill area in the early 2000s. It is noted that some of the land fill areas are under Native Title Claim.

Soil conditions within this area limit the locations, height and types of plants that can be grown. The height of topsoil over the reclaimed land and the effects of methane gas on root systems make growing plants in these conditions difficult. This has significant implications for the amenity of the Township.

In 2013, a geotechnical survey was undertaken over the Adventure Play Space and adjoining green areas. The findings have been used to area to inform the development of plans and the implementation of improvements.

Figure 3 – Areas of St Kilda formerly utilised for land fill.
Geology and Climate Change
St Kilda Township is a flat, low lying area mostly less than 2 metres above sea level. The Township is accessed by traversing a causeway over salt lagoons.

The geology of the surrounding area is characterised by the Holocene St Kilda Formation which contains shallow, saline groundwater aquifers, and consist of clayey, silty, sandy and organic materials. The Adelaide coastal area is thought to be undergoing long-term subsidence of around 5mm per year. The area is also challenged by long-term sea level rise of approximately 4mm per year.

The Township is vulnerable in times of peak rain events, during storm surges and spring tides and climate change is likely to exacerbate these issues. There is a seawall which extends part way around the Township on the northern side of the boat channel. This wall does not extend from the old boat ramp to the marina and leaves an area where coastal floodwater can breech the levee and may cause flooding in the Township. Council is aware that further works are required to extend levees, and the height of the sea wall to 2100 levels.

Adaption measures to address climate change will require further investigation and may include extension of the height and length of the current sea wall to protect public and private assets as well as the community. Frequency and duration of flooding of the causeway and potential to breech levees will also require investigation along with the potential for the township to become isolated by extreme weather events such as flooding.

Salt Evaporation Pans and Bolivar Waste Water Plant
Solar Evaporation Lagoons extend north and south of the St Kilda Township from Dry Creek to Port Gawler alongside the Barker Inlet that are owned by the Crown and leased to Ridley Corporation for the extraction of salt. This land forms a network of natural and artificial wetlands. Production of soda ash ceased in June 2013 and the State Government is considering plans for the future uses of that land.

The cessation of salt production is likely to result in the drying out of some of the lagoons which could result in acid sulphate soil formation with strong odours affecting the amenity of the area. Some areas may be opened up to the sea to become tidal.

A large area of land between the evaporation pans and Port Wakefield Road is utilised by the Bolivar Waste Water Treatment Plant. Council has petitioned the State Government to undertake feasibility studies for the relocation of the treatment plant and development of land for residential purposes.

Environmental Significance
The areas used for salt extraction includes the evaporation pans, areas of natural wetland and salt marshes that are listed as being of national and international significance for migratory shorebirds that travel annually to Australia along the East-Asian-Australasian Flyway. The State Government is proposing the establishment of a conservation sanctuary over these areas as part of the establishment of a network of connected spaces along the South Australian coast.
The Cities of Salisbury, Playford and the District Council of Mallala have expressed interest to the State Government in reusing the former salt lagoons to capture and process stormwater for reuse.

The Adelaide Dolphin Sanctuary was established in 2005 and includes the Barker Inlet, St Kilda and the St Kilda – Chapman Creek Aquatic Reserves. The Sanctuary was established to protect the mangroves, seagrass, saltmarsh, tidal flats, tidal creeks and estuarine rivers from the effects of stormwater, treated effluent and industrial discharges.

It is noted that the ecological value of the coastal and inland waters surrounding St Kilda have the potential to be an ecotourism opportunity.

**Stormwater Management**

A localised flood study was completed in 2006 that identified a significant flood risk to the St Kilda Township. The report has noted that in the event of a 1:100 year event overland run off from Greater Edinburgh Parks and the Intermodal site to the magnitude of 12 ML/s will converge on the St Kilda Precinct.

The Greater Edinburgh Parks development is being undertaken by Renewal SA with limited local government input. Approximately 90% of the development is located in Playford, and all stormwater discharges into the Salisbury LGA and the area of St Kilda.

Staff recommend that a regional strategic study needs to be undertaken in conjunction with City of Playford to fully understand and plan for stormwater implications of Greater Edinburgh Parks, and this may result in the development of a Flood DPA.

A detention basin was recently constructed at the intersection of St Kilda Road and Mangrove Terrace which is sufficient to manage localised flooding resulting from a 1:100 year rain event; however it is noted that there is insufficient capacity to control inundation resulting from a storm surge.

The road stormwater system within the Township is not functioning properly and requires renewal. It is further recommended that a condition report of the stormwater system be undertaken.

The solar evaporation pans have been excavated below sea level, and are susceptible to flooding from the north in the event of spring tides and storm events.
The causeway to the St Kilda Township becomes submerged from time to time, and there is risk that inundation will result in breach of the levees north of the Township, and floodwaters may surpass the height of levees behind the Township resulting in localised flooding.

Recommendations have been received to extend the levee from St Kilda Road to Mangrove Street.

**Native Title**

In March 2005, the City of Salisbury was alerted to the Native Title Claim lodged with the Native Title Court for the Kaurna Region which covers an area from Cape Jervois in the South to Port Broughton in the North, and from the ridge of Mount Lofty ranges in the East and west to the coast.

In total 28 Councils are affected by the Claim and there are key areas within St Kilda that are affected by Native Title.

The LGA and Councils in consultation with Kaurna claimants have drafted an Indigenous Land Use Agreement (ILUA) which will provide all Councils with:

- protocols to simplify Native Title processes;
- protocols to deal with Aboriginal Heritage;
- planning protocols; and
- the establishment of an ILUA Liaison Committee.

It is expected that once all parties have signed the ILUA and it is registered that negotiations can commence in relation to the management of the areas under Native Title within the St Kilda Township.

*Figure 4: Extent of Native Title Claims*
Future Residential Development Opportunities

The Department for Planning, Transport and Infrastructure has identified New Growth Investigation Areas in outer Metropolitan area to secure 25 year rolling supply of broad acre land through carefully extending the urban boundary. This includes an area west of Port Wakefield Road that presents an opportunity for the City to accommodate future growth.

In 2006, Council endorsed the Growth Action Plan Policy Responses and Priority Actions for Growth. This Plan identified development potential for the area of land south of St Kilda Township to the north of Globe Derby Park.

There are environmental challenges and complex land use issues that would need to be assessed when considering the feasibility of the area. It is envisaged that a long planning lead time is required.

The proposed alignment of the Northern Connector will impact upon accessibility to the St Kilda Township. However, the alignment may result in increased access to/from Salisbury by residents and those accessing employment.

Future residential growth is reliant on the State Government to undertake a feasibility assessment for the relocation of the Bolivar waste water treatment plant and this study is not anticipated to occur for some time.

Figure 5 - Potential area for development with projected Northern Connector alignment.
4. St Kilda Township Planning Framework

The Planning Framework has been produced to assist with the development of the Township and to provide a framework to inform the development of the master plans for the four precincts. It will also provide some guidance for the future development of the Township. The Framework will also inform the provision of City of Salisbury investment over the next 5 to 10 years. It is recognised that significant Council resources are being allocated to St Kilda.

The St Kilda Township Planning Framework sets out a vision for how the area should develop over the next 5 to 10 years. It has been prepared in recognition of the growing investment by the City of Salisbury in its Western boundaries, arising rezoning opportunities for housing, economic development potential and infrastructure investment by the public and private sector.

The Planning Framework identifies what is highly valued about the Township and provides recommendations on how to ensure that these elements are retained for the benefit of all. At the same time, the Planning Framework will examine opportunities to support the growth of the Township as a coastal destination.

Planning Principles

The following principles underpin the St Kilda Township Planning Framework:

1. quality of life for residents and visitors;
2. provision of an Adventure Play Space;
3. improve pedestrian legibility through way finding and path networks;
4. optimise car parking for all users;
5. improve boat launching facilities;
6. improve quality of surrounding environments for residents and visitors;
7. promotion of environmental assets of St Kilda;
8. improve legibility and safety of vehicle movement; and
9. encourage investment in residential and business development.

Precinct Planning Approach

The Township has no main centre and can be viewed as four separate precincts:

- Adventure Play Space and associated car parking/green space;
- marine recreation & mangroves;
- existing residential area; and
- future development options of sounding areas.

A Master Plan for the Township will be prepared in four stages, however it is noted that there is key infrastructure and issues that will be consistent to all stages, those being:

- vehicular movement;
- pedestrian movement;
- improved amenity;
- open space management;
- climate change; and
- crime prevention.

Each of these will be considered as part of this Planning Framework.
Vehicular Movement

Objective: Vehicular movement to and through the Township to key destinations is safe, logical and legible and showcases the coastal views.

St Kilda Road (between Port Wakefield Road and the Township) has a high accident record and does not form an attractive entry into St Kilda. The existing Township road patterns do not easily lead visitors to key attractions, nor showcase the coastal setting of the Township. The road network will be evaluated in Stage 2 and 3 of the development of the Master Plan. There are no public transport services to the Township.

The access road to the Adventure Play Space and Marina are constructed over landfill which has suffered subsidence resulting undulation and failures in the pavement.

Improvements will aim to:
- provide an attractive and safe entry into St Kilda;
- improve safety of vehicle movements to and through the Township;
- relieve congestion and illegal parking within the Township; and
- increase legibility at key decision points through signage to key attractions and services.

Key destinations requiring directional signage for traffic movement are:
- Adventure Play Space parking;
- St Kilda Beach Hotel;
- Mangrove Trail;
- Kiosk, boat ramp / launch / trailer park; and
- RV dump point.

Figure 6 - Decision points for vehicular movement
Pedestrian Movement

Objective: People can move safely through the township to key destinations and appreciate all that the Township has to offer.

There is a range of service points and attractions dispersed across the Township. Pedestrian and bicycle movement is not adequately ‘defined’ or constructed, and St Kilda is not serviced by public transport.

Pedestrian movement can be facilitated by:

- expanding and improving the trail network along desire lines to connect destinations;
- expanding the trail network to showcase coastal views;
- providing accessible trail surfaces;
- installing signage at decision points along desire lines;
- facilitating access to the water, beaches and along the sea wall;
- installing furniture in strategic locations for break of journey and contemplation; and
- providing end of journey facilities such as bicycle racks.

Key destinations for pedestrians include:

- Adventure Play Space;
- toilets;
- barbecues and picnic facilities;
- Kiosk;
- Mangrove Trail;
- hotel;
- tram stop; and
- car parks.

Figure 7- Destinations and Decision Points for Pedestrian Signage
Improved amenities

Objective: visitors are attracted to St Kilda to visit unique experiences and are supported to stay for the day through the provision of quality and well positioned amenities.

St Kilda is a destination point supported by unique and iconic attractions including the Adventure Play Space, Mangrove Trail and Tram Museum. Quality visitor amenities such as toilets, picnic facilities and barbecues support people, in particular families, to plan to stay longer at destinations with the opportunity for St Kilda to be function as a day trip destination.

St Kilda does have such supportive amenities already, however at peak times additional facilities would be well utilised. Public toilets are located at the St Kilda Mangrove Trail Interpretive Centre, and at a half-way point that services both boat ramp users and visitors to the Adventure Play Space.

Improvements include:

- provision of additional picnic and barbecue facilities around the Adventure Play Space and supporting areas;
- provision of additional toilets at the Adventure Play Space and near to the kiosk; and
- provision of water fountains and other supportive park furniture at strategic locations.
Open Space Management

Objective: open spaces in St Kilda are improved to create a sense of arrival, sense of pride and to improve the quality of life of residents and visitors.

The harsh coastal environment and underlying land fill is a challenging environment for establishing landscapes. There are several open spaces within St Kilda that are dry and dusty and do not serve to create a sense of arrival or pride of place.

Natural tidal movement is interrupted by the breakwater and seaweed accumulates on the flats to the north. Regular cartage and sustainable disposal is required for environmental management.

Improvement of open space will be considered in stages 2 and 3 of the development of the Master Plan.

Improvements will include:

- tree screens along St Kilda Road to create a sense of arrival;
- improvement of open spaces near to the St Kilda Hotel and along Cockle Street; and
- extension of irrigated area to include open spaces near to the boat club.
Climate Change

Objective: the Township and surrounding areas is protected from inundation from tidal and storm events.

The Township is low lying, constructed on reclaimed land and is vulnerable to flooding from peak rain events and storm surges. Sea level rise and subsidence of the underlying geology will present a challenge to the Township into the future.

These challenges can be addressed by:

- protecting the Township from stormwater runoff;
- undertaking a condition report of the Township stormwater system;
- undertaking a regional flood study in partnership with City of Playford and Renewal SA;
- extend levees to address weaknesses; and
- raise the height of the sea wall to 2100 levels.
Crime Prevention

Objective: the Township and surrounding is safe and inviting to residents and visitors.

The local community of St Kilda and the police have identified crime, particularly loutish behaviour and vandalism as a significant challenge for the Township. This problem is exacerbated by the isolation of the Township. Residents have identified that offenders are able to escape detection due to long police response times and ability to observe police attendance from some distance.

Crime prevention initiatives will include:

- installation of additional CCTV cameras;
- CPTED improvements;
- continued operation of a neighbourhood watch group;
- place activation initiatives; and
- lighting of core areas for surveillance.
ITEM SKDC2 (1)

ST KILDA DEVELOPMENT SUB-COMMITTEE

DATE 12 May 2014

PREV REFS Policy and Planning 1.3.5 Date: 18/06/2012
Policy and Planning 1.3.4 Date: 21/01/2013

HEADING St Kilda Biennial Picnic Event

AUTHOR Nichola Kapitza; Manager Community Planning & Vitality

SUMMARY The following report will seek council endorsement for the staging of the next St Kilda event.

1. BACKGROUND

1.1. As members may recall an event was staged in St Kilda on Sunday, 11 November 2012. The focus of this event being the celebration of the 30th anniversary of the opening of the St Kilda Adventure Play Space. The event which was attended by some 3,000 people was evaluated and the findings presented to Council.

1.2. Council at its meeting in January 2013 resolved inter alia that:

(ii) The staging of a similar seaside picnic style event located at St Kilda be considered on a biennial basis.

1.3. Based on the staging of the last event (November 2012) and the Council resolution in January 2013 the next event at St Kilda would typically be scheduled to occur in October/November 2014.

1.4. As reported in April 2014 a significant capital works program will be commencing shortly for the upgrade of the Adventure Play Space. The capital works program will result in many of the key areas of the Play Space being a construction site and being closed.

1.5. This presents a significant barrier for holding an event in 2014 and therefore it is considered in the best interests of Council to delay the staging of the 2014 event. This report will propose that the next event held at St Kilda be organised to occur in November 2015.
2. CONSULTATION / COMMUNICATION

Internal

2.1. A project team for the construction works for the St Kilda Playground upgrade has been established comprising the following staff:

- John Hutton (Project Manager) – Manager Projects;
- Jarrod Collins – Senior Project Manager;
- Mark Purdie – Manager Parks and Landscape; and
- Daryll Pain – City Infrastructure.

2.2. The Project Board established for the implementation of the Play Space upgrade has been established and comprises the following staff:

- John Hutton - Mark van der Pennen – General Manager City Infrastructure;
- Jane Trotter – General Manager Community Development;
- Kate George – Manager Financial Services;
- Nichola Kapitza – Manager Community Planning and Vitality;
- Dameon Roy – Manager Technical Services; and
- Michelle Tucker – Principal Strategic Planner.

2.3. In preparing this report staff from both the Project Team and Board have been consulted and there is agreement that:

- with the timing of the capital works program and the impact that these works will have on the site it would be best to defer the next St Kilda event to when the capital works program has been completed (November/December 2016); and
- the opening “new Play Space” should be recognized with an event. To this end in the funding application successfully submitted for this project an event was included in the scope of works and the amount of $20,000 was budgeted for.

2.4. As per the event organized in 2012 it is proposed that for the organisation of the opening event in 2015 a small working group be established comprising relevant council staff, at least one ward Councillor and representatives nominated by the St Kilda Sub-committee.

External

2.5. As part of the organisation of the event a marketing and communication strategy will be developed and implemented.
3. REPORT

3.1. As previously noted it is proposed that the next event occur in November/December 2015 to coincide with the completion of the upgrade of stages 1a and 1b of the St Kilda Adventure Play Space.

3.2. It is proposed that the format of the event would be very similar to the event held in 2012. It would comprise activities occurring from 10am to 2pm, commencing with a formal opening ceremony of the Play Space and including the cutting of a “ribbon” by relevant Minister and the Mayor.

3.3. The event would be staged at the St Kilda Reserve (adjacent to the main playground carpark) and would form the hub of the event, with satellite activities taking place at various points in St Kilda including the Tram Museum, the St Kilda Hotel and the St Kilda Boat Club.

3.4. The program of activities would developed by the working party established. It is noted however that the following will be required to stage this community event:
   - marquees;
   - chairs and tables;
   - a VIP area;
   - staging and sound;
   - additional bins and clean-up crew following event;
   - first aid;
   - traffic management; and
   - event marketing and promotion.

3.5. Based on the previous event it is estimated that a budget of $20,000 would cover the cost of staging this event. In addition to the direct costs associated with running this event it would also require an investment of staff time estimated to be in the region of two hundred (200) hours.

3.6. The staging of an event has been included in the Funding Deed for the Places for People Grants Program with a budget of $20,000 being funding fully by Council as part of the City of Salisbury’s allocation to this project.
4. CONCLUSION

4.1. As members will be aware a significant capital works program is about to commence at the St Kilda Adventure Play Space. This will result in large portions of the Play Space being closed and not available to the community.

4.2. In January 2013 Council resolved that the staging of a similar seaside picnic style event located at St Kilda be considered on a biennial basis, effectively due November/December 2014.

4.3. It is proposed that the event be deferred to avoid the significant capital works program which will result in key areas of the Play Space being a (closed) construction site and recommend that the next event occurs in November/December 2015 to ensure completion of the capital works and coincide with the official re-opening of the Play Space.

RECOMMENDATION

1. Council endorse the staging of the next St Kilda event to occur in November/December 2015.

CO-ORDINATION

Officer: EXEC GROUP
Date: 06/05/2014