



AGENDA

FOR TOURISM AND VISITOR SUB COMMITTEE MEETING TO BE HELD ON

14 MARCH 2018 AT 4:30 PM

IN COMMITTEE ROOMS, 12 JAMES STREET, SALISBURY

MEMBERS

Cr S Reardon (Chairman)
Mayor G Aldridge (ex officio)
Mr Jack Buckskin
Mr Kevin Collins
Ms Marilyn Collins
Cr R Cook
Ms Janine Kraehenbuehl
Mr Jeffrey Pinney
Mr David Waylen
Cr J Woodman
Cr R Zahra

REQUIRED STAFF

Chief Executive Officer, Mr J Harry
General Manager Business Excellence, Mr C Mansueto
Manager Communications and Customer Relations, Mr M Bennington
Administrative Coordinator - Business Excellence, Mrs M Potter

APOLOGIES

LEAVE OF ABSENCE

PRESENTATION OF MINUTES

Presentation of the Minutes of the Tourism and Visitor Sub Committee Meeting held on 12 February 2018.

REPORTS

TVSC1 Appointment of Deputy Chairman - Tourism and Visitor Sub Committee 5
TVSC2 Recreational Vehicle (RV) Park Assessment for Pioneer Park..... 7
TVSC3 Draft Adelaide International Bird Sanctuary Management Plan..... 17

OTHER BUSINESS

CLOSE



**MINUTES OF TOURISM AND VISITOR SUB COMMITTEE MEETING HELD IN
COMMITTEE ROOMS, 12 JAMES STREET, SALISBURY ON**

12 FEBRUARY 2018

MEMBERS PRESENT

Cr S Reardon (Chairman)
Mayor G Aldridge (ex officio)
Cr J Woodman
Cr R Zahra
Mr Kevin Collins
Mr David Stockbridge (Deputy Chairman)

OBSERVERS

Nil

STAFF

Chief Executive Officer, Mr J Harry
General Manager Business Excellence, Mr C Mansueto
Acting General Manager City Development, Mr G Ratsch
Manager Communications and Customer Relations, Mr M Bennington
Coordinator Urban Policy, Mr C Watchman
Administrative Coordinator - Business Excellence, Mrs M Potter

The meeting commenced at 4:41pm

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

APOLOGIES

An apology has been received from Ms M Collins.

LEAVE OF ABSENCE

Nil

PRESENTATION OF MINUTES

Moved Mayor G Aldridge
Seconded Cr J Woodman

The Minutes of the Tourism and Visitor Sub Committee Meeting held on
04 December 2017, be taken and read as confirmed.

CARRIED

The Chair sought leave to bring forward Item TVSC2 – leave granted.

REPORTS

TVSC2 Update on Discover Salisbury (Verbal)

Moved Cr J Woodman
Seconded Member D Stockbridge

That the report be received.

CARRIED

Cr G Aldridge left the meeting at 05:03 pm.

As quorum was lost, no discussion was undertaken until quorum was achieved.

Cr G Aldridge returned to the meeting at 05:06 pm.

The Chair, with the consent of the meeting, brought the Other Business Item on the Agenda forward

OTHER BUSINESS

Discussion occurred on items for future meetings.

TVSC1 Recreational Vehicle (RV) Park Assessment for Pioneer Park

*Member K Collins declared a material conflict of interest due to his
involvement with the Campervan and Motorhome Club.*

*As a consequence of Mr Collins’ conflict of interest declaration the
Chair indicated that there was a resulting lack of quorum and
subsequently Item TVSC1 was not considered and would be deferred to a
subsequent meeting of the committee with a date to be determined.*

CLOSE

The meeting was adjourned for want of a quorum at 5:31pm.

CHAIRMAN.....

DATE.....

ITEM	TVSC1
	TOURISM AND VISITOR SUB COMMITTEE
DATE	14 March 2018
HEADING	Appointment of Deputy Chairman - Tourism and Visitor Sub Committee
AUTHOR	Michelle Woods, Projects Officer Governance, CEO and Governance
CITY PLAN LINKS	4.4 To ensure informed and transparent decision-making that is accountable and legally compliant
SUMMARY	In accordance with the terms of reference of the Tourism and Visitor Sub Committee, this report addresses the requirement for a Deputy Chairman to be appointed.

RECOMMENDATION

1. _____ be appointed as Deputy Chairman of the Tourism and Visitor Sub Committee for the remainder of the current Council term.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 In July 2017 David Stockbridge (Salisbury City Centre Business Association) was appointed as Deputy Chairman of the Tourism and Visitor Sub Committee for the remainder of the current Council term, commencing 01/08/2017.
- 1.2 Due to the recent resignation of David Stockbridge, the position of Deputy Chair has now become vacant and the Tourism and Visitor Sub Committee is now required to make a new appointment for this position.

2. REPORT

- 2.1 On 12/02/2018 David Stockbridge (Salisbury City Centre Business Association) previously appointed as Deputy Chairman of the Tourism and Visitor Sub Committee for the remainder of the current Council term, commencing 01/08/2017 tendered his resignation from the Sub Committee.
- 2.2 Clause 5.2 of the Tourism and Visitor Sub Committee Terms of Reference reads:
 - 2.2.1 *The Deputy Chairman will be appointed at the first meeting of the Sub Committee for a period of 12 months, after which time the Sub Committee will make a new 12 month appointment.*
- 2.3 The Tourism and Visitor Sub Committee is now required to make an appointment for the position of Deputy Chairman which is recommended to be for the remainder of the term of Council.

3. CONCLUSION / PROPOSAL

- 3.1 The Tourism and Visitor Sub Committee is asked to make an appointment for the position of Deputy Chairman.

CO-ORDINATION

Officer: EXEC GROUP

Date: 06/03/2018

ITEM	TVSC2
	TOURISM AND VISITOR SUB COMMITTEE
DATE	14 March 2018
HEADING	Recreational Vehicle (RV) Park Assessment for Pioneer Park
AUTHOR	Dylan Grieve, Urban Planner, City Development
CITY PLAN LINKS	3.2 Have interesting places where people want to be.
SUMMARY	This report provides further information relating to the establishment of an RV park at Pioneer Park adjacent to Salisbury City Centre specifically relating site suitability, costs and planning issues.

RECOMMENDATION

1. That the report be noted.
2. That a detailed feasibility assessment and design works be undertaken prior to Council making a decision on whether to proceed to public consultation on establishing an RV Park at Pioneer Park.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 In early 2017, the Salisbury Business Association requested Council to consider establishing an RV Park in Pioneer Park. At its meeting on 27 March 2017, Council resolved:

That a report be brought back outlining possible Recreational Vehicle sites in the City of Salisbury with a focus on the CBD

[Resolution Number 1656/2017]

- 1.2 Administration evaluated five locations as potential options to site an RV Park. Council, at its meeting on 24 July 2017, endorsed Pioneer Park as its preferred choice for further investigations. The decision to endorse Pioneer Park reflected its proximity to the Salisbury City Centre, public transport access, access to essential and specialised services and passive surveillance from adjacent properties.

- 1.3 Council's decision to continue investigations into establishing an RV Park and its preferred location in Pioneer Park was questioned by the operator of the Highway One Caravan Park at the 25 September 2017 Council meeting. In response, Council resolved:

A report be brought back addressing the issues raised during the deputation by Mr Schammell and Mr Hutchinson, in particular site location, scope of works, cost details and planning advice.

[Resolution Number 2029/2017]

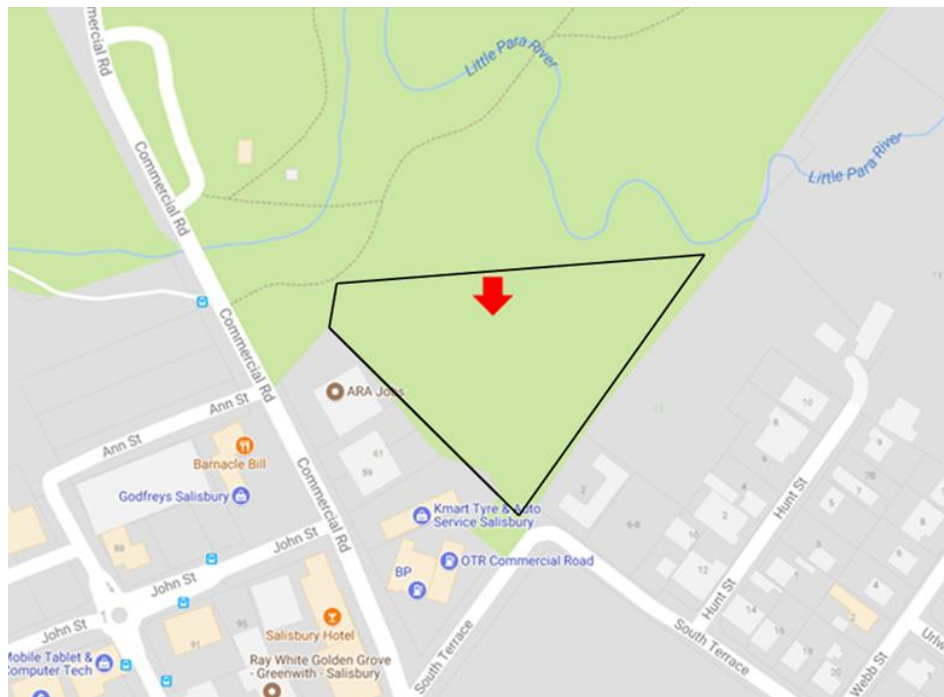
2 CONSULTATION / COMMUNICATION

- 2.1. Significant internal and external consultation has occurred to inform this report and previous reports on the matter. As this report builds on the content and direction of previous reports, the listing below includes all previous consultation on the matter.
- 2.2. Internal
- 2.2.1. Manager Technical Services City Infrastructure (Technical Services): regarding existing infrastructure, connection to infrastructure (including sewer), ongoing infrastructure requirements and accessibility to the Salisbury Centre.
 - 2.2.2. Coordinator Property City Infrastructure (Property & Buildings) in relation to *Local Government Act* Community Land requirements, including leases.
 - 2.2.3. Manager Field Services City Infrastructure (Field Services): Regarding maintenance issues and suitability for vehicles traversing the site.
 - 2.2.4. Senior Social Planner – Community Development: regarding potential interface issues with other users of Pioneer Park and adjacent parks.
 - 2.2.5. Team Leader – Planning: Regarding land use and statutory public notification requirements under the Development Act.
- 2.3. External
- 2.3.1. South Australian State Representative on behalf of the Campervan and Motorhome Club of Australia (CMCA): Discussion regarding the implementation, operation and on-going maintenance of a RV Park, under the CMCA model, included within Report.
 - 2.3.2. CEO & Company Secretary, Campervan and Motorhome Club of Australia.
 - 2.3.3. Proprietors - St Kilda Tackle 'N' Tucker, in the context of the existing St Kilda RV Park.
 - 2.3.4. Proprietor – Highway 1 Caravan and Tourist Park, as an operator of an existing commercial facility in the City of Salisbury.
 - 2.3.5. Norman Waterhouse Lawyers for legal advice concerning relevant legislation, sequencing and categorisation of the proposed use.

- 2.3.6. Town of Gawler and City of Charles Sturt, as authorities who have had representations / applications made to them by CMCA regarding the establishment of an RV Park.

3 REPORT

- 3.1. Self-contained RVs are campervans, caravans or motorhomes that have in-built eating, sleeping, food storage and preparation facilities, bathroom and toilet amenities, clean water storage, deep cycle batteries and a hot water service. They do not rely on being connected to power, water or gas for long periods of time. This implies that the facilities that are provided in a traditional caravan park, need not necessarily be provided in an RV park.
- 3.2. Council's preferred site to locate the RV park is illustrated in the map below:



- 3.3. Administration adopted an approach that any RV parking facility should as a minimum meet the requirements of the Caravan and Motor Home Club of Australia's RV Friendly Town or RV Friendly Destination designations. Essential criteria for an RV Friendly Town are:
- Provision of appropriate parking within the town centre, with access to a general shopping area for groceries and fresh produce.
 - Provision of short term, low cost overnight parking (24/48 hours) for self-contained recreational vehicles, as close as possible to the CBD.
 - Access to potable water.
 - Access to a free dump point at an appropriate location.

- 3.4. Council's endorsed Tourism and Visitor Strategy is silent on the RV market segment and the facilities required to support it. Council has an established RV parking area at St Kilda and endorsed, as part of the St Kilda Stage 2 Masterplan, the relocation of that RV parking site to another area in St Kilda at an expected cost of \$235,000. In addition RV parking is available at the Highway One Tourist Park at Bolivar.
- 3.5. Concerns have been expressed that a new RV Park would divert users from the St Kilda RV facility and Highway One Caravan Park. The commentary from the Highway One Caravan Park is that Council-owned sites should not be in competition with local private enterprise. The Highway One Caravan and Tourist Park has recently made a substantial financial investment to upgrade the offering and facilities. The operators claim these facilities and amenities have created an attractor for visitors to stay in Salisbury. The proprietors expressed concern that the establishment of another RV Park within the City of Salisbury may impact on the financial viability of its operation.
- 3.6. The issues raised in the deputation by Highway One Caravan Park were referred to Norman Waterhouse lawyers for advice.
- 3.7. Norman Waterhouse advised that the ordinary definition of a caravan park involves "supervision" by an on-site manager. Further, a caravan park will usually provide other facilities such as toilets and amenities, powered sites, recreation facilities and so forth. If the proposal simply involves provision of a cleared area in which recreational vehicles can park overnight, it is not defined as a "caravan park" within the ordinary meaning of that term.
- 3.8. "Tourist accommodation" is not a defined term, but it is a term that appears throughout the Development Plan in various contexts. In previous case law, it has been said that it is an imprecise term and in its broadest sense, it means anything that provides for the needs of tourists. In the Open Space Zone, the list of non-complying development includes the term "Tourist Accommodation." Norman Waterhouse concluded that the proposal is probably for a form of non-complying "tourist development" in the zone, but Council could consider treating it as merit, while advising any prospective operators that there may be doubt about its legal position.
- 3.9. In utilising Pioneer Park, Norman Waterhouse advised that Council would need to have regard for those sections of the *Local Government Act 1999* that deal with leases over community land (sec 202), management of community land (sec 199), use of community land for business purposes (sec 200) and by laws. To adequately address these matters, Norman Waterhouse recommended the following process (noting Council would have an option to proceed or cease the process at the end of each stage):
 1. Amend Community Land Management Plan (if Council wishes to minimise associated risk) - requires public consultation in accordance with Council's Public Consultation Policy.

2. Approach market (if the Council decides to do so). The risk with not approaching the market is that a competitor may seek a review under s270 of the Local Government Act or may initiate a complaint against Council. The approach to market would need to be limited to an RV Park use and there is a risk that this limitation may be overly restrictive to operators and ultimately commercially unviable.
3. Public consultation in relation to the proposed lease

Assuming that a 5 + 5 lease is the preferred instrument for granting tenure, there will need to be public consultation prior to a lease being granted. Public consultation must be undertaken in accordance with the Council's public consultation policy. If a lease of 5 years or less is proposed, there are concerns about whether the Community Land Management Plan is specific enough in order to take advantage of the exception in s202(3)(a). For that reason, it is recommended that consultation occur even in relation to a shorter lease.
4. Decision to grant lease/permit under sections 200 and 202 and by-law 3 (noting this can be done concurrently)
5. Development application. As the establishment of an RV Park would constitute a change in use, a development application is required under the *Development Act 1993* and would likely be assessed as "on-merit" and Category 3 for the purposes of public notification requiring public notice in 'The Advertiser' and to adjoining and affected property owners and occupiers.

As the proposed use is on Council land the appropriate process is for Council to write to the Minister for Planning requesting that the Minister appoint the State Commission Assessment Panel as the Relevant Authority. From recent experience, the Minister is likely to decline the request for the Commission to act as the relevant authority and refer the application back to Council to determine. Under this scenario the application will be referred to the Council Assessment Panel for determination.
- 3.10. It is estimated that the recommended process would take approximately, best case scenario, 18-24 months. This includes a Council care taker period for the 2018 local government elections.
- 3.11. Council's City Infrastructure Department undertook a preliminary site suitability assessment on Pioneer Park for use as an RV Park with the following findings:
 - 3.11.1. Flood Assessment – Current studies show the site is subject to inundation in a 1-in-100 year event. Discharges by SA Water from upstream may result in a flood event as low as a 1-in-20 year event.
 - 3.11.2. Soil Type - The soil is typical of alluvial silt and, as observed previously, does become boggy and tends to hold water in depressions across the site.
 - 3.11.3. Site History - This site was market gardens for vegetables and a full site contamination assessment would be required.

- 3.11.4. Utilities - the site is suitable for utility upgrades subject to conditions around the High Voltage Power Lines. It is likely that electricity will have to be undergrounded and lighting would be limited to bollards and meet the distance criteria away from the surrounding buffer zones.
- 3.11.5. Access - The current access track is not suitable, as it is not an all-weather track and is too steep with an incline greater than 10%. Significant reworks are required for this access point for use by Recreational Vehicles.
- 3.12. These matters were discussed with sub-committee members and members of the Executive Group at the on-site inspection of Pioneer Park that occurred in December 2017.
- 3.13. In determining a likely cost it is reasonable to assume that given the nature of RV Parks the cost would be less than a basic standard caravan park. The Rawlinson's Cost Guide 2017 categorises caravan parks into three standards based on professional quantity surveyor data collected on existing caravan parks throughout Australian states. The three categories are Basic, Medium and High, with the estimated cost of establishing caravan parks with each category being:
- Basic Standard Caravan Park: \$19,800 - \$21,300 per bay
 - Medium Standard Caravan Park: \$27, 100 - \$29,200 per bay
 - High Standard Caravan Park: \$36,500 - \$39,300 per bay.
- 3.14. Given the works required outlined in paragraph 3.10, a summary of indicative costs is tabulated below and has been provided internally for the purpose of quantifying the scale of the project:

4 Item	Cost (\$)
Dump Point	25,000
Dump Point Water Connection	5000
Fencing	20,000
Access Ramp (7m wide Asphalt + Grade Correction and entry modifications)	105,000
Internal Gravel Driveway (250mx6mx250\$/m2)	375000
Signage	5,000
South Terrace Footpath	10,000
Rainwater Tank Removal	10,000
Service Connections (Water to Site, Sewer and Electrical TBD)	50,000
<i>Contingency (20%)</i>	<i>121,000</i>
Total	\$726,000

- 4.1. The end cost to Council of developing an RV Park in Pioneer Park would ultimately depend on what costs could potentially be passed on to a prospective operator as a condition of lease.
- 4.2. It should be noted that the above costs do not include factors such as staff time, additional legal expenses and development of consultation materials.

- 4.3. Representatives of the CMCA (Mr. Kevin Collins) have promoted the use of Pioneer Park for use as an RV Park. Mr. Collins also sits on the Tourism and Visitor Sub Committee, as an external member.
- 4.4. The CMCA promote the benefits to Councils of their management of RV Parks as:
- CMCA seeks no financial or in-kind support from councils to develop the RV Park network;
 - CMCA seeks to lease council land on the same basis as any other not-for-profit association, such as a bowling club, community or the like;
 - The CMCA will pay rates on the site;
 - The CMCA will make a financial contribution to the establishment costs and has verbally indicated its willingness to cover the cost of the dump point, signage, fencing, driveway grading, asphaltting and water connection.
 - The RV Park activities will be overseen by an on-site CMCA volunteer custodian.
- 4.5. The CMCA representative has informally proposed to lease about one hectare of Pioneer Park from Council that would be fully operated and maintained by the CMCA. It is proposed for members only, although anyone arriving at the RV Park that has a fully self-contained RV is able to join the club for a \$16 joining fee and \$44 per year membership fee. Upon joining they immediately gain all of the benefits of the club and can use similar RV Parks elsewhere in Australia.
- 4.6. The process for delivery as put forward to Council by the CMCA representative, includes:
1. The CMCA is firstly seeking to obtain a lease over part of Pioneer Park for the establishment of a member's only RV Park.
 2. Following public consultation, the CMCA will fully assess the site, from their operational and business perspective, and determine the design and development costs to determine if the project is viable.
 3. The CMCA will lodge a Development Application for the proposed works.
- 4.7. It should be noted that the steps proposed by the CMCA do not fully accord with the legal advice that Council has received, as detailed in section 3.11, in relation to the correct procedures Council must follow under the relevant Acts and by-laws.
- 4.8. The CMCA has also approached other Councils seeking the establishment of an RV facility within their boundaries.
- 4.9. The Town of Gawler at its meeting on 22 August 2017 decided not to pursue an application by the CMCA to become an RV Friendly Town, but rather investigate the Community Welcomes Recreational Vehicles Program with SA Parks, subject to further investigations.

- 4.10. The legal advice that the Town of Gawler received contemplated that for a Council to consider providing an overnight self-contained free camping service, Council needs to appropriately consider and prevent unfair competition in the delivery of services within the same competitive market that privately-owned businesses exist. If a government body considers such an activity to be a market activity the National Competition Policy (NCP) and associated policies must be considered.
- 4.11. The NCP was adopted by the Commonwealth government in the mid 1990's, with the aim of removing the distortion of markets which had occurred through various types of government interventions. The adoption of the policy then leads to the development of a number of acts and guidelines for adoption by all levels of government.
- 4.12. On 31 July 2017 a deputation was presented to City of Charles Sturt on behalf of the CMCA to introduce and explain the concept of self-contained RV Parks to the Council. In brief, CMCA was seeking to partner with the City of Charles Sturt to establish a CMCA RV Park.
- 4.13. The City of Charles Sturt resolved to encourage the CMCA to negotiate the "Dollar Wise" option with existing local caravan parks. The Dollar Wise option involves caravan parks offering members sites at \$10 per vehicle per night or less. The criteria is different at each park, some will offer basic self-contained sites, while others will have amenities included in the price. Highway 1 Caravan & Tourist Park are not members of the CMCA Dollar Wise Park Network.
- 4.14. There are, however, locations that have entered into agreements for RV parks. The Ingham RV Site in the shire of Hinchinbrook, Queensland has made available statistics from the first year of their trial RV site:
- (1) The number of respondents (approximately 85%) that indicated they were never going to stop in that shire if the RV site had not been available;
 - (2) The evidence of dollar per visitor/RV stay spend per day (approximately \$100). This data was supported by feedback from the local businesses who responded that they had witnessed a noticeable increase in business activity.
- 3.29. The economic argument for establishing an RV Park requires consideration of the volume of users expected for the facility, assumptions relating to their daily spending in the area and the potential diversion of trade from existing operators.
- 3.30 At this stage no location-specific analysis has been undertaken to determine the likely demand for such a facility in or adjacent to the Salisbury City Centre.
- 3.31 The self-contained RV market is said to be worth \$6.5 billion a year to the Australian economy, with that figure growing steadily. The Caravan and Camping Industry Association (CCIA) has conducted research that suggests that one-third of RV users generally stay at a caravan park only, one-third never stay in a caravan park and the remaining one-third do not have preference of where they park.

5 CONCLUSION / PROPOSAL

- 5.1. As outlined in this and previous reports, the RV sector is a growing segment of the tourism market. Organisations such as the Salisbury Business Association see the potential benefits of well-situated RV parks in attracting additional visitors and associated expenditure.
- 5.2. The process for establishing an RV Park at Pioneer Park is likely to be lengthy with a significant financial commitment from Council (unless those costs can be passed onto a prospective operator as a condition of lease).
- 5.3. Concerns have been expressed at the impact the establishment of an additional RV park within the City of Salisbury would have on existing commercial operations.
- 5.4. The work undertaken to date has scoped a high level proposal and provided indicative timeframes and costings. It would be considered prudent that a detailed feasibility assessment and design works be undertaken prior to Council making a decision on whether to proceed to public consultation on establishing an RV Park at Pioneer Park.
- 5.5. Alternatively Council could respond to the Campervan & Motorhome Club of Australia and the Salisbury Business Association thanking them for their interest in establishing an RV Park in the Salisbury City Centre and advising them that Council is not going to pursue establishing a Recreation Vehicle Park in that location.

CO-ORDINATION

Officer: A/GMCID Executive Group
Date: 31.01.18 06/03/2018

ITEM	TVSC3
	TOURISM AND VISITOR SUB COMMITTEE
DATE	14 March 2018
HEADING	Draft Adelaide International Bird Sanctuary Management Plan
AUTHOR	Harry Pitrans, Manager Strategic Relations – Infrastructure, City Development
CITY PLAN LINKS	<p>2.3 Have natural resources and landscapes that support biodiversity and community wellbeing.</p> <p>2.2 Have a community that is knowledgeable about our natural environment and embraces a sustainable lifestyle.</p> <p>2.1 Capture economic opportunities arising from sustainable management of natural environmental resources, changing climate, emerging policy direction and consumer demands.</p>
SUMMARY	<p>The Department of Environment, Water and Natural Resources are seeking comment on the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara Draft Management Plan. This report reviews the Draft Plan against key strategic and action plans that the City of Salisbury has adopted in recent years, and identifies opportunities on how to collaborate in future in formulating operational plans and actions relating to the proposed Bird Sanctuary.</p>
RECOMMENDATION	<ol style="list-style-type: none"> 1. The City of Salisbury supports the formation of the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara and the related Draft Management Plan for the proposed National Park. 2. The response to the call for comment on the Draft Management Plan from the Department of Environment, Water and Natural Resources include: <ol style="list-style-type: none"> a. Council’s Tourism and Visitor Strategy (2016- 2021); b. Council’s St Kilda Stage 2 Master Plan; c. The summary sheet of comments provided as Attachment 6 to Item TVSC3 of the Tourism and Visitor Sub-committee agenda dated 14 March 2018; and d. A request for the Department of Environment, Water and Natural Resources to engage with the City of Salisbury in the future development of operational plans and actions of the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara Management Plan.

ATTACHMENTS

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

1. DEWNR letter
2. Draft Management Plan
3. The AIBS Collective Plan
4. Tourism and Visitor Strategy (2016-2021)
5. St Kilda Stage 2 Master Plan
6. Summary Response

1. BACKGROUND

- 1.1 The Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara Draft Management Plan (‘The Draft Plan’) was developed by the Department of Environment, Water and Natural Resources (DEWNR) with advice from ‘The Collective’. The Collective is a leadership round table comprised of representatives from a wide range of groups including:
 - Kaurna traditional owners;
 - Volunteers;
 - Local community representatives;
 - Local government; and
 - Non-government organisations.
- 1.2 A request for comment on The Draft Plan is provided in Attachment 1 and the Plan is provided in Attachment 2 from DEWNR. The closing date for comments is the 16th April 2018.
- 1.3 The Collective was established some three years ago and established four focus areas that seek to achieve sustainability of the shorebirds, the people and future collaboration. The role of the Collective was to guide the establishment, collaborative management and future partnership model for the Bird Sanctuary. The Collective Plan is provided as Attachment 3. This document is not out for consultation, but for background information.
- 1.4 The City of Salisbury has had representation on the Collective since its inception through the Manager, Communications and Customer Relations.
- 1.5 The City of Salisbury has developed a Tourism and Visitor Strategy (2106-2021), (Attachment 4), that identifies key themes, precincts and experiences to promote and build tourism and visitation to the City of Salisbury. It is proposed that this document be attached as part of the response to the Draft Plan.
- 1.6 The City of Salisbury has also recently completed the Stage 2 Master Plan of St Kilda that includes the marine and mangrove precinct. This Plan identifies future potential opportunities for collaboration and partnerships with DEWNR and the Collective in progressing the respective objectives and strategies. It is proposed that this document be attached as part of the response to the Draft Plan.

- 1.7 This report reviews the content and direction of the draft plan and the opportunities for future collaboration with the City of Salisbury, through Council's Tourism and Visitor Strategy to formulate actions that will achieve the shared objectives and strategies.

2. CITY PLAN CRITICAL ACTION

- 2.1 Promote a positive image of Salisbury to attract investment, visitors and tourists, and increase community pride.

3. CONSULTATION / COMMUNICATION

3.1 Internal

3.1.1 Manager, Communications and Customer Relations.

3.1.2 Manager, Economic Development and Urban Policy

3.1.3 Manager, Technical Services

3.1.4 Manager, Community Planning and Vitality

3.1.5 Team Leader, Landscape Design

3.1.6 Community Planning Project Officer

3.1.7 Natural Resource Management Education Officer

3.1.8 Manager Field Services

3.1.9 Coordinator Urban Policy

3.1.10 Manager Salisbury Water

3.2 External

3.2.1 Department Environment, Water and Natural Resources (DEWNR)

3.2.2 The Collective, Adelaide International Bird Sanctuary

4. REPORT

- 4.1 The Draft Plan was developed by DEWNR with advice from The Collective. Engagement has occurred with the representative body (The Collective), over the past three years to assist in developing the Draft Plan. It also draws upon the numerous workshops, ecology summit, think tanks, strategic design sessions, forums et al, that have occurred.
- 4.2 The strategies within the Draft Plan are not intended to address all the issues confronting the national park, but rather seeks to provide an overview of management arrangements and outline key priorities for the long term and sustainable park management. The Draft Plan sets out a desired framework upon which submissions should be made.
- 4.3 The Draft Plan is intended to be supported by operational plans that will be developed and provide more detailed information including visitor facility development, fire management, pest plant and animal control, interpretation and other operational park facilities

4.4 Senior Council staff met with DEWNR representatives early in the process (December 2016) of the formulation of the draft Master Plan to discuss opportunities of the National Park, particularly around the area of St Kilda and the mangrove trail. These include, but are not limited to exploring opportunities such as:

Better utilisation and upgrade of the interpretive centre as part of establishing nature based and Kaurna cultural tourism opportunities

Expanding trails networks from St Kilda that incorporate bird hides

Shared Use path linkages from future Northern Connector to Tram Museum and St Kilda

Linkages with other tourism / water based activities around St Kilda township

4.4.2 Resourcing these initiatives has not been discussed with DEWNR and it is expected that these discussions will form the basis of ongoing discussions in the development of operational plans with DEWNR.

4.5 It is proposed that Council’s response to the report will be structured in the following manner to address the request of DEWNR and provide a comparative analysis of the draft plan to Council’s Tourism and Visitor Strategy. It will also identify future opportunities when DEWNR intends to step into the next phase of developing operational plans.

4.5.1 A ‘Tabular Section’ that contains the objectives and strategies outlined, relates these with Council’s Tourism and Visitor Strategy and provides comment. It also includes reference to the St Kilda Precinct Plan that identifies future opportunities and actions proposed by the City of Salisbury as part of future discussions with DEWNR on developing their operational plans.

4.5.2 A “General Section” that deals with comment on the broad content of the Draft Plan.

4.5.3 Supporting Council documentation that includes;

The Tourism and Visitor Strategy (2016-2021)

The St Kilda Precinct Plan – Marine Recreation Precinct and Mangroves (2017)

4.6 This analysis is summarised in Table form in Attachment 6 which is proposed to be the basis of the response to DEWNR (subject to Council adoption).

5. CONCLUSION / PROPOSAL

5.1 The Draft Plan for the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara Draft Management Plan, is well aligned with Council’s objectives and strategies for the St Kilda Township and the Tourism and Visitor Strategy.

- 5.2 DEWNR have identified that the Draft Plan does not cover all the issues or opportunities associated with the AIBS National Park but seeks to develop operational plans with key stakeholders including the City of Salisbury.
- 5.3 Staff from the City of Salisbury have actively engaged with DEWNR and have had preliminary discussions around the operational plans that DEWNR have flagged and will seek to further these to develop actions and potential outcomes that will meet the objectives and strategies of both organisations.

CO-ORDINATION

Officer: GMCID Executive Group
Date: 06.03.18 06/03/2018



16 January 2018

Protected Areas Unit

Level 9
81-95 Waymouth Street
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Dear Sir or Madam,

Re: Adelaide International Bird Sanctuary National Park - Winaityinaityi Pangkara Draft Management Plan

Winaityinaityi Pangkara means 'Country for all Birds' in Kaurna language

The Department of Environment, Water and Natural Resources, together with the Adelaide International Bird Sanctuary Collective, is working towards the development of a plan of management for the Adelaide International Bird Sanctuary.

The Adelaide International Bird Sanctuary plan is presented in two parts:

- 1) Collective Plan
- 2) Adelaide International Bird Sanctuary National Park - Winaityinaityi Pangkara Draft Management Plan

Copies of the two plans are attached. The plans can also be downloaded at <http://www.environment.sa.gov.au/parkmanagement>.

Both plans draw on an extensive and innovative Collective Impact engagement process which has enabled meaningful participation and empowerment of people. The Bird Sanctuary Collective – a leadership roundtable comprised of representatives from a wide range of groups including Kaurna traditional owners, volunteers, local community representatives, local government, and non-government organisations – has guided the development of both plans.

The Collective Plan for the Adelaide International Bird Sanctuary provides background information and addresses the high level aspirations of the Bird Sanctuary Collective, the result of the extensive Collective Impact process with stakeholders over the past 3 years. The Collective plan is not open for public comment.

The park management plan describes management objectives and strategies for the national park (the core conservation area of the Adelaide International Bird Sanctuary) in accordance with the *National Parks and Wildlife Act 1972*. It guides operational and conservation activities in the park, as well as giving the community a clear sense of how the park can be used. The draft park management plan has been developed to facilitate further community input into the development of the final management plan for the national park.

We would welcome your comment on the Adelaide International Bird Sanctuary National Park - Winaityinaityi Pangkara Draft Management Plan. Comments received in response to the draft park management plan will be used to help develop the final plan.

You can have your say by filling in the online submission form, via email, or post.

Online <http://www.environment.sa.gov.au/parkmanagement>

Email DEWNR.AIBS@sa.gov.au

Post Arkellah Irving
Protected Areas Unit
Department of Environment, Water and Natural Resources
GPO Box 1047
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Please provide your comments by **16 April 2018**.

To find out more about the Adelaide International Bird Sanctuary, visit
<http://www.naturalresources.sa.gov.au/adelaidemtloftyranges/plants-and-animals/adelaide-bird-sanctuary>

If you have any questions regarding the Adelaide International Bird Sanctuary National Park - Winaityinaityi Pangkara Draft Management Plan, please contact Arkellah Irving on 8463 7131 or via email at DEWNR.AIBS@sa.gov.au

Yours sincerely,



Jason Irving
Manager, Protected Areas

Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara

Kurna language meaning Country belonging to all birds

Draft Management Plan 2018



The Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara (pronounced Wee-nay-chi-nay-chi pan-ker-a) Draft Management Plan sets out a pathway to achieve a sustainable Bird Sanctuary through describing the aspirations, use, enjoyment and conservation of the national park.

The Adelaide International Bird Sanctuary (Bird Sanctuary) is a haven for local and migratory shorebirds, stretching along 60 kilometres of coastline from St Kilda to Port Parham. Within the Bird Sanctuary is the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara. This is the Kurna language meaning ‘Country belonging to all birds.’

The national park comprises 14,633 hectares. The wider Bird Sanctuary is a much bigger concept than a national park, but the creation of a national park within the Bird Sanctuary is the government’s long term commitment to protecting vital shorebird habitat.

While conservation will be a priority, the national park will also become a focal point for people, as a destination to enjoy park facilities, learn about Kurna culture, and gain an appreciation of the role that the area - and the people connected to it – plays in global shorebird conservation.

People are driving the establishment of the Bird Sanctuary area broadly and the national park specifically, through a new way of working collectively. The high level of genuine engagement by people interested in or impacted by the creation of the national park has shaped an alignment of a vision and future plans that are needed to generate positive results for the north of Adelaide and for nature.

In conjunction with the wider Bird Sanctuary, the national park will help to redefine the identity of Adelaide’s northern suburbs, bringing people together to strengthen local economies through nature-based tourism enterprises, creating jobs, and increasing local commercial activity. A diverse range of land uses such as traditional Aboriginal land use practices, and other more modern uses such as salt production, horticulture, farming, recreation and manufacturing have co-existed alongside conservation in the landscape for many years. Enhancing conservation in parallel with creating opportunities for local and visiting people is a cornerstone of the Bird Sanctuary concept.



Developing this Draft Plan

The Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara Draft Management Plan was developed by the Department of Environment, Water and Natural Resources (DEWNR) with advice from The Collective – a leadership roundtable comprised of representatives from a wide range of groups including Kurna traditional owners, volunteers, local community representatives, local government, and non-government organisations.

It draws on an extensive engagement process that has occurred over the past three years, which has enabled meaningful participation and empowerment of people who are most interested in or impacted by the creation of the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara.

Thousands of people have attended and participated in the engagement opportunities for the Bird Sanctuary and national park; including expert workshops, an Ecology Summit, think-tanks, specialised strategic design sessions, capacity and knowledge building workshops, presentation and discussion sessions, online discussion forums, social media pages, festivals, and local township and council meetings.

These events have invited people to get involved, create a shared vision and find their role in the future shaping of the Bird Sanctuary and national park.

This draft management plan for the national park has had the benefit of advice from specialists across a range of fields, including global shorebird conservation, social co-design and social enterprise thinking, eco-tourism, nature conservation contemporary thinking, collective impact and collaborative governance, national, state and local governments, Kurna Elders and youth, and Vietnamese farming communities.

This plan is not intended to provide strategies to address all issues confronting the national park or specify all strategies that will be undertaken. Rather, it seeks to provide an overview of management arrangements and outline key priorities for long term and sustainable use for park management.

This draft has been prepared to prompt further contributions from the public.

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Your views are important

This draft plan has been developed to set directions for the management of the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara and ensure the long term protection of its natural values. It also enables the Kurna People to progress their aspirations for advancing spiritual, cultural, social and economic opportunities. This plan is intended to be read alongside The Collective Plan for the Adelaide International Bird Sanctuary, which sets out the intent for the area more broadly.

The Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara Draft Management Plan 2018 is now open for public comment. Members of the community are encouraged to express their views regarding the management of the park.

Each submission will be considered in the development of the final plan. I encourage you to make a submission on this draft plan.



The Hon. Ian Hunter MLC
Minister for Sustainability, Environment and Conservation



Directions for management

The Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara is the core conservation component of the Adelaide International Bird Sanctuary, a highly productive and ecologically significant ecosystem that is recognised as critical habitat for migratory shorebirds. The first stages of the national park were proclaimed in 2016 and 2017 and it is managed as a protected area consistent with the objectives of the *National Parks and Wildlife Act 1972*. The national park is 14,633 hectares, making it the largest park in the Adelaide and Mount Lofty Ranges region. Over time, future additions of other lands will be incorporated into the park and these areas will be managed in line with this plan.

The national park includes areas of land to low water mark, except in front of the local townships, where the foreshore will remain under the care and control of local government, but also includes the land that was formerly constituted as the Port Gawler Conservation Park which was abolished and incorporated into the national park in 2017.

The Kurna People are the traditional owners of the Greater Adelaide Plains, which includes the lands and waters of the Bird Sanctuary and national park. Kurna Elders have been the cultural and spiritual guides to the development of this draft plan. They have shared their knowledge, wisdom, spirituality and kindness in a way that has created healing for people and nature. As traditional owners, Kurna people will continue to care for their Country through the leadership and participation in the management of the park.

The park will be managed to minimise disturbance to the natural ecological processes that support life in the park, to protect natural and cultural values, to improve the integrity of important ecological communities and to enable people to enjoy the park and share in its Kurna culture.

Management of the national park will continue to utilise the best available scientific information and contemporary management practices. Management will be further enhanced by drawing on the traditional knowledge and experiences of the Kurna people.

The national park will be used by many local and visiting people. Respecting cultural diversity is a core value of the Bird Sanctuary, and this flows through to the management of the national park. Continuing to work alongside groups such as the Vietnamese farming community surrounding the national park is essential in ensuring the park is used and enjoyed by people in way that protects the shorebirds and cares for the coastline.

This plan will be supported by operational plans developed to provide more detailed information including visitor facility development, fire management, pest plant and animal control, interpretation and other operational park activities. These include the Adelaide and Mount Lofty Ranges Natural Resources Management Plan, the Adelaide Dolphin Sanctuary Management Plan and the Upper Gulf St Vincent Marine Park Management Plan.

The national park (except for the area formerly covered by the Port Gawler Conservation Park) is proclaimed under Section 43 of the *National Parks and Wildlife Act 1972*. This permits the continuation of existing rights of entry, prospecting, exploration or mining and enables the acquisition of new rights of entry, prospecting, exploration or mining under the *Mining Act 1971*, and *Petroleum and Geothermal Energy Act 2000*, subject to Ministerial approval.

Once adopted, the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara Management Plan will meet the requirements for the development of a management plan under Section 38 of the *National Parks and Wildlife Act 1972*. It will remain subject to native title rights or interests that exist in relation to the land, and will be implemented in accordance with the relevant provisions of the *Native Title Act 1993*.



Park significance and purpose

The Adelaide International Bird Sanctuary National Park – Winaitynaityi Pangkara encompasses over 50 km of coastline and covers 14,633 hectares. The national park rests along the eastern side of Gulf St Vincent, is adjacent to Adelaide's northern suburbs and spans across three local council areas, with the majority of the park nestled within one council, the Adelaide Plains Council. It is Adelaide's biggest metropolitan national park and can be easily accessed from Adelaide. At its southern gateway, it is approximately 25 minutes drive north of Adelaide, and at its northern gateway approximately 60 minutes.

The national park is located at the southern end of the world's biggest migratory shorebird flyway – the East Asian-Australasian Flyway (EAAF). It provides critical habitat for the EAAF, which is used by more than 5 million birds a year, up to 20,000 of which call the Adelaide International Bird Sanctuary home for up to six months every year.

The national park comprises a mosaic of marine, coastal and inland habitats that provide important feeding and roosting areas for up to 52 species of migratory and resident shorebirds, several of which are of internationally significant and many of which are endangered. The park also protects bush and sea birds, important plant species such as the beaded samphire, and many other native fauna and flora that call the area home.

The Kurna people have a deep relationship with land, water, plants and animals. This relationship is described as *Mina palti munaintyerlo*, which describes the connectedness of all. The cultural beliefs and practices of the Kurna people are associated with birth, death, social interaction, hunting, harvesting and protection of ancestral remains. Many features of the national park landscape are linked to Kurna culture, and the park contains a number of culturally significant sites. These include burial and camping grounds and several sites containing earthen mound associated with stone artefacts (EBS Heritage 2016).



'Kurna meyunna (Kurna people), are the direct descendants of the original custodians of the Adelaide region. Today, many Kurna people are actively involved in reclaiming their culture, reviving their language and teaching their histories and traditions. Their understanding of land and water is the living cultural knowledge that is passed down from generation to generation'

(Australians Together 2016)

The coastline of the national park supports the greatest area of largely intact, connected coastal native vegetation and habitats in the Adelaide region, including extensive tidal mudflats, samphire and saltmarsh communities, river estuaries and sabkhas. Globally, temperate coastal saltmarshes, such

as those across the park, are recognised as a significant carbon sink, with the highest estimated long term carbon accumulation rates of any ecosystem type (Purnell 2015).

The national park is also part of a large network of coastal protected areas off the northern shoreline, including the Adelaide Dolphin Sanctuary, the Upper Gulf St Vincent Marine Park and Light River Delta Sanctuary, as well as two Aquatic reserves: Barker Inlet-St Kilda and St Kilda-Chapman Creek.

This connectivity provides an important diversity of coastal, marine and estuarine environments, offering a range of land and water based activities such as bird watching, dolphin watching, walking and cycling trails, kayaking, and cultural experiences.



What are we looking after?

The Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara protects:

Biodiversity values

- Nationally and internationally significant numbers of migratory and resident shorebirds. At least 52 shorebird species, including 37 migratory species, have been recorded in the area, with 23 of these species being migratory shorebirds recognised under three international agreements. These include two nationally critically endangered species – the curlew sandpiper (*Calidris ferruginea*) and the far eastern curlew (*Numenius madagascariensis*).
- Important feeding, roosting and breeding habitat for many other coastal birds and seabirds, including the samphire or slenderbilled thornbill (*Acanthiza iredalei*), elegant parrot (*Neophema elegans*), rock parrot (*Neophema petrophila*), little egret (*Egretta garzetta*), grey plover (*Pluvialis squatarola*), and fairy tern (*Sternula nereis*).
- A high diversity of native species, including nine fauna and one flora species listed as nationally threatened under the *Environment Protection and Biodiversity Conservation Act 1999*, and 17 species listed as threatened in South Australia under the *National Parks and Wildlife Act 1972*.
- An integral component of the subtropical and temperate coastal saltmarsh threatened ecological community, listed as vulnerable under the *Environment Protection and Biodiversity Conservation Act 1999* and containing the largest area of critical habitat for the nationally vulnerable Bead samphire (*Tecticornia flabelliformis*).
- Regionally significant species, including coastal-dependent reptiles and rare butterflies.
- Intertidal mudflats and mangrove communities, listed as vulnerable in South Australia under the *National Parks and Wildlife Act 1972*.
- Naturally occurring extensive tidal wetlands, ephemeral freshwater wetlands, rivers, and tidal creeks, as well as the artificial Buckland Lake, all of which contribute to natural ecosystem processes.



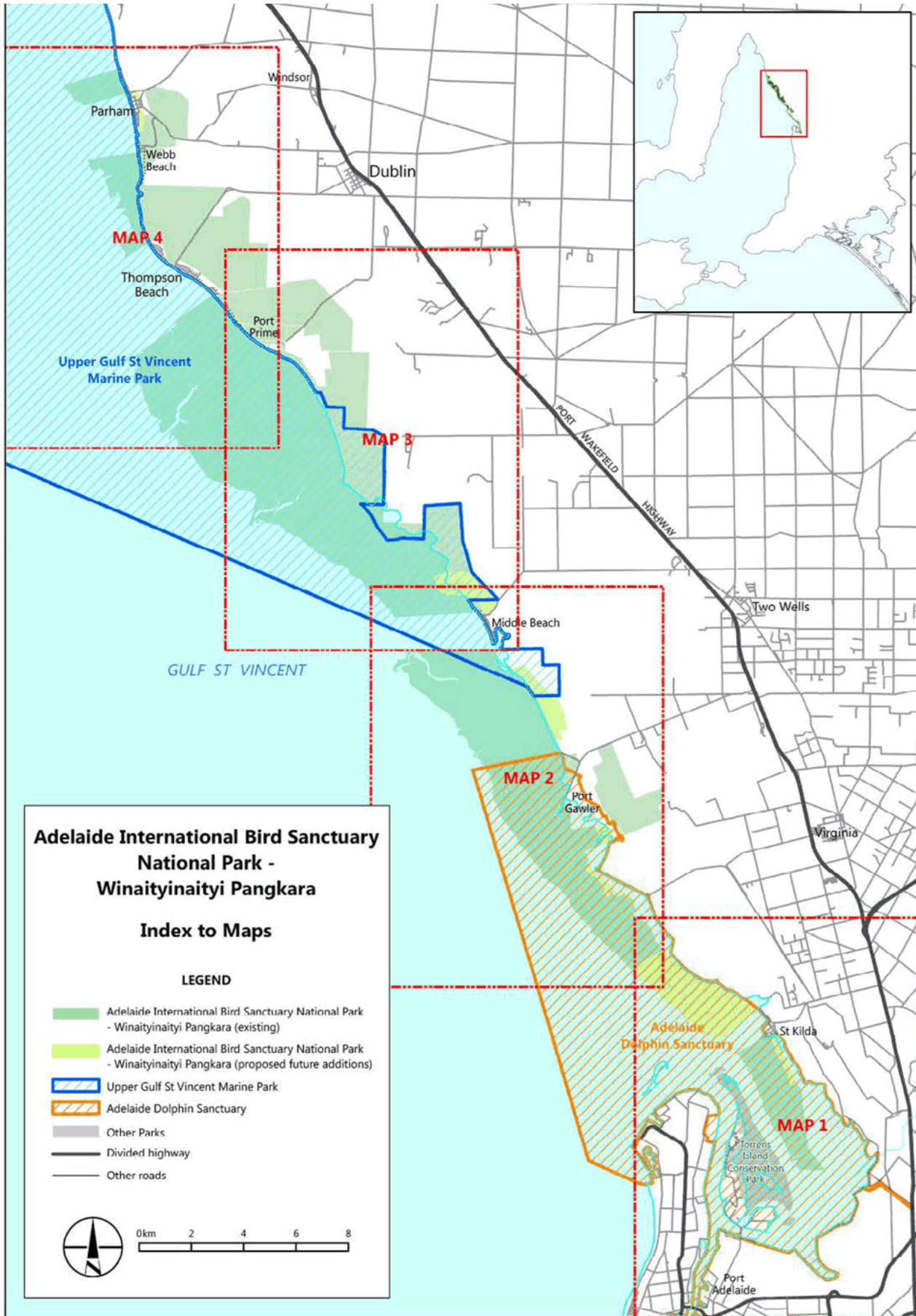
- A large portion of the Clinton Wetland of National Importance.
- Seagrass meadows, tidal creeks and saltmarshes that provide nursery areas for a number of commercially and recreationally important marine fish and crustacean species.
- Remnant coastal grasslands, a habitat that has been widely impacted in the region and contains nationally significant species such as the semi-parasitic herb Osborn’s eyebright, (*Euphrasia collina ssp osbornii*) listed as endangered under the *Environment Protection and Biodiversity Conservation Act 1999*.

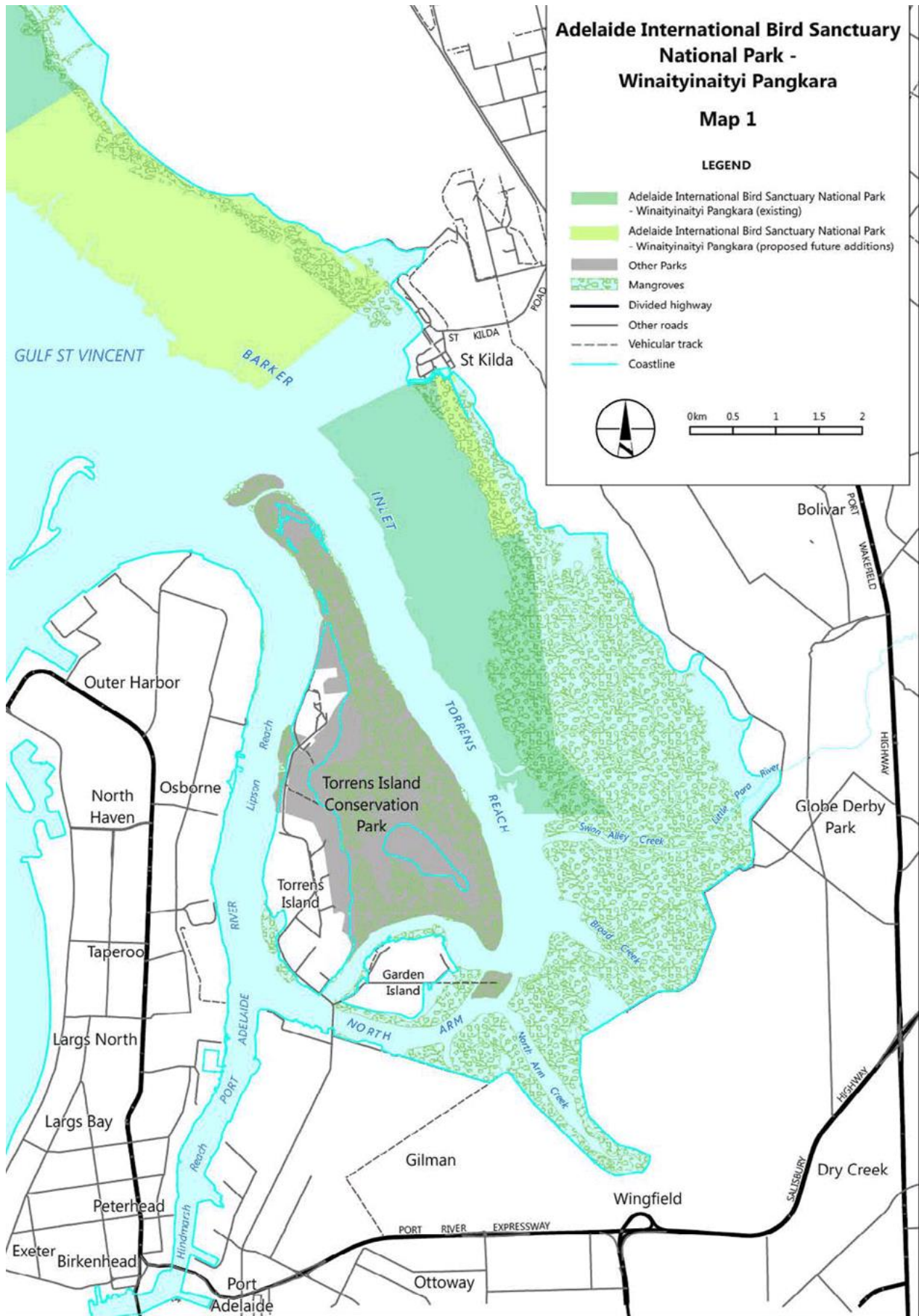
Kaurna cultural values

- An interconnected landscape of profound cultural significance to the Kaurna people.
- Species of significance such as the black swan (Kudlyo) and pelican (Yaltu).
- Places for Kaurna to practise both traditional and contemporary cultural practices.

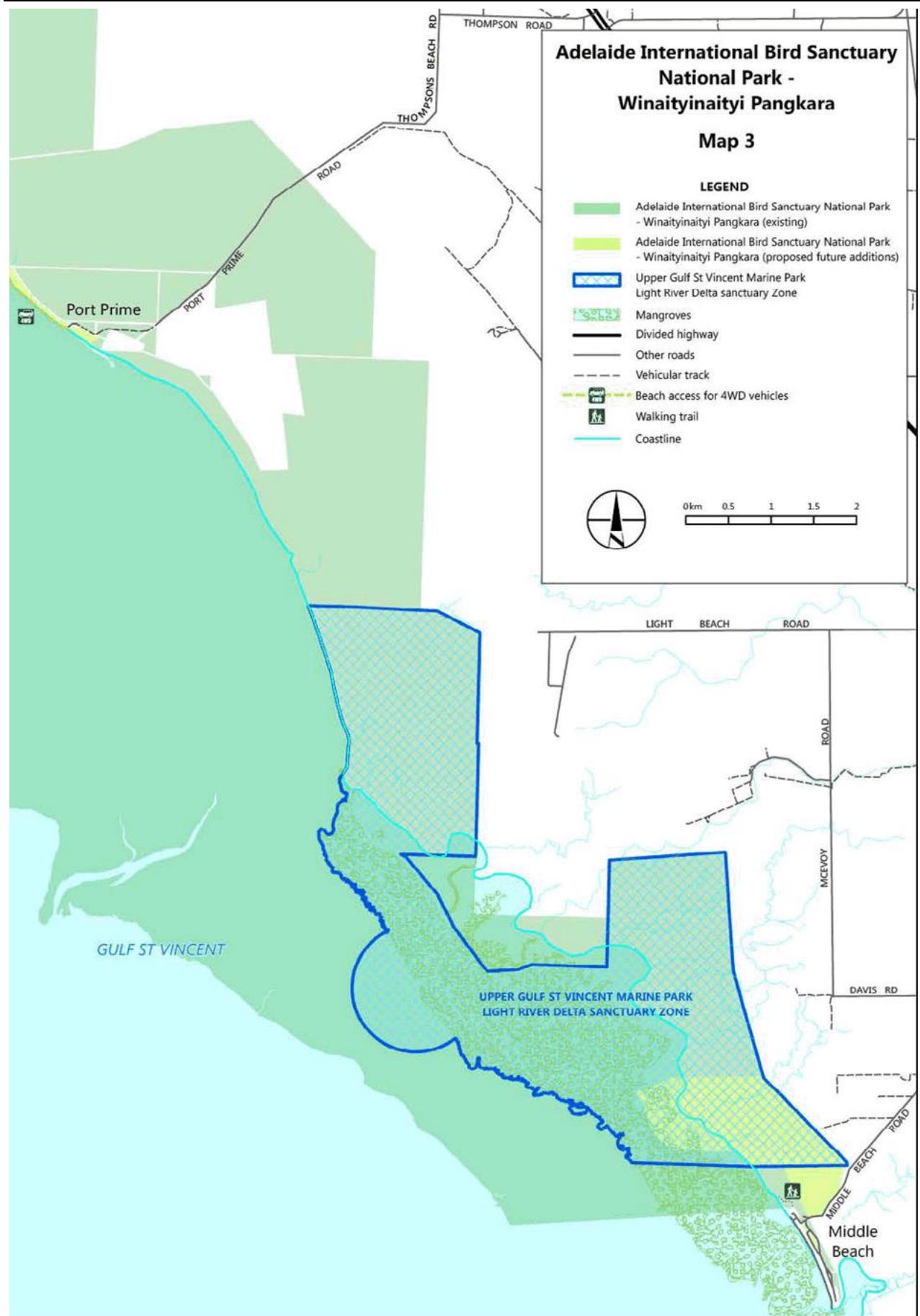
Recreational use and enjoyment values

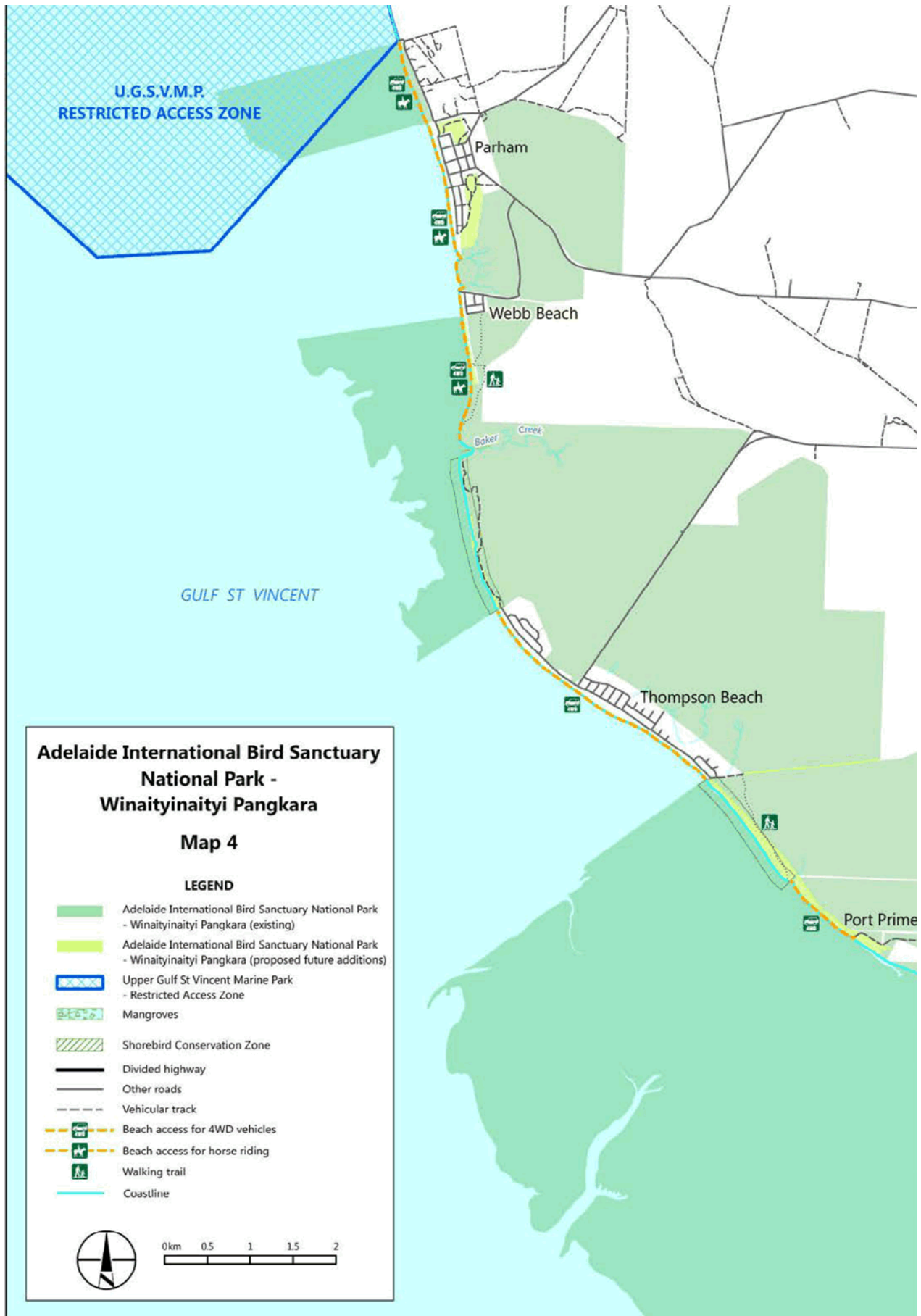
- A quiet place for bird watching and the opportunity to promote this activity through bird watching tourism development.
- Recreational and lifestyle needs of locals, such as fishing, crabbing, bird watching, horse riding (both professional and recreational), beach driving and walking.
- Places where people can access the beaches for respectful recreational use.
- Historical features including local community valued sites.
- An area which can provide a broader range of nature-based recreational activities and tourism experiences for both locals and visitors.













What are the challenges and opportunities?

Key challenges and opportunities in the protection and management of the national park are:

- Working with Kaurna people towards reconciliation and healing, with aspirations that cover all aspects of the Kaurna Nations' life: culture and heritage, social infrastructure, health and wellbeing, workforce and economic participation and prosperity.
- Empowering Kaurna people to develop business ventures.
- Opportunities for people to learn about and gain a deeper appreciation of Kaurna culture through the sharing of stories and language.
- Developing the national park and the wider Bird Sanctuary as a destination for connecting people with nature, providing opportunities for diverse and enriching visitor experiences in a sustainable and appropriate way.
- Balancing increase in tourism with shorebird conservation by managing activities in a way that promotes visitors and locals to use the site but also guides the use in a way that people can still enjoy the area. This includes: identifying tracks for access to consolidate vehicle impact, identifying places for horse riding and training, and using messages of 'tread lightly'.
- Maintaining coastal access for recreational activities and a quiet, undisturbed lifestyle for local communities.

The creation of the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara harnessed a collective effort in the community and turned a spotlight on shorebirds and this landscape. It is anticipated that this heightened interest will create opportunities for the development of tourism based on shorebirds, local food, Kaurna culture and historical sites.

- Facilitating a coordinated approach to managing the Bird Sanctuary and national park, to ensure these values are retained.
- Opportunities for economically important nature-based tourism businesses and supportive business services.



Management themes and priorities

This section of the plan addresses the most important management issues for the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara, focussing on four key themes. The objectives and strategies in the themes below outline the recommended focus for investment and further planning.

Theme 1: Conserving shorebirds and their habitat

The national park is a unique and highly valuable landscape that protects an internationally significant area for shorebirds, both endemic and migratory. At the peak of the summer migration season, more than 27,000 migratory shorebirds gather across the sanctuary, with many species having journeyed thousands of kilometres along the East Asia-Australasian Flyway (EAAF) through more than 22 countries and arriving from as far away as northern Asia and Alaska.

Each year these remarkable birds leave their northern hemisphere breeding grounds for the southern hemisphere, where they can feed and replenish their energy supplies in readiness for their next northerly trip to breed.

The national park protects rich feeding and roosting grounds made up of tidal flats, mangroves, samphire shrublands and seasonally inundated sabkhas. The wide beaches and shallow nature of the Gulf St Vincent create naturally occurring extensive tidal wetlands, ephemeral freshwater wetlands, rivers, and tidal creeks, providing ideal areas where shorebirds can forage for food. The importance of these wetlands has been recognised for many years with their inclusion within the Clinton Wetland of National Importance.

Higher landforms are located above the highest storm surges, including seawalls and other embankments, chenier ridges, beach berms and dunes, grasslands, saltbush and small areas of mallee woodlands.

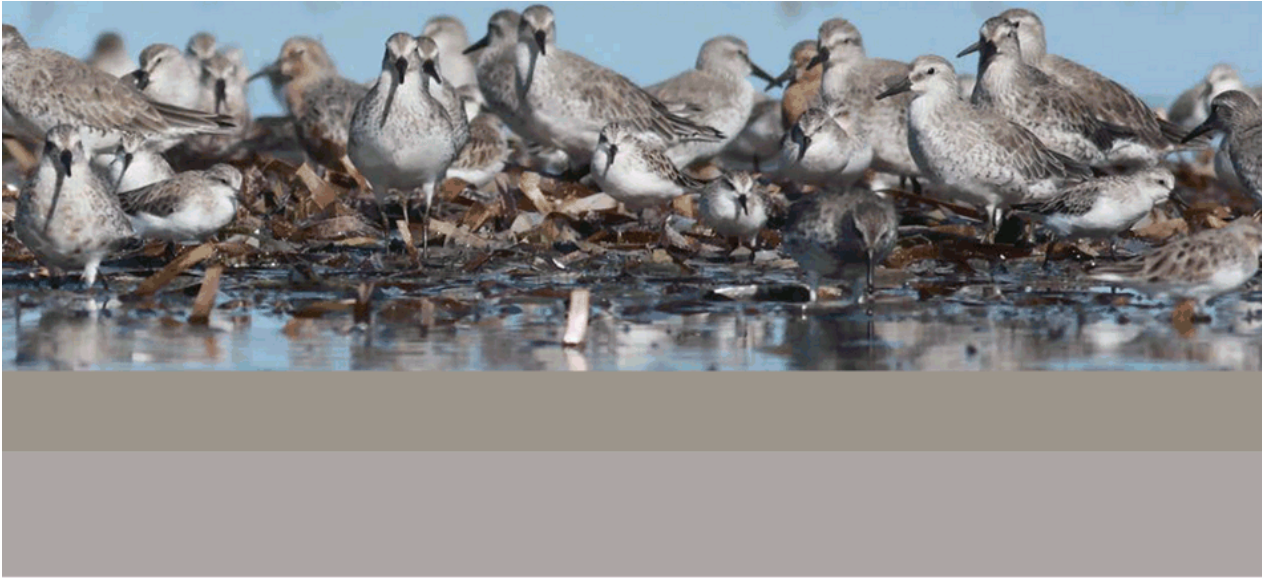
At least 52 shorebird species, including 37 migratory species, have been recorded in the area, with 23 of these migratory bird species recognised under international agreements: Japan Australia Migratory Bird Agreement (JAMBA), China Australia Migratory Bird Agreement (CAMBA), and Republic of Korea Australia Migratory Bird Agreement (ROKAMBA). Many of these bird species, including the curlew sandpiper and far eastern curlew, are recognised as matters of National environmental significance under the *Environment Protection and Biodiversity Conservation Act 1999*, which sets out additional controls for their protection.

The significance of the national park's contribution to global migratory shorebird conservation was also formally recognized in 2016 with the broader Bird Sanctuary's inclusion on the EAAF flyway network. Shorebird conservation activities within the national park will align with the internationally adopted objectives set out for the EAAF.

Pest animals such as cats, foxes, deer and rabbits threaten shorebirds and their habitat, and as such are a priority for management. These species are managed through control measures such as baiting and on-ground shooting. Kangaroos also have the potential to become over-abundant in the park. In large numbers, kangaroos have a devastating effect on native vegetation. If necessary, culling programs may be implemented in future to control numbers of kangaroos in the park. Pest plants such as African boxthorn, Columba daisy and bridal creeper can also impact on shorebirds and other native species, spreading into important habitat if left unmanaged. Management of pest plants and animals in the national park will be undertaken as part of a collaborative, landscape-scale approach.

Some activities – such as off-road driving, horse riding, dog walking, fishing and crabbing – can damage sensitive vegetation, cause disturbance to shorebirds or their nesting areas, and compete with shorebird food resources. Areas of particular significance are identified in maps 1-4 on pages 9-13. Adaptive management of trails and tracks is required to ensure significant sites are not impacted. The impacts of visitor use require ongoing monitoring to ensure the park continues to support shorebirds as well as enabling visitors and locals to enjoy the area. Further detail regarding coastal access within the national park is outlined in Theme 4.

An important part of enabling sustainable visitor use to occur alongside conservation is through raising awareness of migratory shorebirds and strategies for their protection. Engaging and educating people through social media, on-site interpretive information, tours, school visits, and events will play an integral role in fostering ongoing community custodianship of the national park and the shorebirds it protects.



The park, and more broadly the Gulf, has a strong foundation of investment and resourcing that spans tens of years. Organisations such as Birds SA and BirdLife Australia have been and still are instrumental in contributing to the science and stewardship of the site. Data is collected on numbers and diversity of both resident and migratory shorebirds, bush birds and waterbirds, fauna and flora and some threats are recorded. This information is critical to understanding the importance of the site.

Over the past few years, however, it has become apparent that we need to know more than shorebird numbers and the range of species present. We also need to know whether the shorebirds are obtaining the nutrients needed to successfully migrate from the southern to the northern hemisphere each year. Some species travel up to 25,000 kms to reach the shores of the Bird Sanctuary where they spend up to six months a year feeding and roosting. Optimal weight gain varies across species but on average each species needs to increase their bodyweight by at least 60% pre-migration. For the Bird Sanctuary to be a successful refuge for shorebirds, data is needed to implement appropriate conservation programs and to make management decisions that are long lasting and effective.

To support and complement existing data collection, the establishment of an innovative and adaptive shorebird monitoring program is needed. Any future program should be complementary to and part of evaluating existing data collections or monitoring undertaken across the site. Monitoring will adopt a collaborative approach involving citizen science, universities, youth, Kaurna people, the Friends of Adelaide International Bird Sanctuary and other local community action groups.

Kaurna people involved in the establishment of the national park have expressed deep interest in reinvigorating connection to Country through opportunities to work on Country, such as partaking in monitoring and ranger programs. Furthering opportunities for Kaurna people to share their traditional knowledge of managing Country, in conjunction with contemporary science, will result in greater conservation outcomes for shorebirds and their habitat.

Objective and strategies

Stabilise and where possible increase the numbers of migratory and resident shorebirds that utilise the park through the protection of shorebirds and their habitats.

- Support and complement ongoing monitoring with the establishment of an innovative, adaptive and collaborative shorebird monitoring program that improves shorebird conservation strategies and their impact.
- Continue monitoring and control programs for pest plants and animals, ensuring a landscape-scale approach to management in collaboration with partners.
- Collaborate with other migratory shorebird sites along the Flyway to trial new programs and contribute to existing programs that increase knowledge of migratory shorebirds, their populations, habitats and threats.
- Collaborate with East Asian-Australasian Flyway partners and ensure that shorebird conservation activities within the park contribute to the internationally adopted objectives of the Flyway.
- Support Kaurna and community groups to participate in shorebird conservation activities for the long term stewardship of the park.
- Raise awareness of migratory shorebirds and strategies for their protection through techniques such as engaging campaigns, social media, on-site interpretive information, tours, school visits, and events.



Theme 2: Advancing Kaurna spiritual, cultural and economic relationships with Country and community

Kaurna people have occupied their traditional lands, which include the Bird Sanctuary and national park, for more than 40,000 years. Prior to European settlement, the Adelaide area was an open grassy plain, the result of hundreds of generations of skillful land management. It offered access to the coast, the Torrens river (known as Karrawirra Pari, meaning 'red gum forest river'), wetlands, hunting grounds and foraging places. Kaurna People

traditionally moved through their Country according to seasons and ceremonies (Australians Together 2015).

Kaurna people have withstood considerable and destructive impacts on their community, their lands and waters and their children. They now look forward to healing, through recognising historical damage and finding ways to work together, for a stronger, more positive future for us all.



Looking after culture and Country

- The Kaurna people are the Aboriginal traditional owners of all land and waters of the greater Adelaide area including identified Aboriginal living areas.
- Aboriginal lore/law requires respect for the cultural authority of the traditional owners.
- Kaurna speak for Kaurna Country; other traditional owners speak for their traditional lands.
- We have a mutual obligation to care for our Country with our neighbours.
- Visitors should be aware that we have a body of knowledge in our land and waters, which includes sites of significance.
- Kaurna people expect visitors and service providers to be aware of Kaurna cultural obligations and to respect and acknowledge them.
- Visitors have the right to be treated with respect and understanding.
- All visitors are responsible for their behaviour and should respect guidance of Kaurna.
- Learning about Country is everybody's responsibility and it is also the responsibility of government and non-government agencies.
- Inappropriate behaviour reflects badly on Kaurna people and we do not accept it.

'In the past our ancestors lived on this Country, knowing the storyline, song and the dance that has been handed down from generation to generation. You will see and know the formation of the land, trees, creeks, it's all got those connections that is all spiritually important to the Aboriginal people, tradition and customs.'

Jeffrey Newchurch, Kurna and Narrunga Elder

The national park offers opportunities for Kurna people to be actively involved in reclaiming their culture, reviving their language and teaching their histories and traditions. Kurna culture and history will become increasingly acknowledged and visible across Adelaide, led by the Bird Sanctuary and National Park. As part of reclaiming culture, Kurna people aspire to create a place of belonging within the park to provide a meeting point and place for the celebration and sharing of Kurna culture.

A number of Kurna cultural heritage sites are located within the national park. All Aboriginal sites, artefacts and remains are protected under the *Aboriginal Heritage Act 1988*, whether registered, recorded or unrecorded. Access to identified sites may be restricted or prohibited at the request of Kurna.

As traditional owners, Kurna people may undertake traditional practices such as community gatherings, camping, collecting food, using fire and conducting burials. Establishing a traditional use zone and developing a traditional use protocol for the park will be considered in partnership with Kurna to facilitate the continuation of these activities.

Kurna people also seek to increase involvement in more contemporary practices within the park, through opportunities such as cultural exchange, youth leadership, mentoring and working on Country programs, ranger traineeships, conducting cultural tours and participating in or developing new business ventures.



Kurna will continue to be encouraged and supported to guide and participate in the development, implementation and review of natural resource management programs, as well as interpretive information for the park, to ensure that it incorporates Kurna culture as appropriate.

Kurna people, in particular Kurna Elders, are fundamental people in the planning and management of the park. Maintaining a strong Kurna voice in the management of the park is an important part of strengthening the ongoing partnership between Kurna people and the South Australian Government.

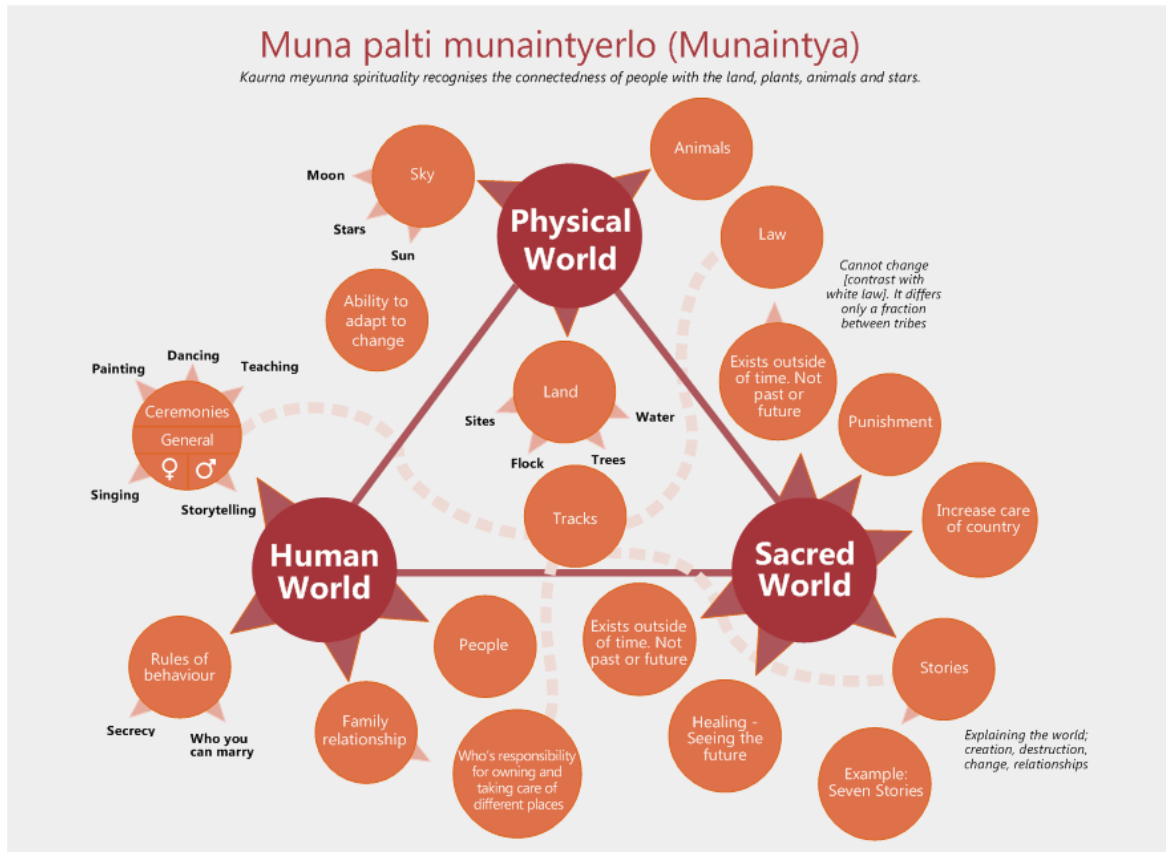
Everyone who works in or visits the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara should respect and have an opportunity to learn about Kurna culture and heritage. When managing Kurna cultural values, the following overarching principles will apply:

- Kurna will continue to be encouraged and supported to guide and actively participate in the development and implementation of cultural heritage, language and land management in the park.
- Kurna cultural and traditional knowledge will be respected and used to inform management priorities and programs.
- Conservation work at cultural sites will occur in partnership with Kurna to ensure appropriate use and development occurs across the park.
- Collaborative management of the park is a recognised aspiration.
- Management of the park's cultural values will be guided by the Kurna Nation Cultural Heritage Association.
- Identified cultural sites will only be accessible to the public with the consent of Kurna and access to sites may be further restricted or prohibited at the request of Kurna.
- External linkages and funding will be explored to assist with management of cultural sites and the future of Kurna people.

Governor of South Australia tour, ceremony of cultures at the Adelaide International Bird Sanctuary - gift exchange of Aboriginal flag and fresh Vietnamese produce as a symbol of new friendships. Left: Mr Ly Luan Le (Spokesperson, Vietnamese Farmers Association of SA), Mr Jeffrey Newchurch (Kurna and Narrunga Elder) and Mr Dang Van Lam (President, Vietnamese Farmers Association of SA)

Living in harmony with the land and respecting all creatures is at the heart of Kaurna connection to the lands and waters of the national park. This can be explained through the diagram below which describes *muna palti munaintyerlo*, known as the dreaming. Munaintya is a multi layered story that connects,

creation, the law and spiritual relationships. Palti means both song and dance which are intertwined to keep these stories alive. Munaintya involves cultural practice and cultural knowledge layered throughout Country, and teaches Kaurna People to live with the land and follow the laws.



Objectives and strategies

Maintain, promote and sustain traditional Kaurna cultural sites and practices within the park and support the development of economic opportunities.

- Facilitate opportunities for Kaurna people to participate in business enterprises. This will include promoting a 'Kaurna first' approach to employment, training and the procurement of contracting services.
- In conjunction with the Kaurna community, identify a site that could be used to construct a place of belonging within the park.
- Seek to establish a Kaurna traditional use zone and develop a traditional use protocol within the park to facilitate the continuation of traditional practices and activities.
- Promote opportunities to empower Kaurna people and build cultural capacity through employment, training, youth leadership programs, mentoring and cultural exchange programs with EAAF Flyway partners.
- Systematically review all interpretive information for the park, including park signage, to ensure that it incorporates Kaurna culture as appropriate. Consider the use of innovative information technology to promote and share Kaurna culture.

Kaurna people have been living closely with the land for many, many years - since the Dreamtime. Connection to Country and maintaining Kaurna culture is recognised as an important part of managing the national park into the future.



Native dwelling, Giles, James William, 1801-1870, National Library of Australia



Theme 3: Creating a unique coastal nature-based visitor experience

The Adelaide International Bird Sanctuary National Park – Winaitynaityi Pangkara is a remarkable asset that will drive better outcomes both for people and the environment. It protects a diversity of coastal, marine and estuarine environments, and is part of an interconnected land and seascape of conservation areas which includes the wider Adelaide International Bird Sanctuary, Adelaide Dolphin Sanctuary and Upper Gulf St Vincent Marine Park.

The untouched natural coastline invites immersion in a peaceful place with open horizons, invoking a sense of wonder of the truly amazing journey of the migratory shorebirds that travel the globe each year to arrive at Adelaide's northern shores. The sheer number and diversity of shorebirds that can be seen by national park visitors create an incredible attraction for more than six months of the year.

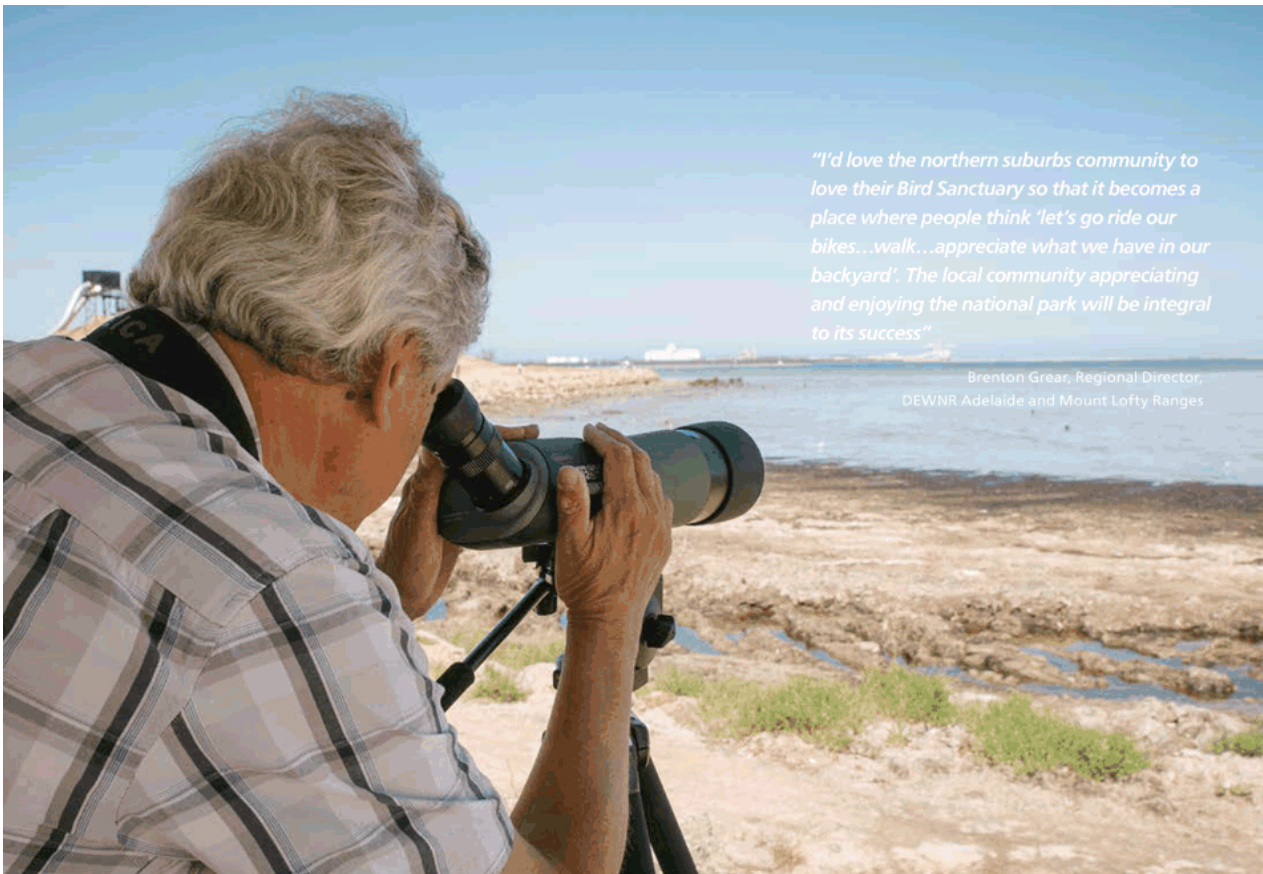
The park also offers an exciting nature-based coastal experience that is uniquely South Australian and is in close proximity to Adelaide, with the potential for a range of land and water-based activities such as bird watching, dolphin watching, walking, fishing, cycling, kayaking, camping, cultural experiences and more. The coastal surrounds boast pristine long stretches of winding mangrove and unique coastal vegetation, offering a world-class kayaking experience.

In the longer term, it is hoped that a range of tourism experiences such as kayak tours, guided bird watching experiences, and Kaurna cultural tours will create jobs and generate economic

benefits for local communities. There may also be opportunities in the future for the development of precincts focused on tourism, culture, education and research. This may include bird hides, trails, campsites and accommodation. All development will be subject to careful planning to ensure developments are not conflicting with the protection of shorebirds and are complementary to adjacent coastal assets such as the Adelaide Dolphin Sanctuary and marine parks. In this way, tourism can underpin the long term success of the national park as a valued community asset and a sanctuary for shorebirds.

A number of tourism and recreational activities are available across the Bird Sanctuary area and are promoted through new nature-based tourism opportunities. The development of new and innovative ventures exist that support community outcomes for health and wellbeing. The Government's Healthy Parks, Healthy People strategy is supported through encouraging use and enjoyment of the park that contributes to more resilient families and communities.

Visionary and creatively developed tourism will generate the visitor support base needed to sustain the national park. Allowing visitors to experience and connect with natural places deepens the awareness of the importance of conservation. It also increases understanding of the people connected to that place, such as the Kaurna people.



Objectives and strategies

Establish the park as a unique nature-based tourism and wellbeing destination.

In partnership with local councils, tourism organisations, Kaurna people, local communities and others, enable and develop economic and tourism opportunities that protects the environment, social and cultural values of the site.

- In partnership with stakeholders develop a master plan for visitor access areas. This plan will form the basis for the future enhancement of visitor experiences.
- Facilitate the establishment of environmentally sensitive tours within the park that provide opportunity for people to see shorebirds, connect with nature and learn about Kaurna culture.
- Enable the development of eco-sensitive accommodation and other tourism infrastructure within the park which will not have a detrimental impact on shorebirds, their habitat, cultural sites or the natural park landscape.
- Provide opportunities for the establishment of tourism enterprises and associated businesses within the park, in partnership with state and regional development authorities.
- Promote opportunities where wellbeing activities and initiatives can be developed.



Theme 4: Maintaining coastal access

The national park surrounds several coastal townships – St Kilda, Middle Beach, Thompson Beach and Parham whose residents value this coastline for its amenity and enjoy the ability to access it for recreation and enjoyment. Many people also visit the area each year to camp, fish, crab, horse ride, walk, bird watch and relax. Ensuring that locals can continue to enjoy their lifestyle and share it with visitors is an important aspect of managing the national park.

The bird watching opportunities provided in the park are a significant drawcard for both expert and novice bird watchers. Bird watching is actively encouraged within the park for pleasure, education, monitoring and research. Bird watchers are urged to remain quiet and keep a safe distance to minimise disturbance to the birds and their natural habitat.

This area has also been used for horse riding and dog walking for many years. To ensure these activities can continue alongside protecting critical areas for shorebirds and their habitat, areas have been designated where these activities are permitted (refer maps 1-4 on pages 9-13). Dogs must remain on a lead and under effective control at all times. Dog walkers and horse riders are encouraged to adopt minimal impact behaviors, such as picking up after their animals.

Fishing and crabbing are significant uses of the area and a key part of the local lifestyle, and as such will continue to be permitted within the park. Several sites across the park are accessed for land-based fishing and some sites offer places for boat launching. If not undertaken with due care, however, these activities can deplete critical food resources and disturb shorebird feeding and resting. Existing regulations for fishing and crabbing, such as bag limits, will continue to apply to these activities. Parts of the park are also overlaid by the Upper Gulf St Vincent Marine Park Light River Delta Sanctuary Zone and Restricted Access Zone (refer map index on page 9). Under the *Marine Parks Act 2007*, fishing is not permitted in either of these zones. No access is permitted in the Restricted Access Zone. No additional restrictions on fishing and crabbing will be applied within the national park. Instead, a focus will be on education and awareness-raising of shorebird threats and how to use the site for these activities while causing as little disturbance as possible.

Off-road driving of motor bikes and vehicles has occurred in this area in the past. These activities are not sustainable, as they damage sensitive vegetation and cause significant disturbance to shorebirds. The network of roads outlined in the park provides for vehicle access (see maps 1-4 on pages 9-13). Vehicle use outside of this dedicated road network is not permitted. A strategy that addresses illegal off-track vehicle activity between Port Gawler and Salt Creek is needed. This strategy should be developed in conjunction with stakeholders, including the Port Gawler Off-Road Vehicle Park.

Additional protection for migratory shorebirds

This plan will begin the process of consolidating vehicle use on an approved network of tracks, as well as designated beaches (refer to maps 1-4). Establishment of this consolidated access network will significantly reduce disturbance to feeding shorebirds while not diminishing access to the coast. Special protection will also be afforded to shorebirds through seasonal closure of critical areas, defined by designated Shorebird Conservation Zones.

Shorebird Conservation Zones have been designated in some of the crucial areas where shorebirds gain the nourishment needed for their annual northbound migratory journey, to places as far away as Alaska and Russia. These areas will be closed to vehicles for a 6-8 week period each year between February and March. The timing of this closure may vary year to year but will coincide with critical feeding times. This approach is based on information that has been collected over many years about shorebird feeding patterns. These zones make up only a small proportion of the park, ensuring locals and visitors can still use and enjoy a large portion of the coastline.



Other activities which have been known to occur in the area in the past include powered hang-gliding, flying model aircraft, and land yachting. Communication will be required with recreational groups to determine appropriate access for these activities, should they occur in future.

Shorebird Conservation Zones have been allocated as a way to protect known important shorebird areas. Across other areas of the national park, it may be necessary to implement

seasonal temporary or permanent changes to walkers, vehicles, dogs or horses. This will only be considered after an assessment of risks and consultation with user groups.

Sustainable activities in parks are supported through providing web based and on-site information for visitors, communicating appropriately with organised recreational groups, establishing appropriate access networks, and enforcing regulations.

Objective and strategies

Provide access to the park for visitors and local people to enjoy the park's values.

- Provide information for visitors promoting an environmentally sustainable approach to access and activities that are in harmony with other people that use the park or live nearby. This will include information about boating, fishing, exercising dogs, and vehicle access.
- Provide vehicle access to the park through the tracks that are designated, including some beach tracks, for public access and vehicles (see maps 1-4 on pages 9-13).
- Allow for fishing, boating and swimming within the park, other than in areas where these activities are restricted under the *Marine Parks Act 2007*.
- Allow dogs on beaches, tracks and trails within the park, provided they are on a lead and owners pick up after their dog.
- Allow horse riding in designated areas (maps 1-4 on pages 9-13).
- Liaise with recreational groups to ensure that their members are aware of restrictions associated with the use of the national park.
- Ensure safe access and prevent disturbance to shorebirds by educating users and liaising with organised recreational groups.
- Close Shorebird Conservation Zones to vehicles for an annual 6-8 week period (refer to map 4), to be specified each year based on the best available information on critical feeding times. If necessary, close other areas as required for the protection of park values in consultation with user groups.
- Work with stakeholders including the Port Gawler Off-Road Vehicle Park to develop a strategy that addresses illegal off-track vehicle activity between Port Gawler and Salt Creek.
- Monitor the impact of visitors to the park and periodically review the network of trails and tracks to protect important shorebird sites and other conservation values.

Invitation to contribute

The Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara (pronounced *Wee-nay-chi-nay-chi pan-ker-a*) Draft Management Plan is now open for public consultation to facilitate community input into the management plan for the park.

You are invited to contribute by making a submission on the National Park Draft Management Plan. To ensure that your submission is effective:

- Make your submission concise and clear.
- Reference any specific comments to a page or section within the draft plan.
- Identify aspects of the draft plan that you support, or do not support. Explain your reasons for disagreeing with the content of the draft plan and suggest alternatives.
- Highlight any information that may be inaccurate and provide a reference to assist with further editing.

Each submission will be carefully reviewed. A final Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara Management Plan will then be prepared and forwarded to the Minister for Sustainability, Environment and Conservation for consideration together with a detailed analysis of submissions received.

The Minister may adopt the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara Management Plan with or without alteration. Once adopted, a notice will be placed in the Government Gazette. This Plan and an analysis of the public submissions will be available at www.environment.sa.gov.au/park-management.

Please note that your submission will become part of the public record and will be available to anyone who requests a copy unless you specifically request otherwise.

Submissions close 16 April 2018

Written submissions:

Protected Areas Unit
Department of Environment, Water
and Natural Resources
GPO Box 1047 Adelaide SA 5001

E-mail submissions:

DEWNR.AIBS@sa.gov.au

Online submissions:

www.environment.sa.gov.au/parkmanagementplans







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Appendix 1

Migratory and resident shorebirds of conservation significance

SCIENTIFIC NAME	COMMON NAME	MIGRATORY OR RESIDENT	CONSERVATION STATUS				
			EPBC Act Cwlth ¹	NPW Act SA ²	Migratory agreement		
					CAMBA	JAMBA	ROKAMBA
<i>Calidris tenuirostris</i>	Great Knot	Migratory	CR	R	yes	yes	yes
<i>Numenius madagascariensis</i>	Far Eastern Curlew	Migratory	CR	V	yes	yes	yes
<i>Calidris ferruginea</i>	Curlew Sandpiper	Migratory	CR		yes	yes	yes
<i>Charadrius mongolus</i>	Lesser Sand Plover	Migratory	EN	R	yes	yes	yes
<i>Calidris canutus</i>	Red Knot	Migratory	EN		yes	yes	yes
<i>Limosa lapponica</i>	Bar-tailed Godwit	Migratory	VU	R	yes	yes	yes
<i>Charadrius leschenaultii</i>	Greater Sand Plover	Migratory	VU	R	yes	yes	yes
<i>Sternula albifrons</i>	Little Tern	Migratory		E	yes	yes	yes
<i>Actitis hypoleucos</i>	Common Sandpiper	Migratory		R	yes	yes	yes
<i>Arenaria interpres</i>	Ruddy Turnstone	Migratory		R	yes	yes	yes
<i>Calidris subminuta</i>	Long-toed Stint	Migratory		R	yes	yes	yes
<i>Numenius phaeopus</i>	Whimbrel	Migratory		R	yes	yes	yes
<i>Philomachus pugnax</i>	Ruff	Migratory		R	yes	yes	yes
<i>Pluvialis fulva</i>	Pacific Golden Plover	Migratory		R	yes	yes	yes
<i>Sterna hirundo</i>	Common Tern	Migratory		R	yes	yes	yes
<i>Tringa brevipes</i>	Grey-tailed Tattler	Migratory		R	yes	yes	yes
<i>Tringa glareola</i>	Wood Sandpiper	Migratory		R	yes	yes	yes
<i>Xenus cinereus</i>	Terek Sandpiper	Migratory		R	yes	yes	yes
<i>Limosa limosa</i>	Black-tailed Godwit	Migratory		R	yes	yes	yes
<i>Calidris alba</i>	Sanderling	Migratory		R	yes	yes	yes
<i>Calidris melanotos</i>	Pectoral Sandpiper	Migratory		R		yes	yes
<i>Phalaropus lobatus</i>	Red-necked Phalarope	Migratory			yes	yes	yes
<i>Tringa stagnatilis</i>	Marsh Sandpiper	Migratory			yes	yes	yes
<i>Pluvialis squatarola</i>	Grey Plover	Migratory			yes	yes	yes
<i>Calidris acuminata</i>	Sharp-tailed Sandpiper	Migratory			yes	yes	yes
<i>Calidris ruficollis</i>	Red-necked Stint	Migratory			yes	yes	yes
<i>Charadrius veredus</i>	Oriental Plover	Migratory			yes	yes	yes
<i>Limicola falcinellus</i>	Broad-billed Sandpiper	Migratory			yes	yes	yes
<i>Numenius minutus</i>	Little Curlew	Migratory			yes	yes	yes

Appendix 1 (continued)

Migratory and resident shorebirds of conservation significance

SCIENTIFIC NAME	COMMON NAME	MIGRATORY OR RESIDENT	CONSERVATION STATUS				
			EPBC Act Cwlth ¹	NPW Act SA ²	Migratory agreement		
					CAMBA	JAMBA	ROKAMBA
<i>Stercorarius parasiticus</i>	Parasitic Jaeger (Arctic Jaeger)	Migratory			yes	yes	yes
<i>Tringa nebularia</i>	Common Greenshank	Migratory			yes	yes	yes
<i>Chlidonias leucopterus</i>	White-winged Tern	Migratory			yes	yes	
<i>Gelochelidon nilotica</i>	Gull-billed Tern	Migratory			yes		
<i>Hydroprogne caspia</i>	Caspian Tern	Migratory				yes	
<i>Thalasseus bergii</i>	Greater Crested Tern	Migratory				yes	
<i>Botaurus poiciloptilus</i>	Australasian Bittern	Resident	EN	V			
<i>Rostratula australis</i>	Australian Painted-snipe	Resident	EN	V			
<i>Sternula nereis</i>	Fairy Tern	Resident	VU	E			
<i>Haematopus longirostris</i>	(Australian) Pied Oystercatcher	Resident		R			
<i>Anas rhynchotis</i>	Australasian Shoveler	Resident		R			
<i>Biziura lobata</i>	Musk Duck	Resident		R			
<i>Cereopsis novaehollandiae</i>	Cape Barren Goose	Resident		R			
<i>Haematopus fuliginosus</i>	Sooty Oystercatcher	Resident		R			
<i>Podiceps cristatus</i>	Great Crested Grebe	Resident		R			
<i>Anhinga novaehollandiae</i>	Australasian Darter	Resident		R			
<i>Oxyura australis</i>	Blue-billed Duck	Resident		R			
<i>Ardea ibis</i>	Cattle Egret	Resident		R			
<i>Ardea intermedia</i>	Intermediate Egret	Resident		R			
<i>Egretta garzetta</i>	Little Egret	Resident		R			
<i>Egretta sacra</i>	Pacific Reef Heron (Eastern Reef Egret)	Resident		R			
<i>Larus dominicanus</i>	Kelp Gull	Resident		R			
<i>Porzana tabuensis</i>	Spotless Crake	Resident		R			
<i>Cladorhynchus leucocephalus</i>	Banded Stilt	Resident		V			
<i>Stictonetta naevosa</i>	Freckled Duck	Resident		V			
<i>Acanthiza iredalei rosinae</i>	Slender-billed Thornbill (St Vincent Gulf ssp)	Terrestrial	VU	V			
<i>Haliaeetus leucogaster</i>	White-bellied Sea-Eagle	Terrestrial		E			
<i>Pandion haliaetus</i>	Osprey	Terrestrial		E			

Appendix 1 (continued)

Migratory and resident shorebirds of conservation significance

SCIENTIFIC NAME	COMMON NAME	MIGRATORY OR RESIDENT	CONSERVATION STATUS				
			EPBC Act Cwth ¹	NPW Act SA ²	Migratory agreement		
					CAMBA	JAMBA	ROKAMBA
<i>Microeca fascinans</i>	Jacky Winter	Terrestrial		R			
<i>Myiagra inquieta</i>	Restless Flycatcher	Terrestrial		R			
<i>Turnix varius</i>	Painted Buttonquail	Terrestrial		R			
<i>Neophema elegans</i>	Elegant Parrot	Terrestrial		R			
<i>Neophema petrophila</i>	Rock Parrot	Terrestrial		R			
<i>Plegadis falcinellus</i>	Glossy Ibis	Terrestrial		R			
<i>Neophema chrysostoma</i>	Blue-winged Parrot	Terrestrial		V			
<i>Coturnix ypsilophora</i>	Brown Quail	Terrestrial		V			

Appendix 2

Flora species of conservation significance

SCIENTIFIC NAME	COMMON NAME	CONSERVATION STATUS SOUTH AUSTRALIA
<i>Tecticornia flabelliformis</i>	Bead Samphire	Vulnerable
<i>Austrostipa pilata</i>	Prickly Spear-grass	Vulnerable
<i>Atriplex australasica</i>		Rare
<i>Maireana rohrlachii</i>	Rohrlach's Bluebush	Rare
<i>Acacia iteaphylla</i>	Flinders Ranges Wattle	Rare
<i>Sclerolaena muricata</i> var. <i>villosa</i>	Five-spine Bindyi	Rare
<i>Brachyscome paludicola</i>	Swamp Daisy	Rare
<i>Calotis scapigera</i>	Tufted Burr-daisy	Rare
<i>Centrolepis cephaliformis</i> ssp. <i>cephaliformis</i>	Cushion Centrolepis	Rare
<i>Crassula exserta</i>	Large-fruit Crassula	Rare

For further information please contact:

Department of Environment, Water and Natural Resources Phone Information Line (08) 8204 1910, or see SA White Pages for your local Department of Environment, Water and Natural Resource office.

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Adelaide International Bird Sanctuary Collective Plan

The Spirit of Birds, the Spirit of the People



Government of South Australia
Department of Environment,
Water and Natural Resources



National Parks
South Australia



Curlew Sandpiper
© Martin Stokes



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Cover image: This is a collaborative drawing from the East Asian-Australian Flyway Partnership 10th Meeting of Partners 2017, Singapore. Kurna Elder, Jeffery Newchurch, told a story of connectedness, the spirit of the birds and how the people are all joined - across countries along the Flyway. Attendees joined the story and shared parts of the drawing.

Message from the Minister for Sustainability, Environment and Conservation

I am proud to present the Adelaide International Bird Sanctuary Collective Plan and trust that you will find this plan inspiring. Over three years ago we embarked on a journey to work alongside Kaurna, communities and stakeholders to create the best Adelaide International Bird Sanctuary for the birds and the state. We have spent these recent years sharing our thoughts and visions on what we collectively see is possible to achieve for the birds, for the people and for the world and this is now presented within this plan.

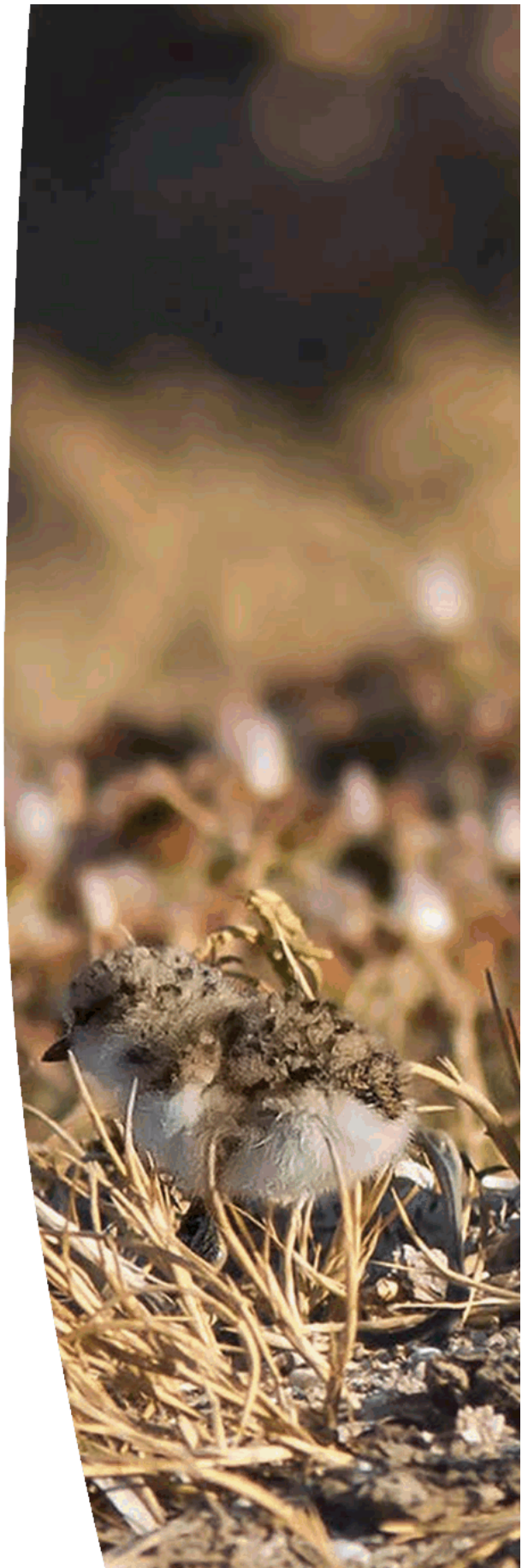
The Adelaide International Bird Sanctuary is a place that is dear to my heart. Through the flight paths of the migratory shorebirds, it connects us to 22 other countries across the globe, on what is known as the East Asian-Australasian Flyway. The strong and enduring spirit of these migratory shorebirds that is also reflected in the people who have worked tirelessly towards establishing a pathway for a sustainable future for the shorebirds. These people have become the leadership roundtable for the Bird Sanctuary – known as The Collective.

Within this document you will see that The Collective have defined a Collective Action Road Map that sets out the collaborative outcomes being sought through sets of actions. This road map is a shared responsibility between state and local government, Kaurna, local communities and stakeholders. It is ambitious in its vision but has been carefully mapped out over several years of listening and learning about what's important and what we each, together, are committed to delivering on.

The Collective have an aspiration of realising the potential for the Bird Sanctuary. Together we realise the intrinsic link between the health and happiness of a community and its environment. In this way The Collective, as a model for working with communities, creates a high level of public value through putting people at the centre of government policy and service design and delivery. It is hoped that this plan is used as a demonstration of how the diversity of skills and voices together create a strong and enduring shared vision that we can all be proud of.



Hon. Ian Hunter
Minister of Sustainability,
Environment and Conservation





Message from the Chair of The Collective

With the introduction of the Adelaide International Bird Sanctuary, I can see the beginning of a new story for the northern plains communities of Adelaide, and people are embracing it. The Adelaide International Bird Sanctuary is fast becoming a remarkable asset that will drive better outcomes for people, the economy and the environment. Through The Collective, we have been given an opportunity to build this new story, a story that has and will continue to draw on the strengths, wisdom and commitment of our Kurna, Vietnamese and coastal communities whilst also bringing the critical job of nurturing our environment and shorebirds to front of mind.

Northern Adelaide has carried a negative story for too long. With the closure of many local industries the landscape has been changing not just physically but mentally in the minds of people that live here. We don't need another plan or strategic document to add to the pile – we need to act and what I have seen is that the Adelaide International Bird Sanctuary is committed to action.

However with that action we need to be held accountable to ensure the Bird Sanctuary is leading to healthy birds, healthy people and a growing local economy. That's why we have adopted and are implementing cutting edge systems to collect relevant data, learn from that data and act on what we have learnt. This is not just another time scaled project, as our actions require long term thinking.

Using collective impact for birds and people takes time and we are lucky to have a remarkable number of people from the community and relevant sectors who are in for the long haul. The passion and commitment I have witnessed and that has come to the forefront over the past 18 months is remarkable. I have every confidence that The Collective will lead this passion and commitment to help better the lives of people in the north and bring a brighter future for our shorebirds and environment.

Carolyn Curtis
Chair of The Collective, Adelaide International Bird Sanctuary



The Adelaide International Bird Sanctuary

The Adelaide International Bird Sanctuary (Bird Sanctuary) is a natural sanctuary that stretches across an impressive 60km of Adelaide's northern coastline over both private and public lands. The Bird Sanctuary, at its southern end, is less than 30km from the city of Adelaide. Mangrove-lined coast, unique samphire and saltmarsh plant communities, coastal dune systems and artificially made salt ponds create a mosaic of habitats that support resident and migratory shorebirds, bush birds and several other species of fauna and flora. Several are listed regionally, nationally and internationally as threatened. This mix of habitats and highly productive samphire and saltmarsh communities also create a unique carbon sink for mitigating the effects of climate change.

The Bird Sanctuary is a known wildlife haven, in particular, for migratory shorebirds. It offers a bounty of feeding and roosting opportunities for the thousands of shorebirds that travel each year to Australia, through South East Asia from as far afield as Alaska, across what is known as the East Asian-Australasian Flyway (EAAF).

The Bird Sanctuary recognises that the mosaic of land parcels, across both private and public lands, are equally important for conservation of nature as well as offering an attractive partnership opportunity to realise the economic and tourism value of the environmental asset. The Bird Sanctuary positively contributes to the identity of the northern suburbs of Adelaide bringing people together with the aim of strengthening local economies through nature-based tourism enterprises, creating jobs, and increasing local commercial activity. In this way, it connects people to nature. The Bird Sanctuary also acts as a demonstration site for how progressive impact can be achieved, collectively.

A diverse range of land uses such as traditional Aboriginal land use practices, and other uses such as salt production, horticulture, farming, recreation and manufacturing have

co-existed alongside conservation in the landscape for many years. Enhancing conservation in parallel with sustaining other land uses is a cornerstone of the Bird Sanctuary concept.

Underpinning the Bird Sanctuary is a national park called the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara. The national park provides a core conservation area for the protection of shorebird habitat, covering approximately 50km of the Bird Sanctuary.

Wetlands

The Bird Sanctuary is surrounded by and connected to several wetlands that provide feeding, roosting and breeding sites for a wide range of shorebirds (including a major site of cormorant breeding activity). These wetlands offer waterbirds and shorebirds alternative habitat to the national park. These wetlands are generally naturally occurring extensive tidal wetlands and ephemeral freshwater wetlands. Other wetlands include:

- Greenfields Wetlands, near St Kilda, which comprise 114 hectares of constructed wetlands and support an abundance of waterbirds and shorebirds.
- Stormwater treatment ponds that currently provide refuge and feeding opportunities for many birds.
- A large freshwater lake called Buckland Lake, near Port Gawler, which is fed by the Gawler River. Buckland Lake provides a significant freshwater habitat for many shorebirds.

This network of wetlands and other coastal features such as rivers and estuaries provide regulating services for nearby townships, including flood mitigation, groundwater recharge, water purification, sediment retardation and retention, sequestration of carbon and biological control of pests and diseases.



Saltfield

A number of artificial wetlands in the form of salinas (known as the Dry Creek Saltfield) run along much of the Bird Sanctuary area and have historically provided critical roosting and some feeding habitat for waterbirds and shorebirds. Work is being undertaken between the South Australian Government and the owners of the saltfield to rehabilitate the site, including conducting trials to better understand how habitat for shorebirds can be incorporated into a range of potential future land uses. Since the end of salt production from the saltfield in 2013, the evaporation ponds between Middle Beach and St Kilda have been run in a holding pattern which maintains flows and water levels through portions of the saltfield.

The saltfield owners have been conducting extensive shorebird monitoring and site characterisation across the saltfield to determine the feeding and roosting requirements of resident and migratory shorebirds. Together with the trials mentioned above, this information will help to inform the mosaic of potential uses for the former operational ponds into the future.

Horticulture

The Bird Sanctuary is surrounded by a productive horticulture industry, encompassing the townships of Virginia and Angle Vale. Horticultural businesses in the area are characterised by a great number of small producers who are primarily Vietnamese, and for whom English is a second language. The Vietnamese community is organised through the Vietnamese Farmers Association which provides supportive services to all local farmers, in particular through times of hardship such as floods and fire. Generally, horticultural development includes both in-ground and glasshouse production. Irrigated horticulture is highly dependent on water resources. Good quality groundwater resources and recycled water from a nearby wastewater treatment plant both support horticultural development across the region.

Broad directions

The Adelaide International Bird Sanctuary is a place where people and nature are thriving – through connecting to nature, Country and each other.

The Bird Sanctuary is built on a strong foundation of collaboration and partnerships, and it is recognised that the Kurna people are the traditional owners of the Bird Sanctuary lands and waters. We respect their ongoing relationship to Country and honour this by recognising their role historically, now, and in the future development of the area.

The Bird Sanctuary is contributing to a positive future for migratory and resident shorebirds and the lives of people who are connected physically and spiritually to the area.

The Bird Sanctuary Collective are a leadership group who are passionate about embracing a positive future for the north of Adelaide. The Collective have been building a story that will continue to draw on the strengths and wisdom of our Kurna, Vietnamese and coastal communities while also bringing the critical job of nurturing our environment and shorebirds to the front of mind.

Our collective approach has enabled involvement by many, created a place for all and has resulted in setting a shared aspiration for the development of the Bird Sanctuary as a whole, with the national park at its core.

Four focus areas have been collaboratively designed as the way to achieve sustainability of the shorebirds, the people and the future collaboration. The four focus areas set the broad direction for action and implementation that aim to create a positive future and the greatest impact.



Kudljo © Susan Rooney-Harding





“Some of these birds only weigh a few grams, yet migrate for thousands of miles. This is a stunning natural phenomenon.”

Emeritus Professor Bill Reed



Curlew Sandpiper
© Martin Stokes

Migratory shorebirds

Migratory shorebirds carry out the most astonishing migrations of all animals. Every year, they migrate thousands of kilometres along what is known as shorebird 'flyways'. All shorebirds must achieve health and condition to undertake these flyway journeys, so they can gain vital energy reserves to reach their breeding grounds, breed, then return to their southern feeding grounds. This requires the shorebirds to be able to obtain plentiful feeding opportunities and places to roost that are free from disturbance. Some species of shorebirds need to achieve an increase of more than 70% of their body weight to depart.

Migratory shorebirds are a highly valued feature of the Adelaide International Bird Sanctuary, which is also known as the Samphire Coast. The Bird Sanctuary supports up to 27,000 shorebirds annually, with a record of 52 species of migratory and resident shorebirds and many species of bush birds, several of which are endangered.

The Bird Sanctuary has been created to ensure a globally significant feeding and roosting site for shorebirds is conserved and protected. As global threats to migratory shorebirds are increasing, especially in countries where land reclamations are on the rise (Murray and Fuller 2015), the Bird Sanctuary offers a safe haven for many migratory shorebirds for more than six months a year. Shorebirds of the Bird Sanctuary benefit from more than 60km of feeding and roosting habitats, comprising of claypans, saltmarsh, artificial and natural wetlands, river estuaries and coastal mudflats.

Within the broad area known as the Bird Sanctuary a core part has been designated for conservation through the creation of the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara.

Two sections of the national park have been identified as critical sites that provide essential feeding and roosting opportunities for migratory shorebirds. These sites have been identified as highly vulnerable to disturbance if not managed at key times, especially during 6-8 weeks prior to the shorebird's northward migration. Careful management of these areas is needed to assist recovery of endangered shorebirds. Strategies for the protection of migratory shorebirds within the new national park are set out in the draft Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara Management Plan.

Shorebird Protection

The establishment of the national park will protect spaces for nature, help conserve the natural world and benefit us all in many ways. It promotes conservation of shorebirds and their unique habitat, including species such as Bead Glasswort (*Tecticornia flabelliformis*) that is listed as Nationally Vulnerable under the *Environment Protection and Biodiversity and Conservation Act 1999*.

The national park will conserve and protect a natural place for the future, as well as allow people the chance to enjoy it for generations to come.

A few migratory shorebirds of the sanctuary





Kurna painting at
Adelaide Flyway Festival 2015
led by Aunty Daphne Rigney and painted
by children at the festival.

Global significance

To support the conservation of migratory shorebirds, international collaboration is critical to ensure a coordinated response. In 2006 a partnership was launched as a regional initiative under the Ramsar Convention for the conservation of migratory shorebirds and the sustainable use of their habitats in an area known as the East Asian-Australasian Flyway. The East Asian-Australasian Flyway Partnership is an informal and voluntary collaboration of effort focused on protecting migratory shorebirds and their habitat, as well as the livelihoods of people depending on them. It complements Australia's commitment to protect shorebirds and migratory species under international agreements, plans and policies.

Habitat loss throughout the flyway has contributed to drastic declines in many of the migratory shorebird species that spend their summer in Australia. Ongoing habitat degradation along the length of the flyway is threatening some migratory shorebirds with extinction, and a number of shorebird species have been classified as threatened along the flyway.

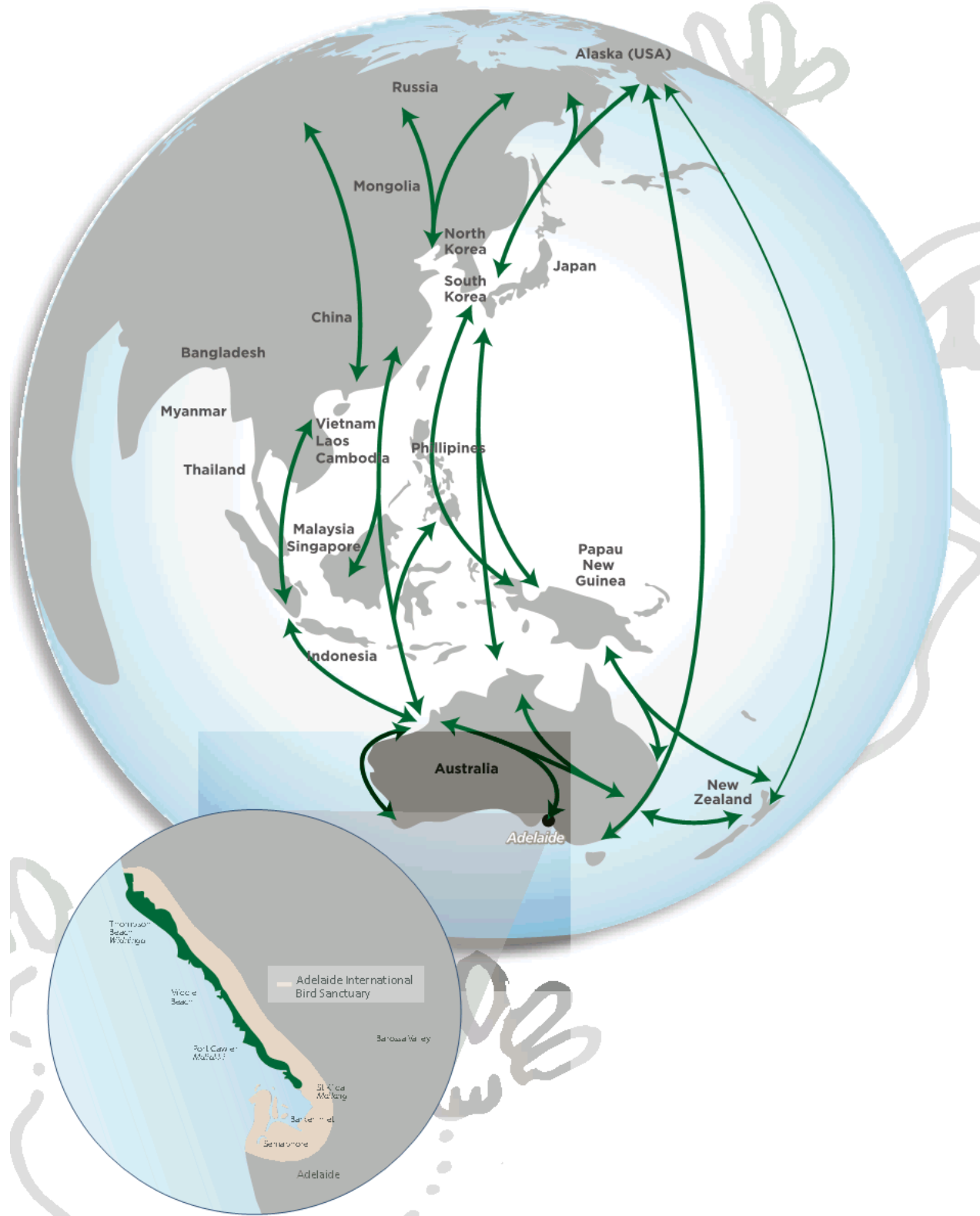
The Adelaide International Bird Sanctuary is a key terminal site for the East Asian-Australasian Flyway – a route for millions of migratory shorebirds which breed in northern Asia and Alaska, then fly south through more than 23 countries on their way to key sites in South East Asia and Australia for up to six months, where they feed and roost in preparation for their next annual northerly migration. The Bird Sanctuary has been recognised as a site that supports critical populations of Red knot (*Calidris*

canutus), Great knot (*Calidris tenuirostris*), Curlew sandpiper (*Calidris ferruginea*), Bar-tailed godwit (*Limosa lapponica*) and the Eastern curlew (*Numenius madagascariensis*), all of which are threatened globally. It also supports species such as the Red-necked stint (*Calidris ruficollis*), Grey plover (*Pluvialis squatarola*), Sharp-tailed sandpiper (*Calidris acuminata*), Ruddy turnstone (*Arenaria interpres*), and Pacific golden plover (*Pluvialis fulva*).

The Bird Sanctuary was officially declared a globally significant site for migratory shorebirds on the East Asian-Australasian Flyway in December 2016. The listing of the Bird Sanctuary on this network makes it the 131st East Asian-Australasian Flyway Network site, connecting more than 22 countries in a conservation effort from Russia through to New Zealand. This is the second globally significant South Australian site to be included in the East Asian-Australasian Flyway Network. The first was the Coorong, Lake Alexandrina & Lake Albert site declared in 1996.

The official induction of the Adelaide International Bird Sanctuary as an East Asian-Australasian Flyway Network site contributes to globally cooperative efforts to conserve migratory birds, bestows national and international recognition for the site, and creates opportunities for local research and funding towards conservation of migratory birds. It further strengthens the conservation efforts of the Australian Government through its Wildlife Conservation Plan for Migratory Shorebirds (Commonwealth of Australia 2015).

East Asian-Australasian Flyway migratory route and location of the Adelaide International Bird Sanctuary





The Kurna Nation

'Kudla Yurlu Kurrarinthi', Kurna words meaning to approach peacefully, stay peacefully and leave peacefully.

The Kurna People are the traditional owners of all lands and waters of the Greater Adelaide Region. Their tribal area stretched from Crystal Brook, in the mid-north of the state, to Cape Jervis, in the south. This area stretched inland as far as the Mount Lofty Ranges.

The Kurna People have held a deep relationship with Country since time began. They are the keepers of cultural history, spiritual connection and deep wisdom. They are the story holders of the area and are fundamental to a sustainable future for the Bird Sanctuary.

Since 2016, the Kurna community have provided strong spiritual and cultural leadership throughout the establishment of the Bird Sanctuary. In this way, Kurna have demonstrated their ability to move beyond just participating in the establishment of the project to actively leading and guiding The Collective of partners towards a shared vision.

Kurna aspirations include the hope that this work leads the way as an example of how government, community and traditional owners can constructively work together.

The Kurna Elders are the spiritual backbone of the Bird Sanctuary.

The Kurna community have contributed to the Collective Plan through input by over 50 Kurna individuals, at various times. Through the initiation of a cultural heritage survey and development of a cultural heritage plan for the Bird Sanctuary, the Kurna People have been supported to walk their Country, to map significant sites and to work with their community to understand song lines and family histories.

The Kurna community members that have been involved in this collaborative planning process have contributed to a much needed healing process through sharing stories, knowledge and friendship.

In this way, Kurna knowledge has been integral to the planning, establishment and efforts critical to future management of the Bird Sanctuary. Their vision is to 'Bring Meaningful Reconciliation of the Past-Present-Future' through supporting the recognition of Kurna identity to be strong and self-sufficient for a healthy sustainable Kurna Nation for the Kurna People.

This vision will support Kurna participation in the wider economy and social life while protecting Kurna heritage. The landscape of the Bird Sanctuary – its water, plants, animals and special places – are a part of Kurna culture.

Understanding this and working together for shared access to Country will help to strengthen respect for Kurna culture, and support the Kurna People in their aspirations for the future.

The Kurna Elders and members of the Kurna Nation Cultural Heritage Association (KNCHA) most engaged in the development of this plan are Mr Jeffrey Newchurch, Ms Lynette Crocker, Mr Cecil Graham, Mr Frank Wanganeen and Ms Merle Simpson. Allan Jones leads the Aboriginal Recruitment and Training (ART) Services business that provides expert advice and services on cultural heritage and Aboriginal employment. Both Allan and Colin Darcy (also from ART Services) have provided ongoing support in facilitating relationships and connections across The Collective of partners involved in the establishment of the Bird Sanctuary. Many other people from across the Kurna community, including Michael Graham and Jack Buckskin, have provided expertise and knowledge to help further this work. Garth Aguis and his son Kia Aguis have helped shaped the cultural connection between Kurna and others through the sharing of language, song and dance. To these people we are grateful for their sharing of knowledge and friendship.

Adelaide Flyway Festival
© Susan Rooney-Harding



“Since our very first visit, the bird sanctuary has offered genuine engagement with Kurna. This has brought new economic opportunities to our community, including rediscovering language, family and connection to the bird sanctuary. We look forward to working together into the future.”

Mr Jeffrey Newchurch - Kurna and Narrunga Elder.

Respecting Country

According to the beliefs of many Aboriginal groups, people have been in Australia since the beginning of the Dreaming. During this momentous period the ancestral spirits came up out of the earth and down from the sky to walk on that land. They shaped its rocks, rivers, mountains, forests and deserts; they also created all the people, animals and plants that were to live in the Country and laid down the patterns their lives were to follow.

It was the spirit ancestors who gave Kurna People their laws, customs and codes of conduct, and who are the source of the songs, dances, designs and rituals that are the basis of Kurna expression.

Collective impact

The journey to establish the Bird Sanctuary has been guided by a Collective Impact framework. The Collective Impact framework sets out 'five conditions for the success' of collaborations which are working towards positive change:

1. All participants have a common agenda for change including a shared understanding of the problem and a joint approach to solving it through agreed upon actions.
2. Collecting data and measuring results consistently across all the participants ensures shared measurement for alignment and accountability.
3. A plan of action that outlines and coordinates mutually reinforcing activities for each participant.
4. Open and continuous communication is needed across the many players to build trust, assure mutual objectives, and create common motivation.
5. A backbone organisation(s) with staff and specific set of skills to serve the entire initiative and coordinate participating organisations and agencies.

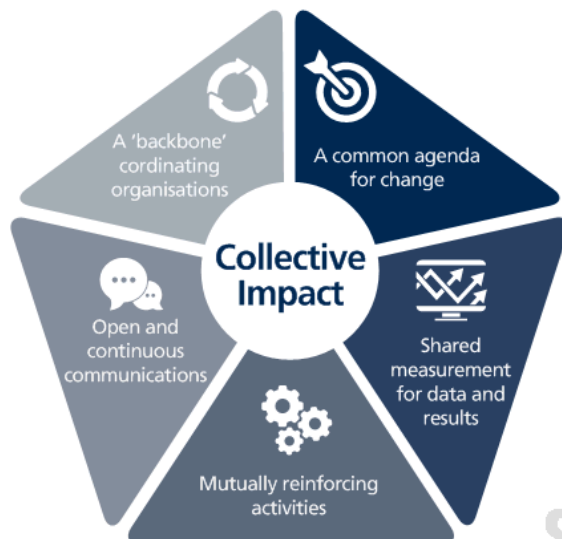
Collective Impact was adopted as a result of research, co-design sessions and many conversations about how to embrace the opportunity of establishing the Bird Sanctuary in a way that would have the greatest positive impact for birds and people.

For the Bird Sanctuary, collective impact has been about genuine engagement, listening and dialogue, exploration and curiosity, and working with those who care about the issues and opportunities that the Bird Sanctuary offers. This approach has allowed a process to unfold that results in collective strategic thinking and commitment among many. It has helped many people get on the same page about what it is we want and can do together.

Our collective work has:

- Built a common commitment
- Reached out to a broad and diverse community of people
- Evoked a sense of curiosity and creativity
- Taken the time for broad and continuous engagement

Without these elements, only a few will be and stay engaged. We have effectively created a much bigger impact than would have occurred through an isolated effort. When people are not committed to work together, effectiveness is compromised, and our work becomes much harder.

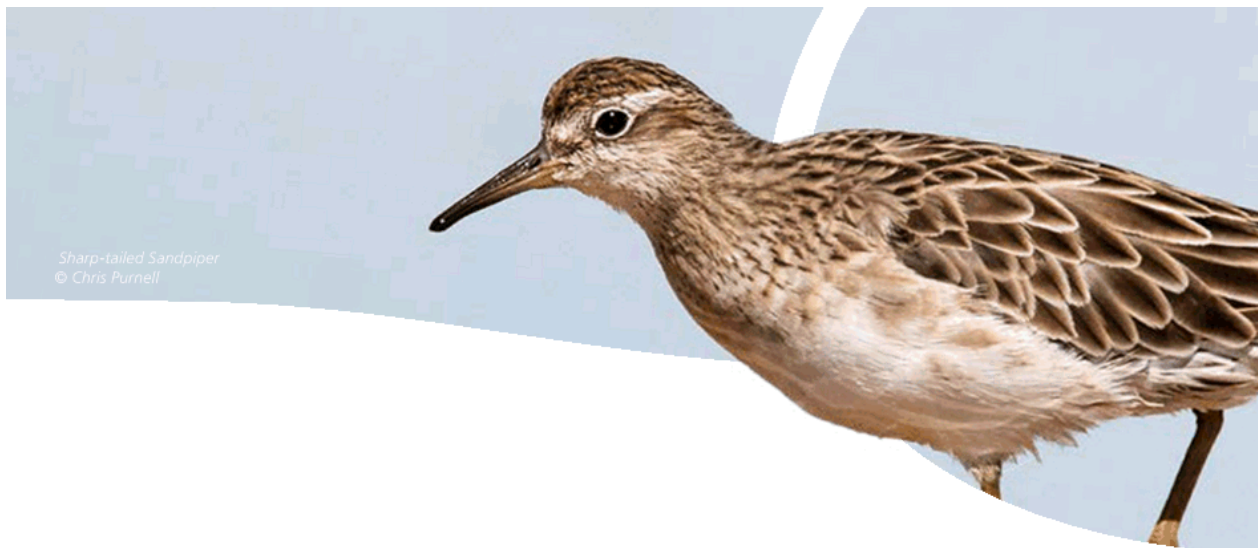


Guiding Principles for Collaboration

The Bird Sanctuary Collective has embraced the following principles to guide the work of the collaboration:

1. Sustain a positive future for birds and people.
2. Respect and incorporate Kaurna people and their culture at all steps.
3. Integrate best science and knowledge into responsive management.
4. Ensure leadership comes from many, and responsibility is taken by all.
5. Build the collaboration adaptively and seek to be responsive to community needs.
6. Encourage a diversity of voices.
7. Support government, at all levels, to be engaged in the partnership.
8. Create a learning environment that is engaging and long-lasting.
9. Focus on capacity building for community leaders.
10. Recognise that community involvement is at the centre of the collaboration.
11. Support community access through nature-based tourism and recreation.
12. Encourage innovation and seek outcomes that bring positive change.

Red Knot
© Martin Stokes



Sharp-tailed Sandpiper
© Chris Purnell

Role of The Collective

A Bird Sanctuary Collective (The Collective) is a network of stakeholders and community members whose purpose is to advise and guide the establishment, collaborative management and future partnership model for the Bird Sanctuary. The Collective are the leadership roundtable for the Bird Sanctuary.

The establishment of the Bird Sanctuary was designed to enhance the value of the Adelaide's northern area by stimulating community stewardship and investment through creating an internationally recognised Bird Sanctuary that not only protects shorebirds but is also a desirable place to visit and connect with nature.

The overarching and collaboratively agreed outcome for the Bird Sanctuary is that it becomes a place where people and nature are thriving, through connecting to nature, Country and each other. In order to contribute to this outcome it is expected that The Collective (the leadership group) for Bird Sanctuary will be a healthy collaboration with active participation from all key stakeholders, including government. The Four Focus Areas designed by The Collective (page 8) have formed the basis for a Collective Action Road Map (pages 19-20). The Collective Action Road Map outlines the actions and put comes sought to create a sustainable sanctuary. It is intended that this Road Map is a shared responsibility of all involved.

The current Collective membership includes: state and local government member representatives, The Nature Conservancy, BirdLife Australia, Birds SA, the Vietnamese Farmers Association SA Inc., shorebird experts and specialists, University of South Australia, Adelaide and Mount Lofty Ranges Natural Resource Management Board, Kaurna Heritage, the Conservation Council of South Australia, Friends of Adelaide International Bird Sanctuary, local residents, Adelaide Plains Council, City of

Salisbury, City of Playford, City of Port Adelaide-Enfield and more. The Collective is chaired by a collaboration expert from The Australian Centre for Social Innovation.

The membership call for the Collective started in 2015 and membership has been primarily constant, with new members joining and some leaving. The average membership number is 35.

Backbone of The Collective

The Department of Environment, Water and Natural Resources (DEWNR) has provided the 'Backbone' to the Collective since 2015. This means DEWNR has dedicated coordination and service to all collaborators involved in the Bird Sanctuary. As the Backbone, DEWNR helps maintain overall strategic coherence and coordinates and manages the day-to-day operations and implementation of work, including stakeholder engagement, communications, data collection and analysis, and other responsibilities relating to establishing the national park.

As Backbone, DEWNR has facilitated the important work of guiding vision and strategy and supporting aligned activities as the two key priorities. Backbone focus has also been on other key external activities such as building public will, advancing policy, and mobilizing funding. As the work of The Collective evolves, the focus is to align the work so that effort is of high impact and complimentary to the shared vision.

In to the future, the Backbone role may shift to other organisations or in to other partnership models. Over time, the Backbone and Collective can expect changes among partners, funders, policy makers, and community members which, in turn, lead to more effective systems and improved community outcomes.

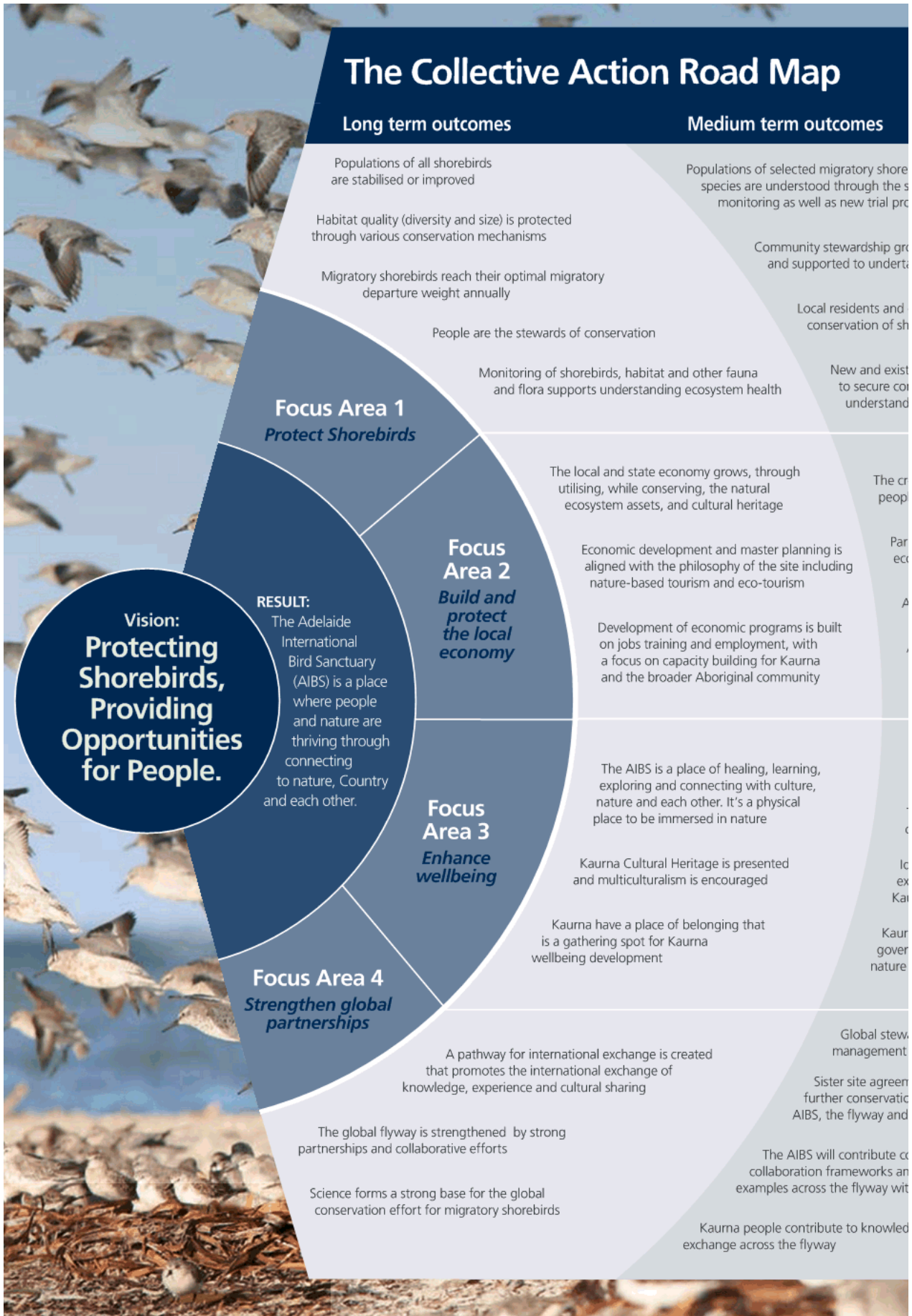


Taskforce groups

A taskforce for each focus area has been convened to contribute to the Collective Action Road Map and to service The Collective. These groups consist of members across state and local government, Kurna, community and stakeholders. Each Taskforce is action-orientated and have co-designed a road map that they believe is worth contributing to and that will achieve the agreed long term outcomes of The Collective.



ABOVE: To achieve our vision of protecting shorebirds and creating opportunities for people we have established a collaborative governance partnership model.



Short term outcomes	Actions
Data recording has improved and is being done in new ways	Develop and implement a shorebird conservation plan for monitoring, evaluation and management of shorebirds
Stakeholders are collaborating to collect data on shorebirds	Undertake new trials to develop deeper understanding of the Flyway site performance of the Bird Sanctuary
Shorebird engagement events are successful	Secure The Collective and a supportive Backbone function, as a partnership governance model which enables a healthy collaboration
Some commercially viable opportunities are piloted/implemented	Establish and agree shared measurement framework to track progress of actions and outcomes outlined in the Collective Action Plan Road Map
Economic assessment opportunities for investment in key infrastructure/ tourism projects are identified	Support the taskforce groups to collaborate and to work to an agreed action plan for each focus area
Known business opportunities are identified that relate to ongoing conservation works as well as services and goods	Encourage wellbeing activities to be undertaken across the Bird Sanctuary
Kurna leads the AIBS wellbeing agenda	Ensure the park management plan reflects desired outcomes and 'guiding principles for collaboration' of The Collective Plan
Kurna retains representation on The Collective	Support economically viable and sustainable development which contributes to the vision of the Bird Sanctuary
Cultural diversity is embraced through multilingual signage and resources available to visitors and stakeholders	Develop a suite of low cost projects that can be delivered through The Collective and link to one of the four focus areas
A sister site agreement is developed for both a cultural and scientific exchange	Develop sister-site agreements across the East Asian-Australasian Flyway for scientific and cultural exchange
Support the consolidation of the national park boundaries and engagement with local communities	Support capacity building across the Kurna community for economic prosperity and wellbeing
Support the development of signage and visitor infrastructure across the Bird Sanctuary's area	Promote the East Asian-Australasian Flyway through communications, networking and engagement

Red Knot
© Chris Purnell



The Collective Partners

The Collective, leadership roundtable for the Bird Sanctuary is built on a partnership model. All partners in The Collective are important and have a role in a sustainable future for the Bird Sanctuary to ensure we have created a sanctuary for shorebirds and for people. To see the full list of Collective partners refer to page 23. The following partners have provided funding and delivery of programs or projects across the Bird Sanctuary.

Kaurna People

Kaurna people form the spiritual core of The Collective. Several Kaurna people maintain strong membership on The Collective and have helped shape the vision and focus areas from the onset. The teaching and sharing of Kaurna culture, heritage and aspirations for employment, wellbeing and a more prosperous community are woven through the establishment and vision for the area.

State Government as park and natural resource managers

The State Government is a key partner in securing a sustainable future for the Bird Sanctuary.

The Department of Environment, Water and Natural Resources is responsible for establishing and managing the Bird Sanctuary National Park, the development of visitor facilities, fire management, pest plant and animal control, interpretation and other park activities.

The department also undertakes conservation activities and onground works along the Bird Sanctuary coastline in partnership with Birdlife Australia, the Australian Government and other partners.

NRM Boards

The Bird Sanctuary is situated within the Adelaide and Mount Lofty Ranges (AMLR) NRM region.

For many years, the Bird Sanctuary area has received significant AMLR Board investment for monitoring, enhancement of natural resources and education, through several strands of conservation programs, including most recently the Samphire Coast Icon Project. Through the

design of the four Focus Areas, The Collective are in strong alignment with the AMLR NRM Board vision of a region that is 'a healthy living landscape meeting the social, environmental, economic and cultural needs of the community, and ensuring the rights and wellbeing of future generations' (AMLR Strategic Plan 2013).

As a key tourism, recreation and biodiversity area for the region, the Bird Sanctuary offers the AMLR region an exciting nature-based tourism destination for education and engagement that is within the peri-urban fringes of Adelaide. The Northern and Yorke NRM region is adjacent to the Bird Sanctuary. The Bird Sanctuary offers a new opportunity to collaborate across NRM boundaries and partnerships for common conservation and land use goals. Both regions have an exciting role in the collective future of the Bird Sanctuary.

Local councils

The four local councils to the Adelaide International Bird Sanctuary are central members of the Collective. These councils have actively supported the establishment of the Bird Sanctuary since 2015. Each council has demonstrated strong commitment to embracing the Bird Sanctuary as a way to create a more positive future for the region and their local council areas.

These councils are: City of Port Adelaide-Enfield, City of Salisbury, City of Playford and Adelaide Plains Council.

1. City of Port Adelaide-Enfield

The City of Port Adelaide-Enfield (COPE) sits in a unique position at the Southern Gateway of the Bird Sanctuary, providing a launching point for visitors to the Bird Sanctuary and connections to the Dolphin Sanctuary and Marine Parks. The COPE Environment Strategy 2022 recognises the region's unique natural resources and urban environment as a key element and high value asset in the City's economic future. To do this the COPE commits to working directly with DEWNR and The Collective, to establish regional tourism infrastructure and business attractions in the area. The Tourism Strategy and Action Plan 2020 provides a road map for growing tourism, through driving demand, working collaboratively and enhancing visitor experience.



2. City of Salisbury

The Bird Sanctuary provides a unique opportunity for the City of Salisbury (COS) and Northern Adelaide to showcase not only its natural assets, but also the full range of its regional attractions, experiences, museums and green and low carbon achievements in areas such as sustainable water management and wetlands creation. The COS Tourism and Visitor Strategy 2016-2021 outlines the development of facilities that will support the implementation of tourism and wetland infrastructure partnerships and funding opportunities. This includes Stage 2 focus on development of tourism opportunities at St Kilda, southern Gateway to the Bird Sanctuary.

The Bird Sanctuary offers opportunities such as connecting with COS with Smart-Cities technologies and applications as well as being a demonstration site for climate change adaptation - supporting the Adapting Northern Adelaide priority actions. Collaborative partnerships would include offset opportunities such as Northern Connector Significant Environmental Benefits, Edinburgh Parks Stormwater Project, SA Water Mixing and tidal flow projects. These would be a key area of benefit for the COS towards enhancing amenity, habitat and visitor experiences.

3. City of Playford

City of Playford (COP) is the 'City of Opportunity', supporting the community's hopes and aspirations to be vibrant, thriving and sustainable. In the COP Community Vision 2043 the natural environment is highlighted as significantly important in enhancing liveability in the city. With a landscape that stretches from the northern Adelaide coastline across the plains to the northern foothills of the Mount Lofty Ranges, the landscape has diverse natural ecosystems including the mangroves, estuaries and samphire flats of the coast and Bird Sanctuary. The Bird Sanctuary offers COP an opportunity to connect landscapes for conservation and biodiversity as well as explore new economic and wellbeing pathways to create a regional focus of prosperity and equality for generations to come.

4. Adelaide Plains Council

The Adelaide Plains Council (APC) area has a significant history that has shaped a strong, proud and resourceful community. The APC council area covers a large portion of the northern Bird Sanctuary Area, northern Gateway. The APC Strategic Plan 2017-2020 outlines the opportunity

that the Bird Sanctuary provides for partnerships and tourism infrastructure as well as the addition that the Bird Sanctuary makes to build a resilient environment and community. The APC area is perfectly placed within the high conservation area of the national park to offer discreet tourism opportunities that require little development.

Friends of the Adelaide International Bird Sanctuary

The Friends of the Adelaide International Bird Sanctuary are the dedicated national park volunteer group who coordinate and undertake on-ground conservation works across the park and beyond. The group are committed to reinvigorating the area through activities such as native shrub planting, clean-up days, tours, education, community outreach and more. The Friends of group have a representative member on The Collective and are supported by DEWNR's Friends of Parks SA program.

BirdLife Australia

Building upon a decade of research into the shorebirds of Gulf St Vincent, BirdLife Australia provide science-based management advice on how to best preserve habitat values and mitigate local threats across the Bird Sanctuary. In this way, BirdLife Australia is working in partnership with Birds SA volunteers, the AMLR NRM Board and the Department of Environment, Water and Natural Resources, to deliver a population monitoring and habitat mapping project. This work has contributed to highlighting the regional, national and international significance of the Bird Sanctuary to migratory shorebird conservation.

As well as mobilising further community involvement in shorebird monitoring, BirdLife Australia helps to raise the profile of the Bird Sanctuary, and enhance community appreciation for the natural values of this iconic samphire and shorebird area.

The Nature Conservancy

In 2017 The Nature Conservancy helped secure the protection of 85 hectares of coastal habitat encompassing low dune and coastal shrubland to then be included in the national park.

In partnership with DEWNR, The Nature Conservancy support the establishment of the Bird Sanctuary and national park and provide ongoing advocacy and input through The Collective.

Acknowledgements

Collective members 2017

The Collective members and who have led the vision setting and development of The Collective Plan are:

Ms Carolyn Curtis (Chair of The Collective), CEO TACSI

*Kaurna Elders: Mr Jeffrey Newchurch,
Ms Lynette Crocker, Mr Cecil Graham,
Mr Frank Wanganeen, Ms Merle Simpson
and Mr Garth Aguis.*

*Kaurna workforce and participation,
Mr Allan Jones and Mr Colin Darcy*

Professor Chris Daniels, Presiding member, AMLR NRM Board

*Ms Joan Gibbs, University of South Australia and
Friends of Adelaide International Bird Sanctuary*

Mr Matt Size, Industry

*Mr Ly Luan Le and Ms Felicia Nguyen,
Vietnamese Farmers Association of SA*

Ms Anita Nedosyko, The Nature Conservancy, Australia

Mr Duncan Kennington, Resident

Mr Jody Gates, Birds SA

Ms Anne Moroney, Regional Development Australia, Barossa

Mr Craig Wilkins, Conservation Council of South Australia

Mr Chris Purnell, BirdLife Australia

Mr Michael Bennington, City of Salisbury

Ms Maggie Hine, City of Port Adelaide Enfield

Ms Bev O'Brien, City of Port Adelaide Enfield

Mr Craig Hughes, City of Port Adelaide Enfield

Mr Robert Vietch, Adelaide Plains Council

Ms Carol Muzyk, Elected Member, City of Playford

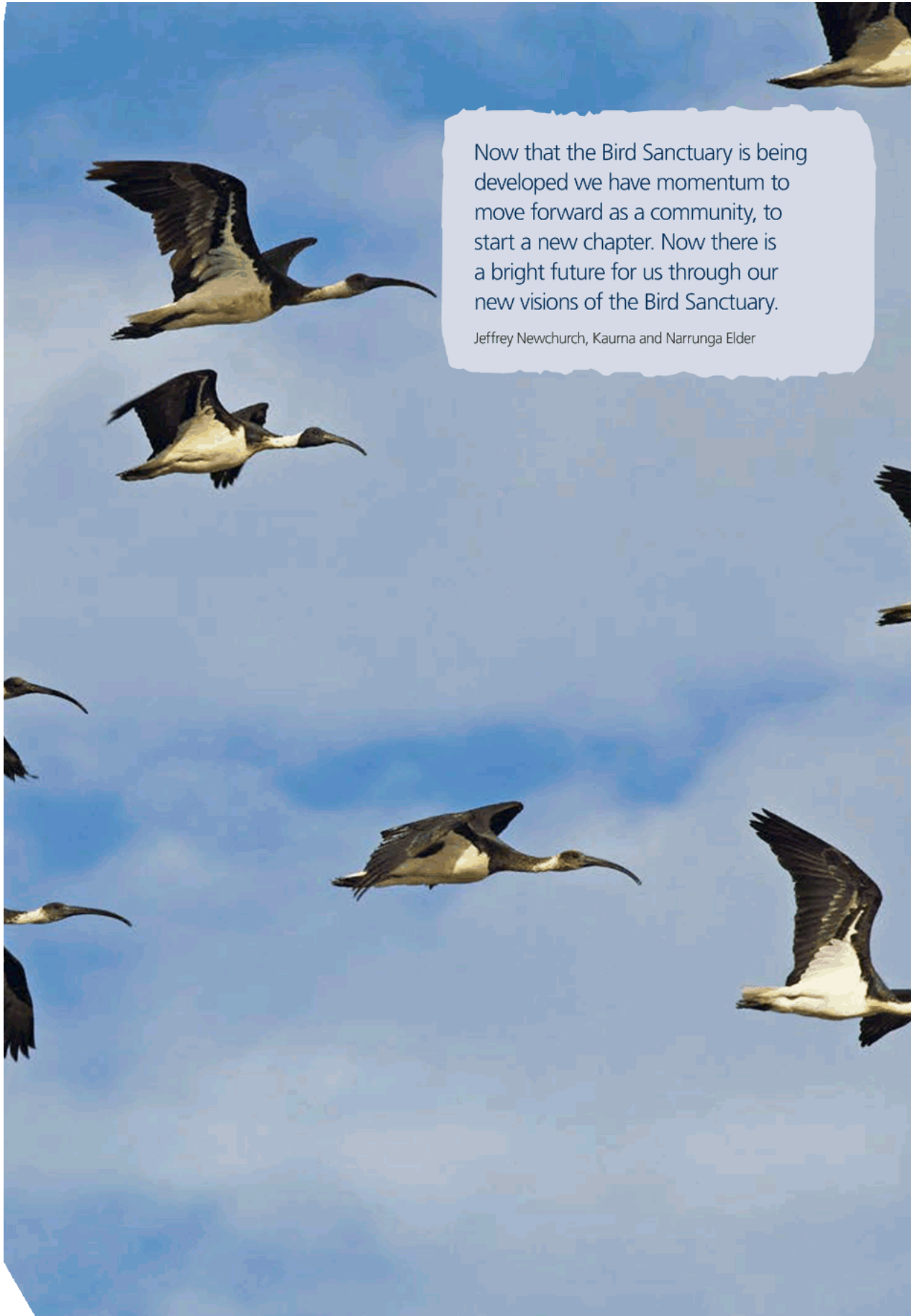
Ms Kaarina Saarc, City of Playford

*Collective backbone support and national park managers
(Department of Environment, Water and Natural Resources):*

*Mr Brenton Grear, Mr Jason Irving, Mr Anthony Fox,
Ms Arkellah Irving, Mr Ian Falkenberg, Mr Barry Hayden
and Ms Michaela Heinson.*



Straw-necked Ibis



Now that the Bird Sanctuary is being developed we have momentum to move forward as a community, to start a new chapter. Now there is a bright future for us through our new visions of the Bird Sanctuary.

Jeffrey Newchurch, Kaurna and Narrunga Elder



Pied oystercatcher
© Chris Purnell



For further information please contact:

Department of Environment, Water and Natural Resources Phone Information Line (08) 8204 1910, or see SA White Pages for your local Department of Environment, Water and Natural Resource office.

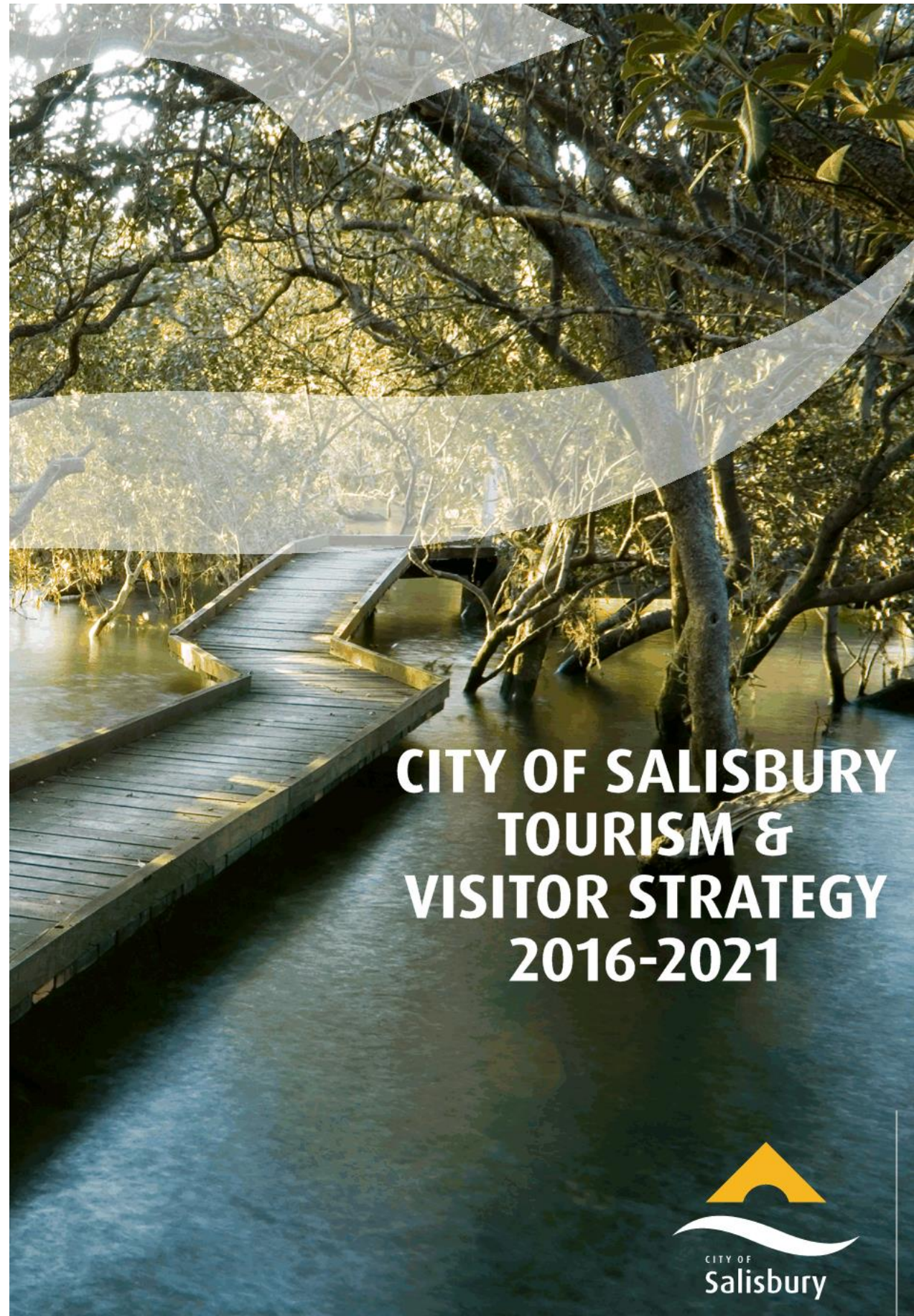
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MESSAGE FROM THE MAYOR



It gives me great pride to present the City of Salisbury's first Tourism and Visitor Strategy; developed in consultation with the South Australian Government, local community groups and industry. The strategy builds on our existing focus on building City pride and community vibrancy and provides solid foundations to be laid over the next five years. Our aim is to establish strong networks and collaborative partnerships to support tourism and visitor growth and create awareness of all we have to offer.

In developing this strategy, we have identified key themes, precincts and experiences that will, over time, help to create a profile for the City of Salisbury as a visitor destination. One of the themes identified is nature based tourism. With St Kilda as the southern gateway to the Adelaide International Bird Sanctuary and the network of wetlands and nature trails threading throughout the area; we can be a key attractor of nature based visitors. 'Family friendly' is another theme identified, complementing the nature based theme and capitalising on the area being home to South Australia's best adventure playground and a range of military, aeronautical and educational attractions.

The City of Salisbury acknowledges the strength, resilience and enthusiasm of our people and that in building our visitor economy, people are our greatest asset. Our core strengths include:

- > our heritage, history and culture; both Kaurana and multicultural; and our innovative business history;
- > our forward thinking community leaders who have, over time, preserved and protected green space throughout the area and continue to protect our valuable environment;
- > our business owners, both large and small that include iconic brands, major defence, research and education

providers as well as a range of multicultural retail and food businesses;

- > our many dedicated volunteers who look after our unique attractions and preserve, share and celebrate our history; and
- > The members of our community who, through the development of this strategy, we recognise as our core focus for increasing visitors to the area.

To build our visitor economy we need all of our community members, both residents and workers to experience, share and enjoy all that Salisbury has to offer and promote that to their visiting friends and family. This strategy aims to get the word out there to the whole of South Australia that Salisbury is a great place to visit with great attractions, great food and a fascinating story.

I encourage you to be a part of building tourism and visitation to the City of Salisbury by engaging in some of the initiatives in the strategy; or by spending time discovering the area for yourself and importantly, spreading the word.

A handwritten signature in black ink that reads "Gillian Aldridge".

Gillian Aldridge JP
Mayor of Salisbury

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ACKNOWLEDGEMENT OF COUNTRY

The City of Salisbury acknowledges the traditional country of the Kaurna people of the Adelaide Plains and pays respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kaurna people living today.



Interpretive Centre, St Kilda

FOREWORD

Visitors are important to the City of Salisbury; to our businesses and the general community. The definition of 'visitor' can be very broad and includes the traditional 'tourist' (someone who is visiting for holiday or leisure), people visiting a local business or local residents visiting a part of the area they don't normally go to. All of these visitors are important to us as they boost our economy and if they have a great experience, they will promote Salisbury to other people.

There are already a lot of businesses in the City of Salisbury that are involved in some way with tourism and what we call 'the visitor economy'. This ranges from businesses that make and sell caravans and cabins or supply manufactured foods to airlines; to motel operators and restaurants serving visitors directly; and to general service providers such as supermarkets and petrol stations. It also includes local community groups that manage museums and galleries and organise events.

The Northern Economic Plan (<http://www.looknorth.com.au/>) identifies 'tourism, recreation and culture' as an important sector for future growth and job creation. As a key partner in delivering on that plan and in line with our City Plan 2030; we have developed this strategy to help guide that future growth. Whilst there are a lot of people currently engaged in tourism and visitor attraction in the area, there is no formal structure in place to bring them together. In developing this strategy, Council aims to bridge that gap and provide initial industry leadership, direction and support whilst ongoing networks and relationships are established.

The City of Salisbury already supports the local visitor economy in a range of areas including:

- Providing visitor related infrastructure; including community spaces, facilities and services that enhance the visitor experience and the safety of residents and visitors;
- Investment, management and maintenance of visitor assets including walking trails, wetlands, recreation parks, John Harvey Gallery and St Kilda Adventure Playground;
- Supporting environmental practices and conservation projects including water management, wetlands and nature trails;
- Creating and supporting festivals, events and cultural programs;
- Fostering and building stakeholder partnerships at local, metropolitan Adelaide and state level to support tourism development;
- By playing a key role in the development of new attractions such as the Adelaide International Bird Sanctuary and the Northern Adelaide Food Park;
- Providing direct assistance to businesses via The Polaris Business & Innovation Centre;
- Providing planning frameworks that support visitor attraction; development and planning advice and approval of development applications; and
- Promoting the benefits of tourism and visitors to industry and the community.

We are very proud of who we are and what we have achieved. We are passionate about preserving our environment; honouring and celebrating our people and cultures; and driving sustainable economic growth. Growing our visitor economy, brings together those aims.



EXECUTIVE SUMMARY

This strategy has been developed in line with our Building City Pride Strategy, City Plan 2030 and the City's economic development goals. The strategy defines the opportunities and enablers for tourism and visitor growth; and outlines the necessary leadership and vision to achieve that growth. An exciting opportunity exists to develop and share 'the Salisbury story' (the story of our people, cultural diversity, history, industries and our natural environment); to create awareness of existing visitor experiences and to develop new experiences.

Currently there is no formal network of tourism and visitor oriented businesses in the area and there is a lack of connectedness between attractions and experiences. Many businesses are not necessarily aware of the benefits to be gained by attracting and engaging visitors. Feedback also indicates that there is a lack of awareness and information available about what the area has to offer, with the area having many 'hidden secrets'.

Now, more than ever, as the broader South Australian economic and employment outlook is challenged, we need to create new, innovative opportunities in industries such as tourism. The closure of the Holden vehicle manufacturing plant will have a profound effect on employment options for the people of Salisbury both directly and indirectly. Creative thinking and collaborative partnerships and initiatives will be key to meeting this challenge.

The Northern Economic Plan identifies tourism, recreation and culture as an 'economic sector of the future' and provides programs and projects to support that growth. Key opportunities include development of a 'live music activation strategy', investment in a Northern Adelaide Food Park at Parafield Airport; and a \$10 million Small Business Development Fund 'to encourage small businesses to grow and create sustainable jobs'. The opportunity exists to capitalise on these initiatives to create investment and job outcomes for our local visitor economy.

Delivering the City of Salisbury Tourism and Visitor Strategy will require commitment, vision, common goals and collaboration from industry, all levels of government and the community. Continuing to build city pride and capturing and marketing our unique points of difference, will be integral to selling the Salisbury story. We have much to celebrate with our rich Kaurna and multicultural history and community; proximity to South Australia's premier wine and food region and amazing coastal environment.

In developing this strategy, the City of Salisbury is outlining its commitment to growing the local visitor economy and the leadership role it intends to play over the next five years. In making this commitment, the City of Salisbury acknowledges that long term sustainability of the local visitor economy will also require:

- > Achieving recognition from the community and local businesses of our potential as a visitor destination;
- > Active engagement by Council, the community and local businesses in visitor attraction;
- > Building the capacity and capability of community groups and businesses to deliver visitor experiences, products and services; and
- > Achieving collaboration, partnerships and support from neighbouring Councils, relevant South Australian Government agencies and industry associations.

ABOUT THE CITY OF SALISBURY

KAURNA PEOPLE

The Kaurna people were the first people associated with the Salisbury area; with the estuarine waterways along Gulf St Vincent supporting significant communities.

Tidal reaches extending from Barker Inlet right through to Mawson Lakes was a significant communal area for the Kaurna people.

Many occupational and sacred sites still exist around the area, including the Greenfields Wetlands.

SALISBURY TOWNSHIP

The township of Salisbury was established in 1848 by Scottish migrant John Harvey.

By 1881, the recorded population was between 400 and 500 people. The area's main crops were oranges, wheat, hay & dairy produce. The most notable industries were flourmills and the Paternoster Engineering Works, which produced windmills.

RAPID POPULATION GROWTH

In 1940 the addition of a new munitions factory resulted in doubling of the population.

Since World War II the area has expanded dramatically.

In 1933, the population was 2,385. By 1947, it was 4,160 and by 1981 it was 86,451.

At the 2001 Census, the population was recorded as over 110,000.

TODAY

The 2011 Census indicated a total population of 129,108 with a 9% growth rate since the 2006 census.

The population is expected to rise to more than 150,000 by 2036.

The City of Salisbury is now home to people born in over 140 different countries; many of whom retain strong links with their homelands.

The City of Salisbury has a diverse and growing population with a higher than average population of young people and a strong multicultural history and character. As a visitor destination, Salisbury lies perfectly centred between the city of Adelaide; Port Adelaide heritage and waterfront areas; and key tourism regions to the north. Located in Adelaide's northern suburbs (about 25 kilometres from the Adelaide CBD), the City is bounded by the City of Playford in the north, the City of Tea Tree Gully in the east, the City of Port Adelaide Enfield in the south and Gulf St Vincent in the west.

Salisbury is one of Greater Adelaide's largest Local Government areas, covering an area of some 158 km² and incorporating 31 suburbs. With the availability of land for residential and industrial development, an abundance of parks and recreational facilities, university and TAFE campuses, military base, airport and a major bus and train hub in the City centre, the area offers a wealth of opportunities for businesses and an enviable lifestyle for residents.

The City of Salisbury economy is the fourth largest in South Australia and provides ongoing opportunities for local employment and business attraction. It is a recognised national leader in a range of industries including defence, electronics and technology; and in environmental endeavours such as developing wetlands technology. The City is also a centre for manufacturing plants, factories, distribution outlets and warehousing.



HOW THE STRATEGY WAS DEVELOPED

A consultant was engaged to develop the strategy including consultation with key stakeholders (City of Salisbury Elected Members, staff, key State Government agencies, industry and the community); research and analysis. Research included sourcing case studies from other similar metropolitan local government visitor destinations (nationally) and reviewing where the City of Salisbury 'fits' in terms of tourism planning in South Australia.

A review was also undertaken of relevant City of Salisbury, neighbouring Council and South Australian Government plans and strategies to ensure strategic alignment. Consultation included a number of workshops, one-on-one meetings and an online survey of key stakeholders and the business community.

VISION

The City of Salisbury is as an emerging visitor destination with an established tourism identity that is aligned with and celebrates our key strengths and diversity.

Community, businesses and government are working together to increase visitation and spend, to grow the tourism industry and visitor economy and increase investment and jobs.

GOALS

- > Define and establish the visitor economy
- > Increase visitation, length of stay and spend
- > Increase the size and output of the visitor economy
- > Engage local businesses and the community in tourism and visitor attraction
- > Increase investment and the number and range of job opportunities
- > Maximise Council’s return on investment in tourism infrastructure and events
- > Drive collaborative industry development
- > Increase City pride and awareness of the City’s strengths
- > Maintain a sustainable and healthy natural environment enjoyed by more people



STRATEGIC PILLARS

The following strategic pillars have been identified as the focus areas for development of objectives, strategies and actions.

THEMES	PRECINCTS	KEY CURRENT ATTRACTIONS	KEY POTENTIAL ATTRACTIONS
Nature based Family friendly Cultural: events, multicultural, Kauma tourism, arts, history Adventure, sport & recreation Business, industry & education	St Kilda Salisbury Town Centre Mawson Lakes Parafield Airport Greenfields (wetlands) Dry Creek Edinburgh	Secret Garden Fringe event St Kilda Adventure Playground Cobbler Creek bike trails Mangrove trails & wetlands Multicultural retail /food Recreation Parks Globe Derby Park SA Harness Racing Club	Adelaide International Bird Sanctuary District Outlet Centre Parafield Airport Northern Adelaide Food Park



CURRENT VISITORS

Tourism data for South Australia is presented for each recognised tourism region. At this point in time, all of the Adelaide metropolitan area (including City of Salisbury) is represented as one region.

Whilst specific visitor data is not captured for the City of Salisbury, anecdotal and recent business and community survey data indicates that the majority of visitors are locals, followed by intrastate visitors, with only a minor proportion of visitors coming from interstate or overseas.

The City of Salisbury receives many visitors each year for a range of purposes. A snapshot is presented below based on feedback gained from local businesses and the community during consultation.



<p>> Business / Medical: Corporate visitors Conference & function attendee Retail / dining / markets Defence, aeronautics Country people coming to Adelaide for appointments Visitors of hospital patients</p>	<p>> Arts & culture: Events Galleries & exhibitions Museums Multicultural experiences</p>	<p>> Independent travellers: Caravans / Motorhomes / Recreational Vehicles/Backpackers Daytrippers - other metropolitan areas People visiting friends & relatives</p>
<p>> Education / Science: Students Researchers</p>	<p>> Organised groups: Community & cultural Special interest Tours / programs / delegations</p>	<p>> People visiting attractions / facilities: Family based activities Sport & recreation Nature based</p>

CORE TARGET MARKETS

In determining the core target markets for increasing visitation to the City of Salisbury in the next five years, consideration has been given to what our current strengths are and what markets are most likely to be attracted to those strengths.

In line with the Strategic Pillars identified above, the two core target markets for initial focus are City of Salisbury residents, businesses and workers; and the broader South Australian intrastate market.

It is noted however that for specific attractions such as the Adelaide International Bird Sanctuary, interstate and international markets (particularly the United Kingdom) will be targeted. Opportunities also exist to capitalise on existing sources of international visitors such as people visiting corporate businesses and families of international students.

City of Salisbury residents, businesses and workers

The City of Salisbury population forecast for 2016 is 139,207, and is forecast to grow to 151,538 by 2036.¹ Encouraging local residents to 'discover their own backyard' will increase local knowledge, awareness, appreciation and advocacy for Salisbury as a visitor destination.

Communicating the breadth of experiences available and encouraging visitation by locals and their visiting friends and relatives will also drive visitor spend and increase the visitor economy. Increasing local use of key visitor infrastructure (e.g. St Kilda Adventure Playground) and attending local events will also increase Council's return on its investment.

¹<http://forecast.id.com.au/salisbury>

South Australian Intrastate market

The intrastate visitor market (Adelaide metropolitan areas and regional South Australia) represents 62% of total visits in South Australia and 37% of visitor nights.² This key market, particularly daytrippers, presents a significant opportunity for Salisbury to increase visitation and visitor spend. Increasing awareness amongst South Australians of the visitor experiences available will also assist in creating new perceptions of Salisbury as a visitor destination.

OUR ROLE

The City of Salisbury is a key driver in promoting visitation to the area, helping to build the visitor economy and improving visitor experiences. Council will play a strong leadership role in implementing this strategy over the next five years in recognition of tourism and visitor attraction being a relatively new area of focus for local industry and the community.

Council will fulfill a broad range of roles and functions, which are outlined below and referenced in the supporting strategies. As we implement the strategies, we will be clear about our role, and work collaboratively with the community, Government and industry to achieve the strategic vision.

Council's roles and functions in relation to implementing this strategy include:

■ Leader	Provide leadership and guidance to the community in line with the strategy. Create an environment where visitors are important and valued by the community e.g. by applying a 'visitor lens' to the way we do things.
▲ Advocate	Seek collaboration with other tiers of government and the private sector to deliver initiatives under the strategy.
● Initiator / Facilitator/ Partner	Connect people, businesses and groups to pursue opportunities; and create catalyst opportunities.
◆ Service provider	<p>Direct – Responsible for funding and providing a service (to visitors, to businesses, to the community and groups).</p> <p>Partner – Contribute funds and/or other resources towards a service or initiative that is delivered in partnership with other organisations.</p> <p>Agent – Provide a service funded by or on behalf of others which involves hosting or other use of Council resources to fill particular needs.</p>

Role of the Tourism & Visitor Sub-Committee

Council established a section 41 Committee of Council in June 2016, the Tourism & Visitor Sub-Committee. The Terms of Reference state that the purpose of the Committee is to:

- Promote and facilitate tourism and visitor opportunities for the City of Salisbury;
- Identify and advise Council on tourism opportunities;
- Develop and maintain professional relationships that support the implementation of Council's Tourism & Visitor Strategy; and
- Identify linkages and opportunities to leverage benefit between the Tourism & Visitor Strategy and other state and local government plans and strategies.

Membership of the Sub-Committee comprises representatives from the local commercial tourism industry, local history clubs, the Karna people, Salisbury business community, Elected Members and a representative of the South Australian Government nominated by the Minister for Tourism.



²South Australian Tourism Profile December 2012-2014 – Average Annual Visitors http://www.tourism.sa.gov.au/assets/documents/Research%20and%20Reports/South_Australian.pdf

OBJECTIVES AND STRATEGIES

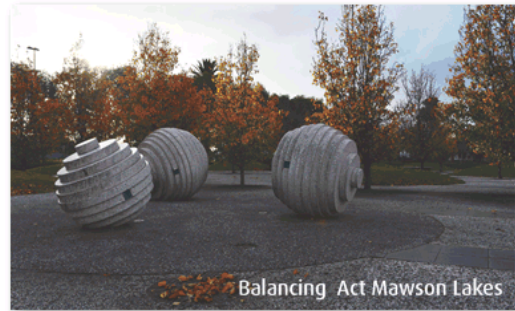
Please note the following with regards to the timeframes and Council's role outlined below:

Timeframes:

- > **Short term** - in the first twelve months
- > **Medium term** - in two to three years
- > **Long term** - greater than four years

Council's role:

- Leader ▲ Advocate
- Initiator / Facilitator/Partner ◆ Service provider



Objective 1: Create an attractive and welcoming visitor environment; and improve access and availability of visitor information

	Strategies:	Short (S) Medium (M) Long term (L)	Council's Rate
1.1	Promote delivery of quality customer service and the welcoming of visitors	S	● ◆
1.2	Capture, collate and develop key visitor information and materials and increase the availability and ease of access to that information (including maximising use of digital technologies)	S/M	● ◆
1.3	Explore options to provide visitor information services throughout the area at key locations	S/M	● ◆
1.4	Improve public transport accessibility and frequency to and between key precincts and visitor attractions	L	▲
1.5	Improve general amenity, vehicle access, traffic flows and parking around each key precinct (as required)	M	● ◆
1.6	Improve visitor infrastructure including signage (wayfinding, informational, interpretive and promotional) and visitor amenities and facilities	M	● ◆

Objective 2: Celebrate who we are; and promote our key attractions, themes and precincts

	Strategies:	Short (S) Medium (M) Long term (L)	Council's Rate
2.1	Develop and share the 'Salisbury story'	M	■
2.2	Develop interpretive information that reflects the Kaurna, Salisbury, multicultural and industrial history, heritage and culture of the area	M	●
2.3	Develop packages and bundling of products and experiences and associated visitor information and promotional materials	S/M	● ◆
2.4	Develop and deliver a marketing and communications program based around key themes, precincts and attractions; focused towards identified key target markets; and maximising use of digital technologies	S/M	● ▲
2.5	Develop and deliver a marketing and communications program based around key themes, precincts and attractions; focused towards identified key target markets; and maximising use of digital technologies	M	● ▲
2.6	Develop and implement a public relations program	M	● ▲

Objective 3: Create new visitor experiences that address identified gaps, capitalise on key themes, precincts and attractions; and increase visitor spend

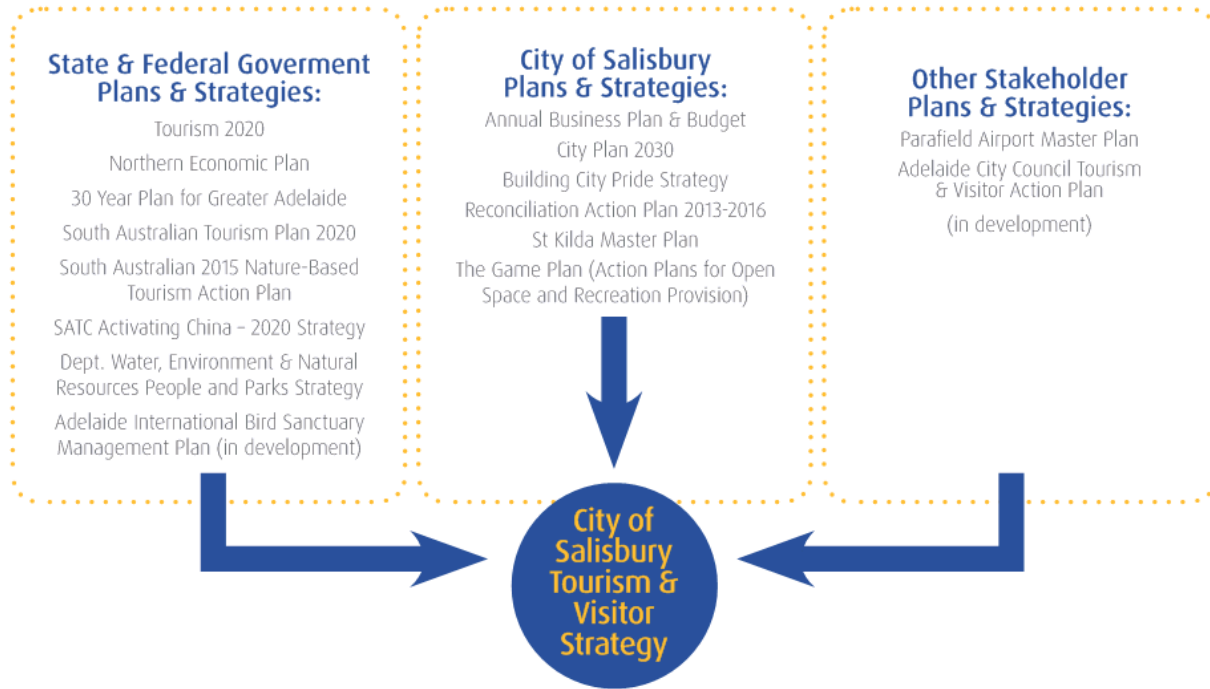
	Strategies:	Short (S) Medium (M) Long term (L)	Council's Rate
3.1	Leverage the development of the Northern Adelaide Food Park to create tourism and visitor economic outcomes	M/L	▲
3.2	Develop tourism and visitor economic opportunities that capitalise on and complement the establishment of the Adelaide International Bird Sanctuary	S/M	▲ ●
3.3	Develop opportunities to grow visitation to the St Kilda Adventure Playground and increase overall visitor spend	S/M	● ◆
3.4	Develop and support events and festivals that capitalise on our key strengths and attract both local residents and intrastate visitors	S/M	● ◆
3.5	Develop the 'Meetings, incentives, conferencing and exhibitions' (MICE) visitor market	M/L	▲
3.6	Work with industry, community groups and tourism stakeholders to develop new tourism and visitor attractions, products and experiences. Key areas of focus include: <ul style="list-style-type: none"> > Nature based (wetlands, walking and cycling trails) > Family friendly > Arts and culture > History > Multicultural (arts, culture, retail and food) > Kaurna (arts, culture, history and heritage) > Adventure, sport & recreation > Industry (science, technology, defence, food manufacturing) > Defence > Education > Aeronautic (history and capabilities) 	M/L	▲ ●
3.7	Capitalise on opportunities resulting from the Northern Economic Plan and from planned major projects including the Northern Connector and electrification of Gawler to Adelaide rail line	M/L	▲
3.8	Ensure that policy and planning supports tourism development and investment	S/M	■

Objective 4: Create connections

	Strategies:	Short (S) Medium (M) Long term (L)	Council's Rate
4.1	Engage with key stakeholders in the South Australian Government in implementing actions under this strategy and develop productive ongoing relationship	S/M	●
4.2	Collaborate with other Metropolitan Councils, the South Australian Tourism Industry Council and the Local Government Association of South Australia in broader development of tourism in 'greater metropolitan Adelaide'	S/M	●
4.3	Engage with and support local community groups to explore opportunities for tourism and visitor attraction and growth	S/M	● ▲
4.4	Establish collaborative promotional partnerships and marketing channels	S/M	● ▲
4.5	Engage with local and state based tour operators to create awareness of available visitor experiences and promote inclusion in tour itineraries	S/M	● ▲
4.6	Develop opportunities for business to business networking, collaboration and co-promotion (including community groups that operate visitor experiences)	S/M	● ▲
4.7	Increase local business engagement, capacity and capability in tourism and visitor attraction	S/M	● ▲

ALIGNMENT WITH STAKEHOLDER STRATEGIES & PLANS

The below diagram sets out the broader planning environment that influences and impacts on the Salisbury visitor economy. As a key step in implementing the Tourism & Visitor Strategy, the strategies contained will be cross checked against these stakeholder strategies and plans. Opportunities to pool resources and work collaboratively to achieve mutual outcomes, will be pursued.



MEASURING PROGRESS & SUCCESS

As already noted, tourism data for South Australia is currently presented for the Adelaide metropolitan area (including City of Salisbury) as one region. Data produced includes the number of visits, length of stay and average spend in key target markets (intrastate, interstate and overseas). These traditional measures of growth are therefore currently not available for City of Salisbury and are unlikely to become available due to the complexity and cost of capturing that information.

Other measures of progress and success for this strategy therefore need to be determined. Specific targets and measures will be considered by the City of Salisbury as part of development of an Implementation Action Plan (please refer below). In addition to achievement of objectives under this strategy, suggested measures may include:

- > The number of businesses registered on the Australian Tourism Data Warehouse
- > Increase in total number of products and experiences available for visitors (using the baseline data gathered in development of this strategy)
- > Number of businesses engaged in the visitor economy (measured via database growth)
- > Number of attendees at events and traffic data for key precincts such as St Kilda
- > Engagement by businesses in annual industry surveys
- > Improvements noted in visitor data reported by individual businesses via annual survey

IMPLEMENTATION ACTION PLAN

Council has played a key leadership role in growing the local visitor economy by developing this inaugural Tourism and Visitor Strategy. In order for the strategy goals and objectives to be achieved over the next five years, engagement and collaboration with the community, local businesses and key stakeholders will be crucial.

For each of the objectives and strategies set out in the strategy, a list of potential implementation actions has been developed. Those actions will be considered by Council in consultation with key stakeholders to develop an Implementation Action Plan. The plan will set out agreed timeframes, roles and responsibilities, alignment to existing projects and programs; and resources to be applied.

As previously highlighted, there currently is no established 'tourism network' for the area and the region is not a recognised state tourism region in its own right. As such there are currently no dedicated resources being applied to tourism and visitor economic development for the area. Council will work in partnership with key stakeholders to align potential actions to existing projects, programs and resources where possible. Following assessment of existing collective resources that can be applied, gaps will be identified to determine any new resources that may be required. From Council's point of view, resources will be determined through a combination of funding for existing projects and programs, recurrent budgets and annual new initiative bids.

Key stakeholders to be engaged in developing the Implementation Action Plan include:

- > Council staff and Elected Members
- > The Polaris Business & Innovation Centre staff
- > Council s41 Tourism & Visitor Sub-Committee
- > Local community groups, industry associations and businesses
- > Other metropolitan Adelaide councils and the Local Government Association of SA
- > South Australian Government agencies
- > South Australian Tourism Industry Council

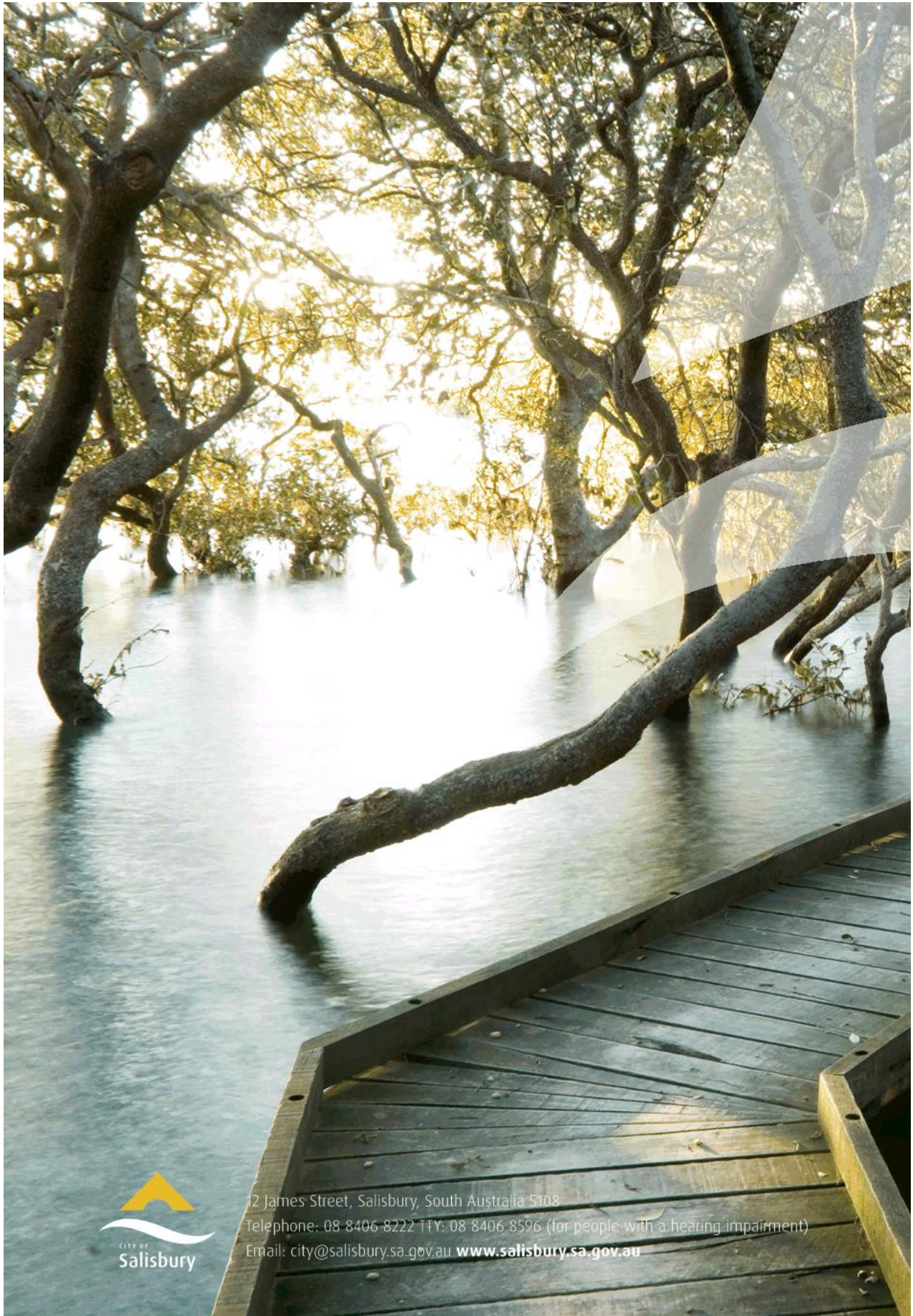
The process to be undertaken to develop the Implementation Action Plan is proposed as follows:

- > Council will review each of the potential actions against the objectives and strategies and determine its role, agreed priority level (short, medium or long term) and potential outcomes. In undertaking that analysis, Council will aim to identify existing projects, plans, initiatives and resources that actions are aligned to.
- > Council will then engage key stakeholders (outlined above) to determine alignment of actions with existing stakeholder plans, initiatives and resources and potential for collaborative partnerships to be developed.
- > A gap analysis will then be undertaken to determine further resourcing requirements and funding options in order to implement short and medium term priority actions.
- > A draft Implementation Action Plan will be developed by the Council s41 Tourism and Visitor Sub Committee. Consultation on the draft plan will be undertaken with key stakeholders to establish collective commitment to achievement of the plan.
- > The final Implementation Action Plan will be endorsed by the s41 Tourism and Visitor Sub Committee and by Council.

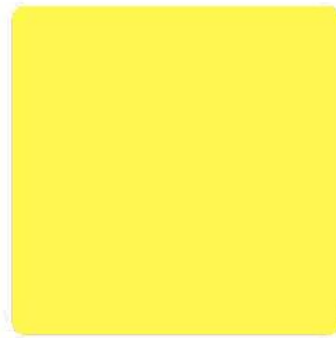


ADDITIONAL INFORMATION AND KEY CONTACTS

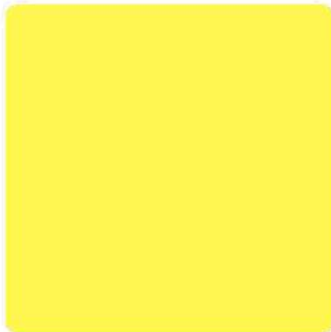
If you would like to be a part of building the City of Salisbury visitor economy by engaging with this strategy please contact our Communications and Customer Relations Division on 08 8406 8222.



12 James Street, Salisbury, South Australia 5108
Telephone: 08 8406 8222 TTY: 08 8406 8596 (for people with a hearing impairment)
Email: city@salisbury.sa.gov.au www.salisbury.sa.gov.au



St Kilda Precinct Plan Stage 2- Marine Recreation Precinct and Mangroves



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Executive Summary

In 2013, Council endorsed the St Kilda Township Planning Framework to inform investment and development of the coastal precinct.

This Framework articulated a vision for how the area could develop over the next 10 to 25 years. It was prepared in recognition of the growing investment by the City of Salisbury in its western boundaries, arising rezoning opportunities for housing, economic development and tourism potential and infrastructure investment by the public and private sector.

It was determined that a Master Plan for St Kilda was to be developed in four stages:

- Stage 1: adventure play space and associated car parking/green space (complete);
- Stage 2: the Marine Recreation Precinct and Mangroves;
- Stage 3: existing residential area; and
- Stage 4: future development options of surrounding areas (Bolivar and Penrice Salt Pans).

It is likely that Stages 3 & 4 will now be combined into one planning exercise.

The St Kilda Marine Recreation Precinct and Mangroves includes significant Council owned and managed assets including:

- 1km breakwater and channel
- Boat launch ramp
- Boat trailer parking area
- Mangrove trail and interpretive centre

The St Kilda Master Plan Stage 2 has been developed within a broader strategic context which has taken into consideration:

- Facilitation of delivery of key directions and objectives within the City Plan
- Alignment with Council's City Pride Strategy
- Alignment with the State Government's Northern Economic Plan
- Alignment with Council's newly developed Tourism and Visitor strategy within which St Kilda is identified as a key tourism asset for the City
- The implications of the development of the Northern Connector on the site and surrounds
- Storm water management issues arising from the impacts of urbanisation at Greater Edinburgh Parks
- Future uses of the decommissioned salt crystallisation ponds
- Native Title issues
- The tourism and visitation opportunities for St Kilda associated with the development of the adjacent International Bird Sanctuary
- Possible development of the privately owned Boat Club which sits within the Stage 2 area

This master plan seeks to address a range of issues including:

- Improving traffic movement around the site by addressing efficiency of movement and ensuring safety for all vehicles and pedestrians
- Enhancing security and amenity/views for RV vehicles in close proximity to facilities
- Improving the condition, quantity and configuration of parking facilities to provide greater capacity and address the conflicts that are currently arising between coaches, visitors utilising the boat facilities and visitors to the adventure play space
- Improving the experience for users of the boating facilities by addressing the current congestion and issues associated with gaining access to the boat launch ramp
- Improving the amenity, visibility, efficiency and safety of pedestrian movement and wayfinding to key destination points
- Improving the condition of the Mangrove Trail for a safer and improved visitor experience and to capitalize on future tourism opportunities through partnerships with Kurna and the International Bird Sanctuary

The master plan includes the following works and recommendations:

1. Improve traffic movement efficiency and safety by constructing two roundabouts on Cockle Street. The design of Cockle Street will incorporate a bus layover area capable of accommodating 7 coaches between the roundabouts and immediately to the east of the easternmost roundabout.
2. Construct a slip lane at the intersection of Mangrove Street and St Kilda Road to support bus and long vehicle turning movements towards the bus layover area in Cockle Street.
3. Stabilise and surface underutilized open space on Cockle Street to create 134 additional car parking spaces. The design of the car park will incorporate a native vegetation buffer between the adjacent residential area.
4. Stabilise and resurface the existing trailer park. Line mark for 120 long trailer bays install an additional washdown area and new gross pollutant trap.
5. Construct RV layover area near the boat launch facility toilet block.
6. Asphalt the main car park adjacent to the play space, formalising 189 car parks.
7. Increase boat launch/retrieval capacity by constructing an additional ramp lane.
8. Improve safety and efficiency of launching and retrieval by providing additional pontoons for mooring and pedestrian path connection.
9. Encourage pedestrian access throughout the precinct by developing a path network including a link between the kiosk and the mangrove trail.
10. Improve visitor safety along the breakwater by improving the footpath surface and installation of solar lighting
11. Pursue opportunities for the area taking into consideration the Visitor and Tourism strategy, International Bird Sanctuary, water front amenity and potential future services.
12. Explore opportunities for the Mangrove Trail and Interpretive Centre in conjunction with the South Australian Government and the development of the Adelaide International Bird Sanctuary.

It is envisaged that the proposed capital works to improve the Marine Recreation Precinct and Mangroves would be implemented in stages, preceded by detailed design and consultation:

Timing	Master Plan Element	Estimated Cost
2018-19	Commence detailed design	\$250,000
2019/20 &2020/21	Priority 1: New boat ramp and channel works	\$990,000
	Priority 2: RV area	\$235,000
Beyond 2020/21	Priority 3: Playground car park	\$810,000
	Priority 4: Bus/coach and traffic upgrades (including construction of 2 roundabouts on Cockle St)	\$855,000
	Priority 5: Pedestrian access improvements	\$330,000
	Priority 6: Reconstruction of boat parking area	\$2,960,000
	Priority 7: New Cockle Street car park	\$1,285,000
	Priority 8- Additional Car Parking (Mangrove Trail)	\$100,000
TOTAL		\$7,815,000

The funding of works summarised above have not yet been included in Council's Transport Asset Management Plan or Long Term Financial Plan and will require consideration and approval through the annual budget process for the works to progress. The staging of works may vary depending on the availability of external funding for various elements.

Strategic Context

In 2013, Council endorsed the St Kilda Township Planning Framework to inform investment and development of the coastal precinct.

This Framework articulated a vision for how the area could develop over the next 10 to 25 years. It was prepared in recognition of the growing investment by the City of Salisbury in its western boundaries, arising rezoning opportunities for housing, tourism opportunities, economic development potential and infrastructure investment by the public and private sector.

The Planning Framework identified what was valued about the St Kilda Township and provided recommendations on how to retain these elements for future generations. The Planning Framework also examined opportunities to support the growth of the Township as a coastal destination.

The vision of the Township Plan and Planning Framework is:

To develop the coastal township of St Kilda as a regional environmentally sensitive recreation, leisure and tourism focus, building on the existing strengths of the town, and providing high levels of amenity and services for residents and visitors while limiting expansion of residential development.

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. improvement of pedestrian legibility through way finding and path networks;
4. optimising car parking for all users;
5. improving boat launching facilities;
6. improving quality of surrounding environments for residents and visitors;
7. promotion of the environmental assets of St Kilda;
8. improving legibility and safety of vehicle movement; and
9. encouraging investment in residential and business development.

Staging of Planning

In March 2013 Council endorsed an approach that resulted in the commencement of a Master Plan being prepared in four stages:

- Stage 1: adventure play space and associated car parking/green space (complete);
- Stage 2: the marine recreation precinct & mangroves;
- Stage 3: existing residential area; and
- Stage 4: future development options of surrounding areas (Bolivar and Penrice Salt Pans).

St Kilda Stage 2 study area – Marine Recreation Precinct and Mangroves

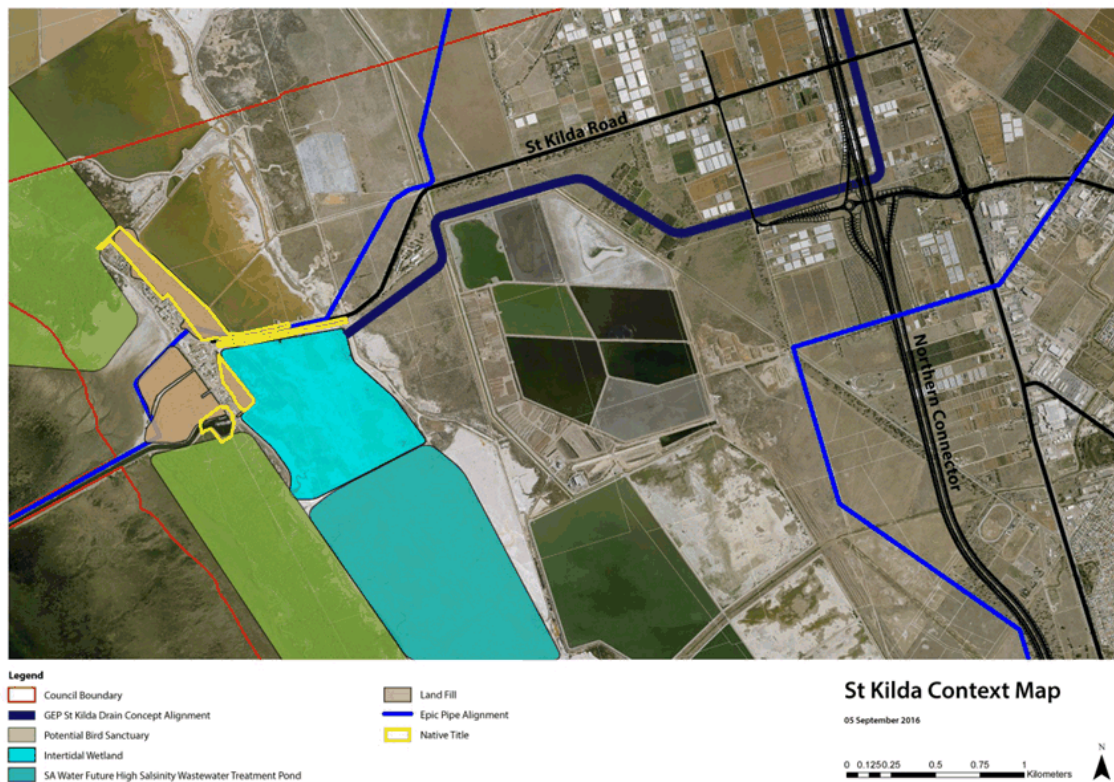


Broader Planning Opportunities and Considerations

The north western sector of Salisbury will be subject to considerable change over the coming years that will see a significant increase in infrastructure and development investment. These investments have the opportunity to contribute to the objectives of the St Kilda Township Master Plan and value-add to the social, economic, tourism and environmental outcomes for the township and the region.

Projects and Initiatives underway or planned in the region include:

- The \$985 million Northern Connector project that links the South Road Superway with the Northern Expressway
- Future land development opportunities associated with the rezoning of Greater Edinburgh Parks and the infrastructure augmentation required to realise this development.
- The decommissioning, environmental management and future development of the Salt Crystallisation Ponds that extend from Gillman in the south to Middle Beach in the north.
- The identification of the Adelaide International Bird Sanctuary that has the potential for significant international interest and visitation
- The ecological significance of the Barker Inlet area which includes the Adelaide Dolphin Sanctuary and the fish nursery for a number of commercial and recreational fish species.
- The pattern and extent of land ownership that may provide opportunities for innovation and implementation of initiatives that otherwise may not have been achievable because of fragmented ownership.



The following is a synopsis of each of the projects listed above and the opportunities for integration and value-add projects to the St Kilda Township Master Plan Development

Northern Connector

Context

Construction of the Northern Connector has commenced linking the Port River Expressway and South Road Superway with the Northern Expressway. The interchange at Waterloo Corner will provide full access to St Kilda via a link road, being Robinson Road. This will enable greater access for visitors from all parts of metropolitan Adelaide. It is intended that the road corridor will have a thematic approach to the four interchange gateways (South Road, Bolivar Road, Waterloo Corner Road and Northern Expressway) based upon Kurna heritage and the environmental significance of the area through which it traverses. The project will be completed in late 2019. As part of the project a shared bike / walking trail will be constructed and opportunities are being considered to extend this scope of work.

Opportunities for linkage with St Kilda Master Plan

- The development of the gateway themes (landscape and infrastructure design) can reinforce the environmental significance of the region and opportunities to link with key destinations such as St Kilda, the Adelaide International Bird Sanctuary and Barker Inlet.
- The landscape design of the Northern Connector can integrate with St Kilda through the development of continual green gateways that link the Northern Connector to St Kilda and the Mangrove Trail.
- The Northern Connector Project has had to contribute to the Native Vegetation Offset fund for the loss of native vegetation at the southern end of the project. The Native Vegetation Branch of the Department of Environment, Water and Natural Resources (DEWNR) is seeking regional opportunities for investment to use this and other carbon offset funds. The opportunities associated with a broader native vegetation scheme that encompasses the mangrove trail, samphire and sabka areas around St Kilda and vegetation corridors, could be established as part of open channel drainage infrastructure that may service future developments such as Greater Edinburgh Parks through the SA Water site to the Northern Connector.

Greater Edinburgh Parks Employment Lands

Context

The Greater Edinburgh Parks area has been identified in the State Government's 30 year Plan for Greater Adelaide as future employment lands for northern Adelaide. The investment of the Northern Connector will facilitate this future development by providing high quality transport linkages with this area, thereby increasing its attractiveness for future investment particularly around logistics and transport industries. One of the key infrastructure requirements is the stormwater headworks infrastructure that is necessary to service this future development.

Stormwater drainage strategies have been developed that identify future infrastructure necessary to service this area and also provide opportunities for stormwater quality control and capture for re-use. One of the options that has been identified is the delivery of a drainage path that extends from Port Wakefield Road, integrates with the design of the Northern Connector and utilises the SA Water buffer land to the north of the Bolivar wastewater treatment plant, and links to the unused salt crystallisation ponds in and around St Kilda.

The opportunities that were pursued as part of this solution, were include maintaining the migratory bird habitat of those ponds around St Kilda through the development of wetlands / basins that would achieve the drainage service the drainage requirements of the future employment lands, and also provide an inter-tidal wetland of fresh and salt water for migratory bird habitat.

Opportunities for linkage with St Kilda Master Plan

- The construction of the channel and inter-tidal wetlands as headworks for the Greater Edinburgh Parks Employment lands would be able to provide an opportunity to develop native landscape vegetation corridor and multi-use trail that would link the Mangrove trail, via the intertidal wetland (dis-used salt crystallisation ponds) and the drainage channel to the Northern Connector.
- The planting of the native vegetation landscape could be an adjunct to the Northern Connector project and educational and employment opportunities linked to the Northern Connector programs. These include indigenous employment programs.
- The construction of this drainage network and interface with the marine environment would be designed in such a way as to ensure flood protection to the St Kilda Township and maintain a wetland environment for migratory birds.

Future Uses of Salt Crystallisation Pans

Context

Solar evaporation lagoons for salt production extend north and south of the St Kilda Township from Dry Creek to Port Gawler alongside the Barker Inlet. This land forms a network of natural and artificial wetlands, in conjunction with the coastal mangrove environment.

These crystallisation ponds are now owned by the company, Adelaide Resource Recovery. The ponds are being decommissioned through the requirements identified under the State Mining Act. The intention of the new owner is to consider opportunities for economic development associated with the land whilst maintaining the environmental habitat for migratory birds.

The sections that impact upon St Kilda are to the south adjoining the SA Water Bolivar Wastewater treatment site (section 2) and to the north of St Kilda Road up to the Gawler River (section 3). The majority of the land within section 2 is owned by the Crown and SA Water have pursued the option to take control of this land to manage the high salinity waste water stream. Initial trials have proved successful in reducing nutrients from this waste stream by the utilisation of the redundant salt fields. SA Water propose to fully utilise this section of the salt crystallisation ponds with the exception of the area near St Kilda, where they will maintain required buffer distances for odour management. This redundant section of the ponds to the south of St Kilda Road is to be considered for an inter-tidal wetland as part of a drainage solution option that will service Greater Edinburgh Parks.

At the stage of writing this Plan, there have been no economic land uses identified for the utilisation of the ponds to the north of St Kilda Road that will achieve the necessary area for migratory birds and co-exist with the bird habitat.

The owner has indicated that the two Crown Land owned ponds to the north may be able to be used for the management of stormwater for Greater Edinburgh Parks and the maintaining of a migratory bird habitat.

Opportunities for linkage with St Kilda Master Plan

- There are potential portions of redundant crystallisation ponds that could be used to deliver a future drainage solution for Greater Edinburgh Parks and provide a migratory bird habitat. This area could be provided as part of the Adelaide International Bird Sanctuary and Mangrove Trail.

International Bird Sanctuary

Context

The Adelaide International Bird Sanctuary is being created to help protect resident and migratory shorebirds that gather along the coast of Gulf St Vincent in the north-west of Adelaide.

St Kilda has been identified as the southern gateway to the bird sanctuary. The declaration of the Sanctuary is expected to result in significant international interest and visitation to the northern region.

Salisbury is represented on the working group that has been established through the Department of Environment, Water and Natural Resources who are developing the details of the Sanctuary. The Collective has been working with State Government, Local Government and community leaders developing the direction for the Bird Sanctuary and ensuring that planning is grounded in the four pillars of Conservation, Economy, Wellbeing and Global Expansion. The Department has begun developing some concept plans for some of the ideas presented, all focused on developing infrastructure that supports opportunities for the Kurna community, with a focus on stimulating the economy. These concept plans will be supported by a business case that sets the direction for the sanctuary and outlines the funding opportunities.

The State Government has committed \$1.7 million over four years (2014-18) for the establishment and ongoing maintenance of the Bird Sanctuary. This investment includes establishing a national park for the Sanctuary, revegetation works, signage and tourism infrastructure.

Opportunities for linkage with St Kilda Master Plan

- The potential re-badging of the Mangrove trail to incorporate an interpretive centre for migratory birds.
- Investment in infrastructure and vegetation that will enhance this facility and its linkage with the surrounding area.
- Consideration of how this may align or support the commercial area.
- Partnering with the Kurna community to support infrastructure and the ongoing tourism agenda.

Environmental Significance

Context

The Barker Inlet, St Kilda area and the adjoining mangrove creeks serve as important nursery areas for a number of commercial and recreational marine fish and crustacean species. The variety of coastal habitats provide roosting, sheltering and feeding grounds for a large number of waterbirds and provide early spring to late summer refuge for many migratory waders.

The area also provides significant breeding habitats for pelicans, cormorants, oystercatchers, gulls, terns, egrets and herons. The Barker Inlet has the largest area of mangroves in the Gulf St Vincent.

The areas used for salt extraction include the evaporation pans, areas of natural wetland and salt marshes and are listed as being of national and international significance for migratory shorebirds that travel annually to Australia along the East Asian-Australasian Flyway.

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.

Opportunities for linkage with St Kilda Master Plan

- The ecological value of the coastal and inland waters surrounding St Kilda has the potential to result in ecotourism growth.
- Development of a new Mangrove Trail boardwalk to enhance the environmental experience in partnership with the Kurna Community including potential ongoing tourism agenda

Land Fill

Context

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 any vegetation in these conditions difficult. This has significant implications for the amenity of the Township.

Opportunities for linkage with St Kilda Master Plan

- Consideration to build major infrastructure eg. buildings/structures on solid land and supporting works eg. Car parking and open space on landfill areas to minimise future maintenance and build costs.

Land Ownership and Use

Context

There are multiple land owners across the St Kilda district including:

- Minister for Planning, Transport and Infrastructure who own the areas comprising the adventure play space, boat launch facilities and boat channel
- Minister for Environment, Water and Natural Resources who own the St Kilda Mangrove Trail, the marina and areas of the salt evaporation pans
- SA Water Corp who own land comprising the Bolivar waste water treatment plant and surrounds and
- Private residences.

Opportunities for linkage with St Kilda Master Plan

- The structure and extent of the land ownership in government control provides opportunities for the delivery of most of the initiatives highlighted earlier

Native Title

Context

In March 2005, the City of Salisbury was alerted to the Native Title Claim lodged with the Native Title Court for the Kurna Region which covers an area from Cape Jervis 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. Even though some of the land has had its native title extinguished there are some other key areas within St Kilda that are still affected. The areas that currently are under native title are portions of the Marina, boat channel, as well as the whole of the St Kilda Mangrove Trail. The area where the St Kilda playground, St Kilda Tackle & Tucker shop, reserve, carparks and public toilets are located and known as Lot 1002, was extinguished many years ago.

The LGA and Councils in consultation with Kurna claimants have drafted an Indigenous Land Use Agreement (ILUA). 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. However it is noted that the Crown, who own the majority of lands in the St Kilda Precinct, is not a signatory to the ILUA.

The Native Title claim prevents a full upgrade of the St Kilda Mangrove Trail and marina but maintenance works can still be undertaken.

Opportunities for linkage with St Kilda Master Plan

- Moving forward until the ILUA is signed by the parties Council will need to partner with DEWNR & the Kurna Community.

Overview of Land Use in St Kilda



City of Salisbury Tourism and Visitor Strategy

Context

The City of Salisbury Tourism and Visitor Strategy was endorsed by Council in July 2016 and has been developed in line with our Building City Pride Strategy, City Plan 2030 and the City's economic development goals. The strategy defines the opportunities and enablers for tourism and visitor growth; and outlines the necessary leadership and vision to achieve that growth over the next five years.

Within the Strategy we have identified key themes, precincts and experiences that will, over time, help to create a profile for the City of Salisbury as a visitor destination. One of the themes identified is nature based tourism. With St Kilda as the southern gateway to the Adelaide International Bird Sanctuary and the network of wetlands and nature trails threading throughout the area; it can be a key attractor of nature based visitors. 'Family friendly' is another theme identified, complementing the nature based theme and capitalising on the area being home to South Australia's best adventure playground and a range of military, aeronautical and educational attractions.

The State Government's Northern Economic Plan identifies tourism, recreation and culture as an 'economic sector of the future' as an important sector for future growth and job creation and provides programs and projects to support that growth. As a key partner in delivering on that plan and in line with our City Plan 2030; the Tourism and Visitor Strategy has been developed to help guide that future growth.

Opportunities for linkage with St Kilda Master Plan

- Continue to partner with key stakeholders such as State Government, Karna and the "Tourism and Visitor" sub-committee to capitalise on these initiatives to create investment and job outcomes for our local visitor economy.

Current Planned Infrastructure Investment

Council recently committed \$3.6 million towards the upgrade of the St Kilda Adventure Play Space which included \$1 million of grants from the Stage Government.

There are extensive assets owned and managed by Council and these are exposed to harsh marine conditions including tidal action, inundation and salt laden winds. Infrastructure includes playground, sea wall, breakwater, boat channel, car parking, boat ramp, kayak launch, Mangrove trail/boardwalk, amenities, information centre and CCTV.

Regular maintenance and capital activities are required to maintain these existing facilities in good working order.

Through its forward budget and asset management programs, Council has allocated \$2,188,000 of capital renewal expenditure over the next 4 years at St Kilda as below:

2016/17 - \$1,275,000

- \$325K - Play space – Volcano slide, modification of slides
- \$20K – Progress Association Hall Air-conditioning
- \$150K – Sea wall improvement
- \$240K – Channel markers/ breakwater renewal
- \$110K – CCTV upgrade
- \$270K – New Wave Slide
- \$50K – Mangrove Trail repairs
- \$110K – Flood mitigation

2017/18 - \$210,000

- \$210K – Channel / breakwater renewal

2018/19 - \$332,000

- \$215K – Channel / breakwater renewal
- \$105K – Sea wall improvement
- \$12K – Play space irrigation design

2019/20 – \$371,000

- \$150K – Play space irrigation renewal
- \$221K – Channel / breakwater renewal

The proposed stage 2 upgrade works have not been funded and require consideration by Council.

Recommendations

Traffic Movement and Car Parking

The adjacency of the boat ramps and the adventure playground contributes to traffic conflicts and competition for car parking spaces. This is exacerbated when the weather is fair and warm as these conditions are ideal for both boating and use of the play space.

The existing boat trailer park has parking capacity for 114 vehicles with trailers, services the boat ramp and on peak days is also used by visitors to the playground. On such days visitors seeking to launch vessels may not be able to park their vehicles and trailers safely.

Coaches also utilise the trailer park particularly during school holidays even though coach facilities are not currently provisioned. Feedback received indicates that passenger movement from the coaches across Cockle Street is risky and that mass set down and pick up could be better provided adjacent to the open space on the northern side of Cockle Street.

Vehicles entering and exiting the boat launch facilities contend with vehicles attending the adventure play space. Exit from the boat launch facilities is by right turn and traffic movement is prioritised to the play space – exiting whilst towing a load is therefore risky.

The data below validates the increase in visitation to St Kilda although it is comparing holiday weeks in October 2009 with weeks in January 2016 (which is after the playground upgrade). It is consistent with other data collected at different times, which shows the significant increase in car trips, boat traffic and the number of coaches travelling to St Kilda during the holiday periods. It is noted that normal week traffic in early 2016 was equivalent to the holiday traffic in 2009.



St Kilda Traffic Data	Average	Percentage of Medium	Percentage of	Number of Medium	Number of
	Trips	Vehicles, Boat Traffic (Class 2 to 4)	Coach/Bus Traffic, (Class 6 to 8)	Vehicles (Boat Traffic - not including township)	Coaches per Day
School Holiday Daily Average Early 2016	966	12	1.1	116	11
School Holiday Daily Average October 2009	534	8.3	0.2	44	1
Percentage Increase in Average Daily Traffic	81%				

It is expected that these vehicle numbers will further increase as a result of:

1. Increasing tourist numbers associated with the Bird Sanctuary and associated Environmental attractions including an RV parking area
2. The increase in visitors to the St Kilda Play Space
3. An expected increase in recreational boating over the next 10 years

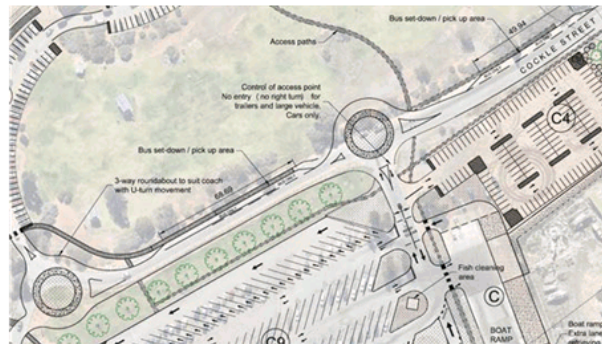
These traffic increases will significantly add to existing pressure on a number of areas within the St Kilda Recreational and Boating network, which includes the following:

1. Recreational Boating numbers have increased which has put increased pressures around boat parking, ramp facilities and particularly the time required and the queues formed, when attempting to exit the waterway.
2. The increase in boating numbers and car numbers has placed significant pressure on parking spaces and car movements around the boating facilities. Car parks have been full/congested at peak times.
3. Coach traffic has significantly increased in numbers, whether for the hotel or St Kilda Play space areas.
4. The increase in visitations has also created the need to formalise parking for those using the St Kilda Play space and appropriate traffic management to access it.

Installation of two roundabouts on Cockle Street will separate traffic, assist in slowing vehicle traffic entering the adventure play space and prioritise exit from boat launch facilities improving safety for all users.

The design also provides for coaches to turnaround and drop off passengers adjacent the open space providing safe access to the play space and parking in the Northern car park as well as parking for seven coaches

Recommendation 1: Improve traffic movement efficiency and safety by constructing two roundabouts on Cockle Street. The design of Cockle Street will incorporate a bus layover area capable of accommodating seven coaches. This will be situated between the roundabouts proposed for Cockle Street and immediately to the east of the easternmost roundabout.



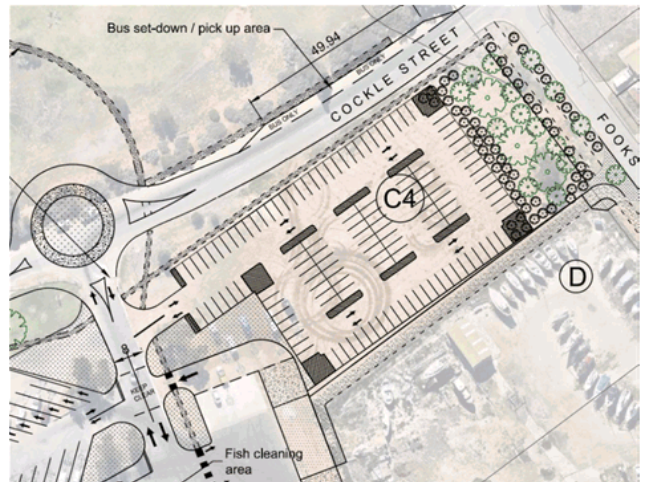
To enable coaches and long trailers to effectively navigate to the boat ramp and new bus layover area, a slip lane is proposed for the intersection of Mangrove Street and St Kilda Road.

Recommendation 2: Construct a slip lane at the intersection of Mangrove Street and St Kilda Road to support bus and long vehicle turning movements towards the bus layover area in Cockle Street.



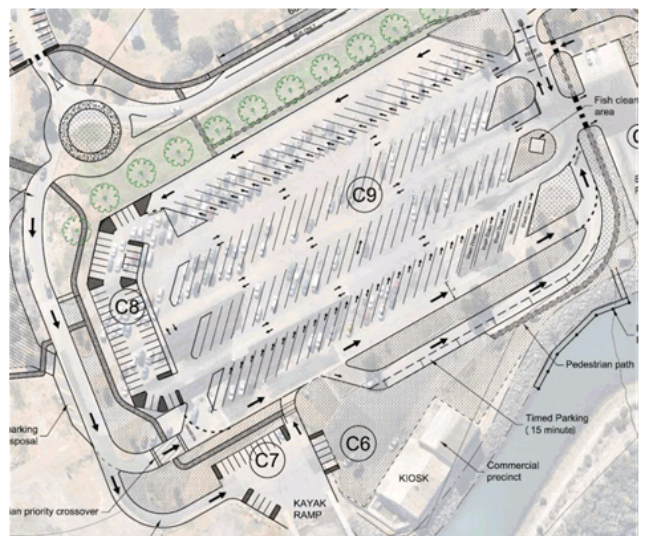
Given current parking constraints at peak times the opportunity to utilise an open undeveloped area adjacent to the new ramp for overflow parking is recommended. The works need to consider the adjacent residential area on Fooks Terrace.

Recommendation 3: Stabilise and surface underutilized open space on Cockle Street to create 134 additional car parking spaces. The design of the car park will incorporate a native vegetation buffer between the adjacent residential area.



The existing boat trailer park was constructed over landfill and configured to service the old boat ramp. Over time the fill has broken down forming sizeable undulations in the tarmac. Repair is beyond the scope of programmed renewal. Also the traffic flow does not work efficiently to access the kiosk, launch / retrieve the vessel, wash down and then exit the parking area. The area provides kayak parking adjacent to the old ramp, boat rigging area in front of the shop and Exit onto cockle street.

Recommendation 4: Stabilise and resurface the existing trailer park. Line mark for 120 long trailer bays and 51 standard carparks. Increase wash down from 4 to 5 bays and install new gross pollutant trap.

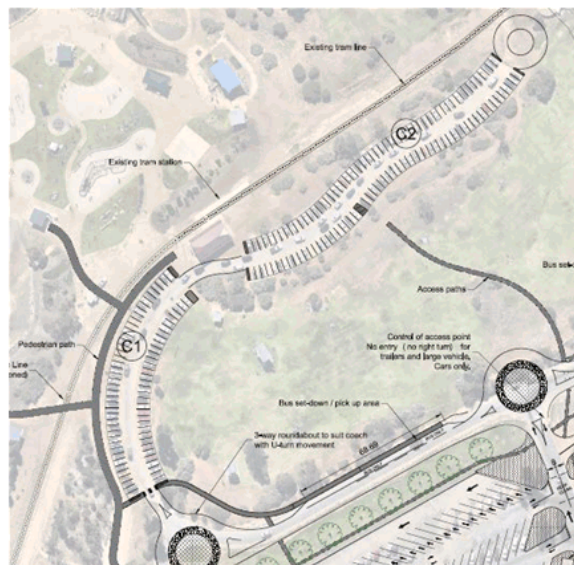
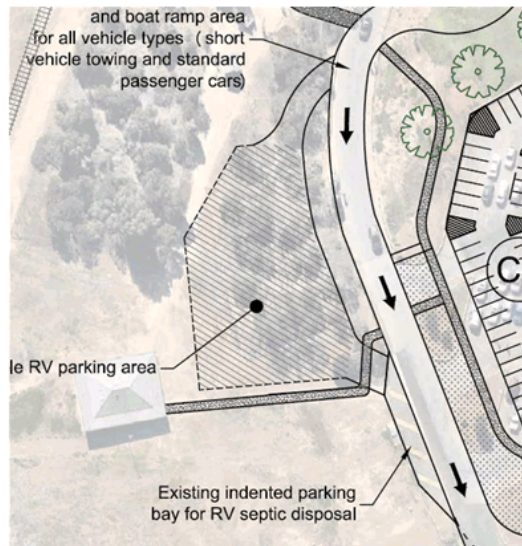


St Kilda is an RV friendly community. Waste discharge facilities are located to the west of the boat trailer parking facilities. RVs must collect a permit from the kiosk in order to stay overnight. Safety and amenity are important factors for RV visitors and feedback has been received that more secure and attractive layover areas would be preferred by visitors. Local stakeholders have suggested that RV owners would appreciate the vista of the boat channel overlooking Outer Harbour. The proposed location is near the public amenities and also picnic and bbq area. Detailed design should seek to minimise tree removal at the proposed site.

Recommendation 5: Construct RV layover area near to the boat launch facility toilet block

The existing car park adjacent to the adventure play space experiences significant pressure during peak periods. Parking layout is undefined and this contributes to sub-optimal parking arrangements. Given the low traffic speeds in the car park and a desire to maximise capacity, perpendicular parking spaces are preferred.

Recommendation 6: Asphalt the main car park adjacent to the play space, formalising 189 car parks.



Recreational Boat Launch Facilities

St Kilda is the only location in the City of Salisbury where recreational vessels can be launched lawfully. There is a boat ramp within the private boat club which is available to members, and two ramp areas adjacent the kiosk, only one of which is operational. In addition to wash down bays there is a newly constructed fish cleaning station

Of the two ramps, the original ramp was closed in and has had pontoons placed across it to support fishing, kayak launching and for approaching vessels to clear off whilst waiting for access to the ramp for removal. The new ramp was constructed in 2005 with three lanes demarked by pontoons. Launching is challenging due to the long and steep manoeuvring lane.



Conflict arises particularly when launch/retrieval etiquette is not followed and when inexperienced owners struggle with reversing the trailer down the long ramp. Efficiency for launching and retrieval can be improved through the installation of additional pontoons where owners can moor and clear the launching area while parking / retrieving their trailers.

On arrival the operator will collect a permit from the kiosk then rig the vessel. When the ramp is free the operator will back down the ramp and launch the vessel which is then tied off to the pontoon. The vehicle and trailer are then parked in the trailer park and the operator will return to the vessel. Retrieval is similar – the vessel is tied off to the pontoons, the owner will return to the vehicle and back down the lane. The vessel is then winched on to the trailer and secured. The vessel will be towed to the wash down bay before exiting the parking area.

Launch permits are managed through the shop on behalf of the Council – and who draws a small income from the sale of each permit. Permits are issued manually and are linked to the trailer. An evaluation of permit books sold estimates that 12,200 boats were launched in 2015/16. Boat launching is seasonal with the majority of launches occurring between September and March. It is estimated that at peak times 350 boats might launch over a weekend.

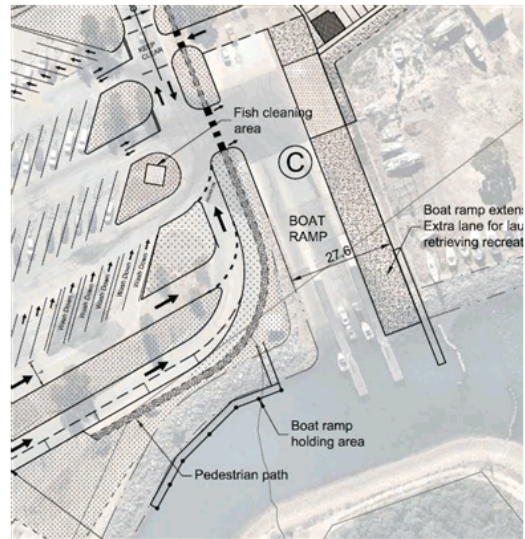


There are three lanes on the boat ramp which is consistent with many of the boat ramps around metro Adelaide however North Haven has five lanes and West Beach has four.

Boat operators seek fair weather and will often launch to take advantage of high tide. Vehicles with trailers will arrive within a condensed time and the wait time to launch could be over an hour. These peak times may see launch and retrieval occurring at the same time, further increasing congestion. There are currently three boat lanes and capacity can be improved by 30% through the construction of a fourth lane.

Recommendation 6: Increase boat launch/retrieval capacity by constructing an additional ramp lane.

Recommendation 7: Improve safety and efficiency of launching and retrieval by providing additional pontoons for mooring and pedestrian path connection.



Pedestrian Links

There are four focal areas for pedestrian activity within the precinct and these are: Adventure Play Space, kiosk, break water and the Mangrove Trail. Presently there are no clearly defined paths of travel between these destinations, and pedestrians move haphazardly across the precinct. Stakeholders have identified a need for safe and clear paths of travel and logical wayfinding.

Of particular concern is the link from the shop to the Mangrove Trail as an access pass must be collected prior to entry. A proposed pedestrian link traverses Cockle Street and Fooks Terrace behind the premises of the Boat Owners Club. The concept was reviewed by representatives of the Boat Owners Club who would support the link behind their boat parking facilities.

Connections to existing paths and minor upgrade works to the foreshore and breakwater path network will create a significant network with varying enjoyable vistas.

In addition, the breakwater is also used for fishing at all hours. The surface can be wet and uneven. Council resolved for staff to investigate the installation of pedestrian lighting for safety and visibility of visitors on the breakwater. It is not intended for the lights to be a navigational aid for boat operators.

Given the multiplicity of uses in the precinct, the provision of safe and clear pedestrian access is considered important. Having well defined paths potentially will increase the range of facilities visitors to the precinct choose to use when in the area.

Recommendation 9: Encourage pedestrian access throughout the precinct by developing a path network including a link between the kiosk and the mangrove trail. (Approximate location of paths illustrated in the full plan of the Precinct on the last page of this master plan.)

Recommendation 10: Improve visitor safety along the breakwater by improving the surface and installation of solar lighting.

Commercial Facilities

The shop provides a focal point for the precinct as the owner provides the following services:

- Food and drink sales to all visitors
- Sale of boat and fishing supplies
- Issues boat launch permits
- Patrols trailer parking and issue expiations when necessary
- Issues entry passes to mangrove trail
- Provides local visitor advice including to interstate and international tourists

The facility is accessed by vehicles towing boat trailers, visitors in standard vehicles and also by pedestrians. Parking in front of the facility is undefined.

The facility is positioned with views across an impressive vista. There may be opportunities to support extended visitor length of stay via improvements to surrounding underutilised open space.

Due to its important visitor information and service function to the St Kilda Precinct the facility may also have an opportunity to play a supporting role for the southern gateway of the International Bird Sanctuary.

Recommendation 11: Pursue opportunities for the area taking into consideration the Visitor and Tourism strategy, International Bird Sanctuary, water front amenity and potential future services

Mangrove Trail

The boardwalk was constructed in 1984 and opened in 1985 by the City of Salisbury to encourage appreciation of the mangrove's ecological importance. The Interpretive Centre was opened in 1995 at the entrance to the boardwalk which showcases the flora, fauna and processes within the mangrove forest. A private operator managed the mangrove trail for approximately 10 years hosting school visits as well as casual visitors.

The trail commences traversing calccrete, before branching to the west over samphire flats and then entering the forest. A look out has been constructed close to the forest edge enabling visitors to gain perspective of the Barker Inlet and the forest.

The Mangrove trail was once a 1.7km loop with the eastern embankment servicing the southern extent of the trail. A significant storm event destroyed a section of the trail in 2006. Due to the Native Title Claim, capital works could not be undertaken to renew/repair the trail and the southern loop was closed between the look out and the embankment. The closed section has been further damaged by storm events.

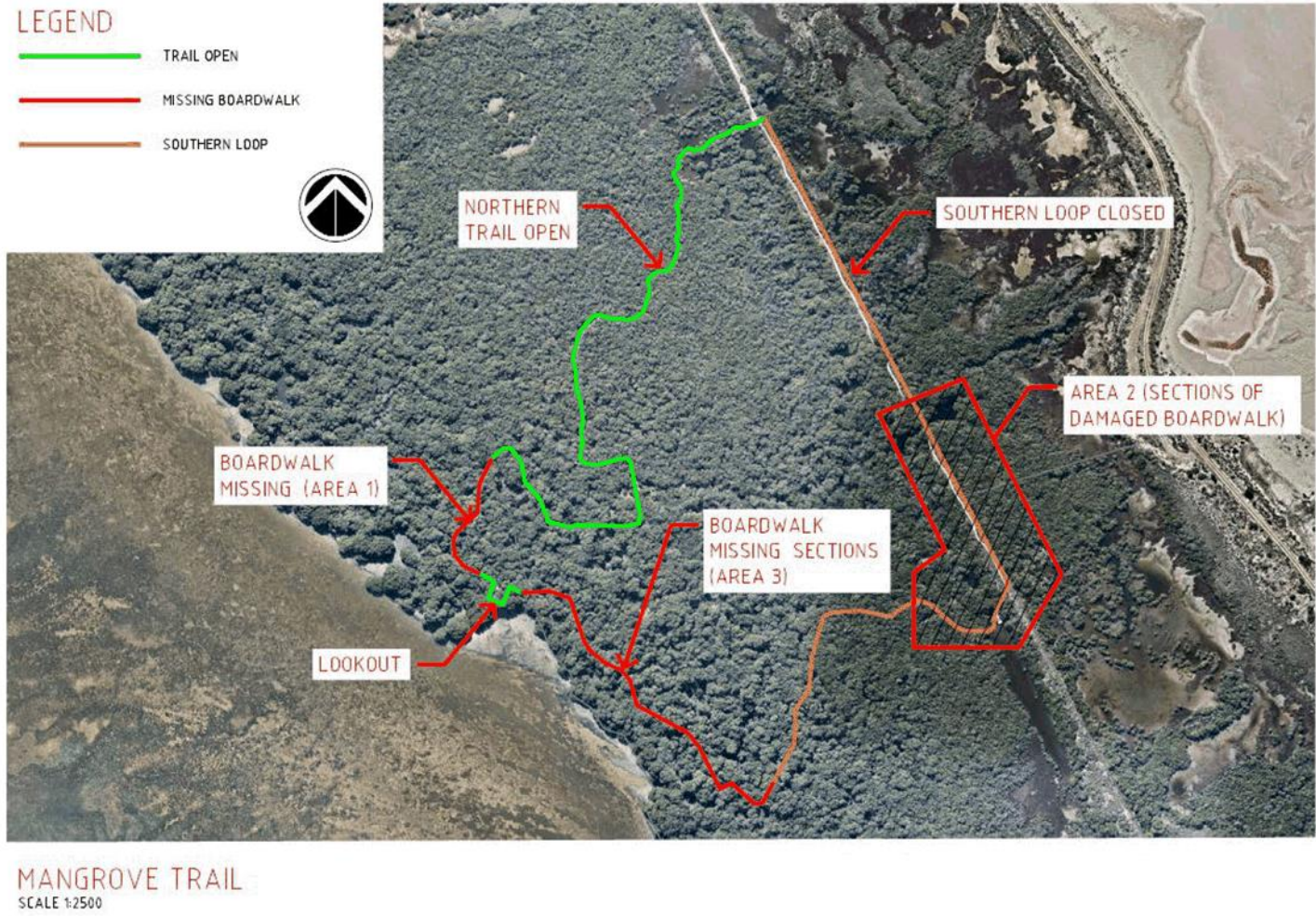


Being of timber construction the boardwalk can be slippery when wet due to an accumulation of algae. Staff patrol the trail regularly to remove sea weed and also to grit the surface to reduce the likelihood of accidents.

The Trail is a fixed height and the area is tidal. During high tides the trail may be submerged. The trail is most vulnerable during storm events and king tides as the western most sections are not sufficiently protected by the forest against wave action.

Access to the trail is now managed via the kiosk – visitors must collect a swipe card to enter the trail. Data collected by kiosk staff demonstrates visitation from all around metropolitan Adelaide as well as by international travellers.

St Kilda Mangrove Trail – areas in red / orange are in poor condition



The trail is a vulnerable asset which has been battered by tides and storms. Less than half of the original trail remains accessible to the public. A number of restrictions prevent the restoration and renewal of the trail including Native Title and also land ownership (DEWNR).

Substantial investigation and negotiation is still required to establish:

- Care and control
- Opportunity for reconstruction
- Partnerships and grant opportunities with Kaurua
- Function with International Bird Sanctuary
- Materiality and constructability
- Role and location of the interpretive centre



Explore opportunities for the Mangrove Trail and Interpretive Centre in conjunction with the South Australian Government and the development of the Adelaide International Bird Sanctuary.

Boat Club & Marina

The Boat Club and Marina area has a complex tenure arrangement as it is owned by two separate Ministers with care and control vested in the Council.

The Minister of Transport and Infrastructure owns all the land from the northern shore to the Adventure Play Space. The majority of this land is land fill, and a small section of it also has a Native Title Claim.

The Minister for Environment and Conservation owns all of the harbour, boat channel, the land to the east of the harbour including the boat club and all of the land to the south of the harbour comprising mangroves. A Native Title Claim exists over much of this land.



The boat club was founded as the "St Kilda Boat owners Association Incorporated" in 1964, after permission was gained from the council and landowners to develop St Kilda tidal creek as the area lacked boat launching facilities. The creek was straightened and deepened repeatedly, originally by hand, and a causeway extended out to sea to protect the channel.

The Club owns their own building and it was constructed in 1980 on crown land. The Council manages the lease on behalf of the Crown. There is mooring for approximately 50 boats in the harbour.

The Club has been in communication with the Council for several years as it has plans to increase the berthing facilities and undertake further works. The club has constructed a gated entrance down to the marina to improve security of the area. Additional works are subject to Native Title over the harbour and this is a consideration for any capital works.

Breakwater & Channel

The channel and break water were constructed in 1964 by widening the original tidal creek – the channel is over 1km long. It was last dredged in 2005 and it has a constructed base of 15metres and depth of AHD - 3.5. This depth is suitable depth under keel for sail vessels up to 35metre in length.

Over the last 10 years a silt layer has accumulated at the bottom of the channel reducing its actual depth – approximately 16,000M³ of silt is required to be removed to restore this depth.

Works on the breakwater have been undertaken including minor removal of silt which has slightly improved the depth.

One of the challenges in the dredging process is the disposal of the silt – in previous operations the spoil has been discharged to sites within the St Kilda precinct. If spoil cannot be discharged on site, then arrangements would be necessary to transport the heavy and wet spoil which is costly.



There is a northern and southern breakwater forming the channel. The southern breakwater is in poor condition due to tidal/storm activities and from bow wash from vessels entering and exiting the channel. It must be accessed from the water making repairs challenging and costly. Recent works have been undertaken to repair and renew the northern breakwater – which is accessible via land.

The channel is popular for fishing – fishing can occur on both sides of the break water. The waterway is shared by powered and unpowered vessels including kayaks and canoes. It is a popular launch location for personal watercraft to explore the mangroves and for fishing via kayak.

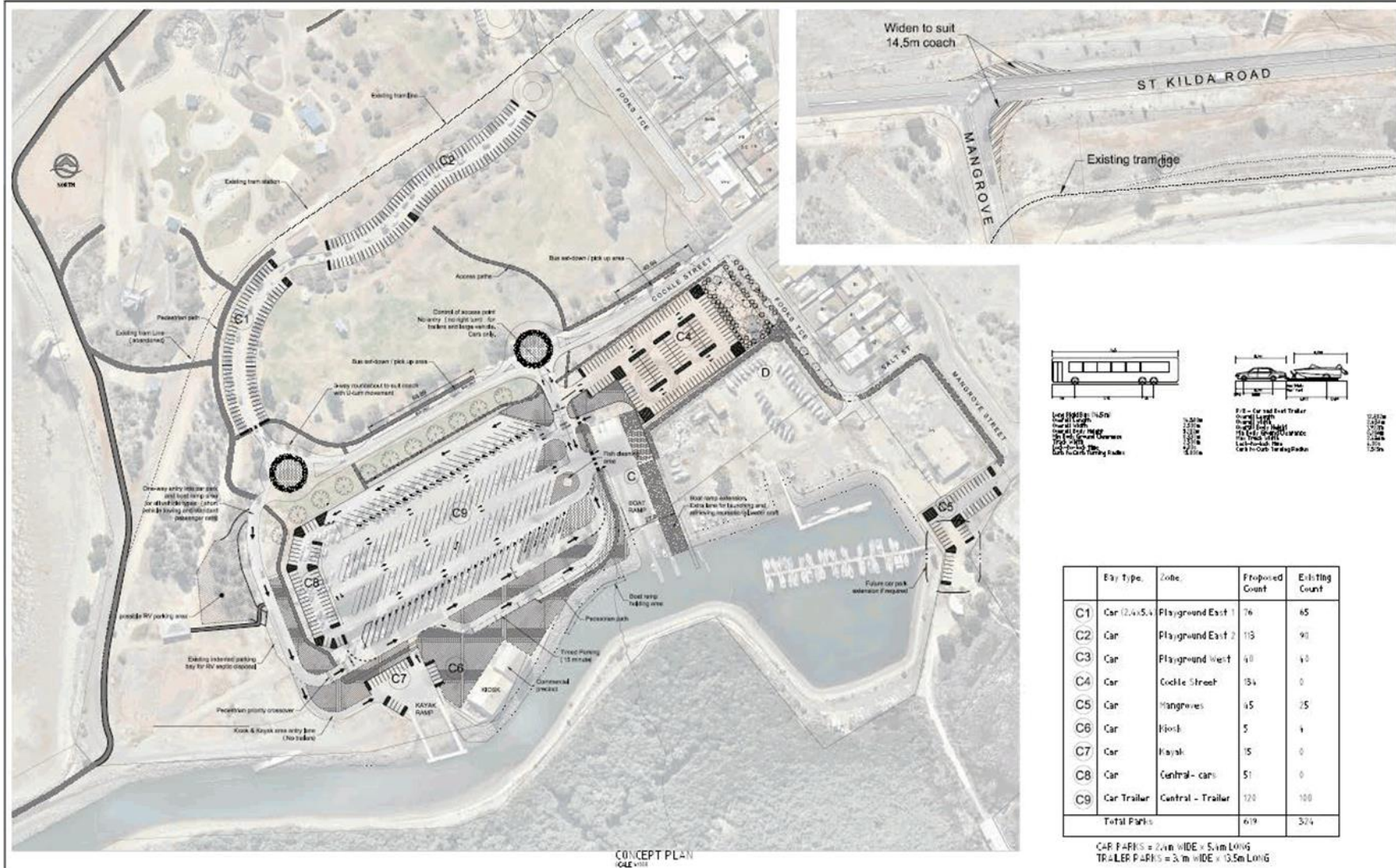
Renewal works as identified previously on the breakwater is ongoing. In addition channel markers will be replaced and Council have just been notified of the approval of a 4 knot speed limit in the channel.

Proposed Implementation

Preliminary Stage 2 -

Estimate

2018/19	Commence detail design and consultation	\$250,000
Priority Works		
2019/20 & 2020/21		Estimate
Priority 1	New Boat Ramp & Channel Works	\$990,000
Priority 2	RV Area	\$235,000
	Provision of RV friendly parking area (including integration with Dump Point)	
Future Work Priorities		Estimate
Priority 3	Playground Carpark	\$810,000
Priority 4	Asphalt Main Playspace carpark C1 & C2 Bus/ Coach Parking and Traffic Upgrades	\$855,000
	Roundabouts and coach put down area Slip Lane and Signage (St Kilda Rd and Mangrove St Intersection)	
Priority 5	Way Finding and Access	\$330,000
	Improve access to St Kilda and around township and path improvements including to Mangrove Trail	
Priority 6	Reconstruction of Boat Parking (C6, C7, C8 and C9)	\$2,960,000
Priority 7	New Car Parking (Cockle St C4)	\$1,285,000
Priority 8	Additional Car Parking (Mangrove Trail C5)	\$100,000
TOTAL		\$7,815,000
Other Stage - Timing TBD	Commercial precinct	Estimate
Commercial precinct		TBD
Mangrove Trail	Subject to further report	TBD
Other Stage Total		TBD



Summary Response to Adelaide International Bird Sanctuary Draft Management Plan

Theme 1: Conserving shorebirds and their habitat	
	Council Tourism and Visitor Strategy Link / Comments
<p>OBJECTIVE Stabilise and where possible increase the numbers of migratory and resident shorebirds that utilise the park through the protection of shorebirds and their habitats.</p>	
<p>STRATEGIES</p> <ol style="list-style-type: none"> 1. Support and complement ongoing monitoring with the establishment of an innovative, adaptive and collaborative shorebird monitoring program that improves shorebird conservation strategies and their impact. 2. Continue monitoring and control programs for pest plants and animals, ensuring a landscape-scale approach to management in collaboration with partners. 3. Collaborate with other migratory shorebird sites along the Flyway to trial new programs and contribute to existing programs that increase knowledge of migratory shorebirds, their populations, habitats and threats. 4. Collaborate with East Asian-Australasian Flyway partners and ensure that shorebird conservation activities within the park contribute to the internationally adopted objectives of the Flyway. 5. Support Kurna and community groups to participate in shorebird conservation activities for the long term stewardship of the park. 6. Raise awareness of migratory shorebirds and strategies for their protection through techniques such as engaging campaigns, social media, on-site interpretive information, tours, school visits, and events. 	<p>COMMENTS</p> <ol style="list-style-type: none"> 2. Council will continue to work with DEWNR in developing operational plans and actions on Council reserves that adjoin the AIBS National Park. <ol style="list-style-type: none"> a. Council will continue to work with DEWNR in relation to the monitoring and control programs for pest plant and animal control b. Council will work with DEWNR on a Precinct based landscape approach that will facilitate migratory bird habitat 6. Council will work with DEWNR to promote the awareness and events through AIBS through Council's website

Summary Response to Adelaide International Bird Sanctuary Draft Management Plan

Theme 2: Advancing Kurna spiritual, cultural and economic relationships with Country and community	
	Council Tourism and Visitor Strategy Link / Comments
<p>OBJECTIVE Maintain, promote and sustain traditional Kurna cultural sites and practices within the park and support the development of economic opportunities</p>	<p>Tourism and Visitor Strategy Objective 2: Celebrate who we are; and promote our key attractions, themes and precincts Strategy 2.2: Develop interpretive information that reflects Kurna, Salisbury, multicultural and industrial history, heritage and culture of the area</p> <p>Objective 3: Create new visitor experiences that address identified gaps, capitalise on key themes, precincts and attractions, and increase visitor spend Strategy 3.6 Work with industry, community groups and tourism stakeholders to develop new tourism and visitor attractions, products and experiences. Key areas of focus include:</p> <ul style="list-style-type: none"> • Nature based • Kurna • Adventure, sport and recreation
<p>STRATEGIES</p> <ol style="list-style-type: none"> 1. Facilitate opportunities for Kurna people to participate in business enterprises. This will include promoting a ‘Kurna first’ approach to employment, training and the procurement of contracting services. 2. In conjunction with the Kurna community, identify a site that could be used to construct a place of belonging within the park. 3. Seek to establish a Kurna traditional use zone and develop a traditional use protocol within the park to facilitate the continuation of traditional practices and activities. 4. Promote opportunities to empower Kurna people and build cultural capacity through employment, training, youth leadership programs, mentoring and cultural exchange programs with EAAF Flyway partners. 	<p>COMMENTS</p> <p>It will be important to know who will be identified to represent Kurna. The Kurna representative/s to enable ongoing and regular two- way information sharing with the City of Salisbury Reconciliation Action Plan (RAP) Working Group – especially Aboriginal members throughout the process.</p>

Summary Response to Adelaide International Bird Sanctuary Draft Management Plan

<p>5. Systematically review all interpretive information for the park, including park signage, to ensure that it incorporates Kurna culture as appropriate. Consider the use of innovative information technology to promote and share Kurna culture.</p>	<p>5. The City of Salisbury has been developing the St Kilda township and surrounds. Council recently adopted the St Kilda Precinct Plan Stage 2 – Marine Precinct and Mangroves that identifies particular opportunities of the mangrove trail and interpretive centre as a centre for migratory bird interpretive centre, potentially partnering with the Kurna Community.</p>
Theme 3: Creating a unique coastal nature-based visitor experience	
<p>OBJECTIVE Establish the park as a unique nature-based tourism and wellbeing destination.</p> <p>In partnership with local councils, tourism organisations, Kurna people, local communities and others, enable and develop economic and tourism opportunities that protects the environment, social and cultural values of the site.</p>	<p>Council Tourism and Visitor Strategy Link / Comments</p> <p>Tourism and Visitor Objective 3: Create new visitor experiences that address identified gaps, capitalise on key themes, precincts and attractions, and increase visitor spend</p> <p>Strategy 3.2: Develop tourism and visitor economic opportunities that capitalise on and complement the establishment of the Adelaide International Bird Sanctuary.</p>
<p>STRATEGIES</p> <ol style="list-style-type: none"> 1. In partnership with stakeholders develop a master plan for visitor access areas. This plan will form the basis for the future enhancement of visitor experiences. 2. Facilitate the establishment of environmentally sensitive tours within the park that provide opportunity for people to see shorebirds, connect with nature and learn about Kurna culture. 3. Enable the development of eco-sensitive accommodation and other tourism infrastructure within the park which will not have a detrimental impact on shorebirds, their habitat, cultural sites or the natural park landscape. 4. Provide opportunities for the establishment of tourism enterprises and associated businesses within the park, in partnership with state and regional development authorities. 5. Promote opportunities where wellbeing activities and initiatives can be developed. 	<p>COMMENTS</p> <ol style="list-style-type: none"> 1. The City of Salisbury has been developing the St Kilda township and surrounds. Council recently adopted the St Kilda Precinct Plan Stage 2 – Marine Precinct and Mangroves that identifies particular opportunities of the mangrove trail and interpretive centre as a centre for migratory bird interpretive centre, potentially partnering with the Kurna Community. 2. It will be important to know who will be identified to represent Kurna. The Kurna representative/s to enable ongoing and regular two- way information sharing with the City of Salisbury Reconciliation Action Plan (RAP) Working Group – especially Aboriginal members, throughout the process.

Summary Response to Adelaide International Bird Sanctuary Draft Management Plan

Theme 4: Maintaining coastal access	
	Council Tourism and Visitor Strategy Link / Comments
<p>OBJECTIVE Provide access to the park for visitors and local people to enjoy the park's values.</p>	<p>Tourism and Visitor Objective 1: Create an attractive and welcoming visitor environment, and improve access and availability of visitor information</p> <p>Strategy 1.3 Explore options to provide visitor information services throughout the area at key locations</p> <p>Strategy 1.5: Improve general amenity, vehicle access, traffic flows and parking around each key precinct (as required).</p> <p>Strategy 1.6: Improve visitor infrastructure including signage (wayfinding, informational, interpretive and promotional) and visitor amenities and facilities.</p>
<p>STRATEGIES</p> <ol style="list-style-type: none"> 1. Provide information for visitors promoting an environmentally sustainable approach to access and activities that are in harmony with other people that use the park or live nearby. This will include information about boating, fishing, exercising dogs, and vehicle access. 2. Provide vehicle access to the park through the tracks that are designated, including some beach tracks, for public access and vehicles (see maps 1-4 on pages 9-13). 3. Allow for fishing, boating and swimming within the park, other than in areas where these activities are restricted under the <i>Marine Parks Act 2007</i>. 4. Allow dogs on beaches, tracks and trails within the park, provided they are on a lead and owners pick up after their dog. 5. Allow horse riding in designated areas (maps 1-4 on pages 9-13). 6. Liaise with recreational groups to ensure that their members are aware of restrictions associated with the use of the national park. 7. Ensure safe access and prevent disturbance to shorebirds by educating users and liaising with organised recreational groups. 	<p>COMMENT</p> <p>The City of Salisbury has been developing the St Kilda township and surrounds. Council recently adopted the St Kilda Precinct Plan Stage 2 – Marine Precinct and Mangroves that identifies particular opportunities of the mangrove trail and interpretive centre.</p>

Summary Response to Adelaide International Bird Sanctuary Draft Management Plan

<p>8. Close Shorebird Conservation Zones to vehicles for an annual 6-8 week period (refer to map 4), to be specified each year based on the best available information on critical feeding times. If necessary, close other areas as required for the protection of park values in consultation with user groups.</p> <p>9. Work with stakeholders including the Port Gawler Off-Road Vehicle Park to develop a strategy that addresses illegal off-track vehicle activity between Port Gawler and Salt Creek.</p> <p>10. Monitor the impact of visitors to the park and periodically review the network of trails and tracks to protect important shorebird sites and other conservation values.</p>	
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GENERAL COMMENTS ON THE PLAN

- The Draft Plan does not identify any interface or opportunities associated with key coastal townships that are located adjoin the proposed park (St Kilda, Port Gawler, Middle Beach, Thompson Beach, et al).
- No acknowledgement of future management of the adjoining saltfield and potential ongoing engagement.
- Opportunities to discuss the development of operational plans with Council that incorporate Council’s strategies and action plans that incorporate but are not limited to:
 - Better utilisation and upgrade of the interpretive centre as part of establishing nature based and Kaurna cultural tourism opportunities
 - Expanding trails networks from St Kilda that incorporate bird hides
 - Shared Use path linkages from future Northern Connector to Tram Museum and St Kilda
 - Linkages with other tourism / water based activities around St Kilda township