

Darren Keenan

From: graham walkom <reply-to+350a4f0ce656@crm.wix.com>
Sent: Tuesday, 11 May 2021 7:06 PM
To: Darren Keenan
Subject: [website] Contact - new submission

graham walkom just submitted your form: Contact
on [website](#)

Message Details:

Name: graham walkom

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Subject: Crap Survey Monkey provisional input

Message: American River 2041 the 20 year vision In 2041, American River is a coastal village free of large commercial development, surrounded by native bush and rural land, with exceptional walks, a variety of beaches and outlooks. The community has nurtured the native vegetation, wildlife, beaches and tidal creeks that make up its valued natural environment. Since its original settlement, American River has avoided becoming 'suburbia by the sea'. It continues to be the best yacht harbour on the island, is characterised by relatively modest beach and bush houses in an exceptional "where the bush meets the bay setting - always with the retention of its casual coastal bushland character. Residents know that large commercial developments threaten 'The River's' special ambience. The buildings relationship with each other and the surrounding natural environment form a rare combination which is given priority protection and enhancement. The bushland backdrop to the beach and sea continues to be maintained and enhanced as indeed it is between dwellings by retention of native trees. The well-being and presence of native fauna and flora is actively promoted and dwellings respect the bush, sea and beach views of neighbours whilst retaining a modest beach house character, with small footprint and plot ratio, and blending into the bushland environment. There are very few fences as these detract from the residential character and inhibit wildlife travel. For the last 20 years, all development approval has deliberately blurred the boundaries between buildings and the surrounding bush and made buildings and the settlement as a whole subordinate to the natural environment. All residential bushland must be managed, so Council enforces its policy for the removal of large and unsafe trees and other vegetation, to ensure a proper balance between safety and maintenance of the bushland character and fire risk. All residents and development has ensured an objective balance between retention of native vegetation and bushland character, on the one hand, and townfire and bushfire

hazard reduction on the other. Fires are unavoidable in the Australian environment and are fundamental to sustaining many of our natural ecosystems. We cannot prevent them, but we can minimise the risks they pose to life, property, infrastructure and the environment. Bushfire continues to be a very very serious threat to American River's character not simply because of its danger to valuable dwelling assets, but because of the threat fire poses to fauna and wildlife habitat. The River's fire protection policies and measures have for two decades now respected maintenance of the bushland environment including retention of native trees in well considered fire buffer zones looking like natural native grassed clearings in the natural bush. 95% of property owners maintain their properties by every season, removing fire fuel in accordance with CFS guidelines - ground litter, dead plants, twigs and low branches. This pro-active approach has reduced the serious fires in American River from a peak of two in the summer of 2018 to none in recent years. Since 2021 when the whole community combined and developed their current Strategic Plan the following TBL (triple bottom line) Social, Environmental and Economic achievements are very obvious: The village is limited to 400 properties, (500 residents and 500 tourists) and is an environmentally sensitive must see coastal village - still known as "where the bush meets the bay" All town roads are sealed, kerbed, footpaths one side and fully serviced with underground power, water and sewerage The 200 Pax resort on Red Banks Rd was built in 2022/23, is very popular and a solid corporate citizen. Fuel for boats and vehicles was restored to the town after a 4 year absence (both petroleum and electric fast charge) on Tangara Drive in 2022 The town wharf continues as a working wharf but with food service carts in summer and the "polluted mud bay" between wharf and launching ramp has been developed for commercial and boating on a pier-ed construction. A float planes bring tourists direct from Murray Bridge to a landing pontoon near the wharf. The oval and campground have been relocated to the vacant northern shed area undeveloped land in a land swap with council. The building of the Independence has been relocated to independence point and additional vessel facilities established there. It is a major tourist attraction for KI. The Oyster sheds have been relocated to Lierich drive following a BBR grant and the business has doubled in size having sold in 2025 for \$6.7m From the wharf west to the campground along the south side of Tangarra Drive has been sensitively developed as a yachting zone. The north side of the Tangarra Drive yachting zone has been developed with 2 storey coastal villas in the Shed/Council land swap. Retail in commercial wharf area has been developed as the residents wanted it in 2006 and ever since with tourist retail outlets - a must stop photo op. The 2400 wide class 1 coastal trail at 1.8m AHD from Independence Point to the start of Cannery Trail has been functioning well as a major tourist drawcard for years now. The wharf to former CFS shed linear corridor has been developed by council as an exceptional community and tourist precinct area. A wildlife sensitive community fire plan has been effective as a win/win for both residents and flora and fauna. The shed vacant land has been developed as sporting grounds and wetlands in a land swap with council for the Oval. The shed has developed a modern foreshore sporting club at the boat ramp.

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A VISION FOR AMERICAN RIVER

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I first came to American River in 1950 when I was 6 years old. From that time on, throughout my childhood and adolescence, my family made American River our second home, visiting almost every school holidays.

My parents bought a small house and ultimately built a more substantial house on Redbanks Road in which I now live.

During my working years I was a regular visitor to the 'River' and on retirement in 2012 I moved here permanently.

Consequently I have a vision for American River that I think appreciates an awareness of the history of the township over those years, as well as developments that may enhance it for future generations.

My vision will be at odds with a number of people who see our main need as tourism that is to be developed at all costs short of erecting advertising billboards on Strawbridge Point – visions that would destroy the very features of the township that have made it so unique and important to generations of residents and visitors for decades.

The reality is that American River should never be a local version of Double Bay on Sydney Harbour, with boutique stores selling designer goods along the foreshore, and condominiums creeping up the hillsides destroying the vegetation as well as the town's reputation as a pristine nature friendly escape from city life for tourists who appreciate the isolation and 'backwater status' of this township.

Yet this is what some see as desirable – ie., those with vested interests in real estate for instance.

I don't, however there are aspects of life that can be enhanced without interfering with the essential culture of the township.

Fuel

Residents typically travel to Kingscote for petrol/diesel. Fuel can also be found in Penneshaw and Parndana, but none in American River.

A staffed outlet is not necessary, however a cash/card facility is urgently needed in American River – possibly in the vicinity of The Shed or perhaps the Post Office subject to Council or government constraints.

Fishing

American River has long been a Mecca for fishermen and women since well before the days when Bob Dyer and Jack Davey made it a base for their big game fishing exploits.

It is still a major drawcard for visitors but little is done to attract them. For instance the KI Council extracts launching fees each time a resident or visitor puts their boat in the water. It's \$10 per day, and in fact along with Kingston SE is the most expensive launching fee in South Australia. Many Councils are now abandoning such fees to attract boat owners and establish their towns as tourist friendly.

What do boat owners get for their \$10 per day? In winter particularly they launch and retrieve through muddy puddles into a raging current that puts them and their boats at risk. The launching ramps were constructed in the wrong place so launching and retrieving are perilous not just for visitors, but locals as well.

The launching area should have been constructed adjacent the wharf, where there is a bitumen landing and in fact where the original launch area was sited. Although a boatshed and café have now been constructed blocking off the original 'ramp', it would still be possible to create a new entrance.

The new ramp, built about 8 years ago interfered with currents and resulted in the area between the ramp and wharf silting up. This would have to be addressed and the area dredged until the currents maintain the depth.

As it is, apart from the difficulties in launching (more so for visitors than locals I concede), the ramps have created a swamp between the wharf and the ramps as well as a sandbar to the south of the ramps that frequently contributes to boats running aground.

It should be realised that boat owners need to pay several hundred dollars to bring their boats to KI and return. The cost of their boat, registration and insurance, coupled with a \$10 per day fee to use a primitive facility make American River less than desirable for fishermen and women.

I believe the solution is simple. Eliminate launch fees until the facilities are upgraded or, preferably moved. Many people just don't pay the fees anyway. It is common for people to launch their boats and park away from the area, or some attach their boats to the wharf or the old Sir Wallace Bruce that is moored to the jetty, rather than pay the fee.

The implications? KI Council would miss out on the negligible amount collected but increased tourism means more money spent on the Island and this would doubtlessly please merchants and accommodation houses.

The Council's attitude that users of the ramp must contribute to the upkeep needs to be reconsidered. The same approach is not applied to playgrounds for

example. They are seen as a communal facility. Boat launching facilities need to be seen in the same light.

Roads

The roads in American River are disgraceful. Many are unsealed and of those that are, many are riddled with potholes. There are very few established footpaths within the township - maybe 1km at most. This has safety implications, particularly for students making their way to a school bus stop.

External and other impositions

1. In 2005 the oyster shed was constructed on the wharf in spite of widespread opposition from residents.
2. Shortly after residents were asked their opinions on the establishment of a sewerage treatment facility. Overwhelmingly, the proposal was rejected by the majority of residents who were well catered for with septic tanks they had installed at their own expense.

Local opinions were ignored and the system was constructed and now ratepayers are charged in the vicinity of \$1,000 pa for a facility they didn't need or want.

3. In 2016 Council approved the construction of another shed on the wharf to facilitate the building of a replica vessel said to have been the first ship built on Kangaroo Island. Approval was given in a 'clandestine' meeting between the then CEO of Council and a group of three proponents. There was no community consultation and when the plan was made known, widespread opposition from residents became apparent.
4. More recently there has been a suggestion that a town water supply be constructed with a pipeline from Penneshaw. A community meeting held in 2018 was decidedly opposed to the idea, with only 3 residents (with vested interests) expressing approval.

Ignoring the clearly stated opposition from residents it now appears the pipeline will proceed. Residents who have installed their own infrastructure and do not need a town supply will still need to pay for the pipeline passing their property.

5. At a community meeting in 2021, the idea of a levee along the seashore adjacent Tangara Drive was put forward. The 60+ residents who attended strenuously opposed it.

The proposal was for a 1.5m high, 8m wide concrete barrier to be constructed along the sea front from the wharf area to the CFS building.

The justification put forward was related to 'anticipated high water levels' that might flood houses along Tangara Drive.

I'm unconvinced about the evidence behind predictions of high sea water levels, but I can state categorically that since 1950, the seafront at American River has not changed in the slightest since I played with tiny rock crabs I found as a 6 year old.

The proposal ignored the fact that nothing would stop the supposed influx of water from entering Tangara Drive from the end of the levee (ie., the wharf), in the unlikely event of raised sea levels.

The last 'King Tide' was in 2016. It flooded the tennis courts and the proposed levee would not prevent a reoccurrence, as the sea would skirt around the levee.

A Thai consortium recently bought 80 hectares of land in American River, intending to build a resort comprising 100+ rooms in 9 six story buildings plus staff quarters. The proposal was shelved due to a realisation that there was insufficient water to service such an undertaking. Now, miraculously a pipeline is to be constructed and the resort proposal is back on track. This time residents will share the expenses of bringing water to American River.

Poorly thought out proposals such as those cited above are not in keeping with my vision for American River. Community consultation must not be seen as a tokenistic step to be ignored when distant bureaucrats or pressure groups determine what we need or don't need.

Tourism

Tourism is important for Kangaroo Island and American River.

American River can assist the encouragement of tourism by offering a pristine environment and base for tourist wanting to explore the Island. It is not necessary for us to duplicate Kingscote or Penneshaw, or the 'Double Bay scenario' alluded to earlier.

American River can revel in its backwater status, by providing an alternative to the lives others experience on the mainland locations. It is counterproductive to establish extravagant tourist facilities that will destroy the very nature of this town.

**KANGAROO ISLAND FIRST FORUMS
SUMMARY OF FINDINGS
OCTOBER 2015**

INTRODUCTION

This paper has been prepared to highlight the results of 4 forums where the Kangaroo Island Futures Authority's (KIFA) final report, "Kangaroo Island First", was launched and an update was given on activities of the Commissioner.

The Forums were held in: Kingscote where the Deputy Premier formally launched the KIFA report and the Chairperson of KIFA, Raymond Spencer addressed the meeting. The other Forums were held in: American River, Penneshaw, Parndana and Adelaide. Board members of KIFA were in attendance at each forum. The Forums were facilitated by Angela Hazebroek. Over 200 persons attended the Forums.

The Commissioner reminded participants about recent announcements of proposed projects – some with State, Federal and Local Government interests and others from the private sector). The projects are at various stages of approval or consideration and if all proceed together suggest that over \$171m of projects are proposed for the Island. These projects are:

- Kangaroo Island Undersea Electricity Cable Replacement (\$45m)
- Kangaroo Island Community Housing Initiatives Partnership (\$80,000 initially)
- Penneshaw Community Wastewater Management System (\$5.2m)
- Forestry (\$30m)
- Kangaroo Island Solar Icon Project & Electric Highway (\$500,000)
- Kangaroo Island Golf course (\$30m)
- Kingscote Warf Re-Development (under consideration)
- Kangaroo Island Wilderness Trail (\$5.5m)
- Kangaroo Island Feral Animal Eradication Program (\$2.5m initial 3 year investment)
- Kangaroo Island Airport (\$18m - \$9m of State Government funding committed with a proposal for Federal funding subject to consideration)

The desire to ensure that the businesses and contractors on the Island be supported to gain as much work as possible and that job creation opportunities also be filled, where practical by Islanders was discussed at length.

Included as Appendix 1 is a summary outline of each of these projects.

Participants at the Forums were asked to identify key issues that they considered should be priorities for the Commissioner to address. The priorities were determined through issuing "coloured dots" to participants with each colour holding a value of 5 – high priority to 1 low priority. The values of the dots were calculated thus revealing the highest priorities.

Included as Appendix 2 – 6 are the summaries of the issues highlighted and the priorities determined by the participants at each of the Forums.

SUMMARY OF PRIORITIES

An examination of the feedback at the Forums reveals that the following priorities were identified:

- Reducing costs of access to the Island
- Airport upgrade
- Ensuring energy security for the Island
- Skills development among businesses and youth
- Improving the quality of roads
- Protecting the natural environment and continuing to recognise its importance to the Kangaroo Island economy
- Access to government and private developer contracts for local contractors and tradespeople
- Protecting endangered species

WHERE TO FROM HERE

These Forums have provided direction to the Commissioner on priorities. Some of the issues are being addressed by the State or Local Government ie ferry and upgrade of the airport however other matters such as costs for freight and securing contractor and employment opportunities from the various projects is firmly on the agenda.

The Commissioner will be using various communication channels to keep members of the community and businesses up to date on activities.

AMERICAN RIVER COMMUNITY FORUM: Monday, 31 August 2015

Thirty people attended the forum held at the American River Hall

The following issues and ideas were raised through small group discussion:

Infrastructure Improvement

- Infrastructure improvement must happen before new development and must be paid for by the developer and the State Government.
- Development and investment should not result in higher costs to residents and business.
- American River roads and footpaths are not safe – inadequate for major development. Significant investment will be required. Crash rail Muston Road is an example.
- Roads:
 - more bitumen
 - State not Council
- Basic infrastructure, eg roads, footpath, kerbing, drainage. NB no additional infrastructure since amalgamation of Councils. The only developments/improvements of American River has been achieved by private developers.
- Roads and footpaths in American River.
- Council does have ability to address infrastructure issues.
- Council does not spend money equally between towns – American River lacks basic infrastructure and maintenance.
- Parking is needed at the Wharf area, Oyster Farm Shop and rig project due to congestion.
- Signage is needed at the entrance to American River – need to entice visitors in.

Water – Limited Availability

- Water – Kangaroo Island could be self-sufficient.
- Water!!
- Water – availability and cost.
- New development will need water – needs to consider investment residents have made in rainwater tanks (don't pass costs onto community).

Power

- We could run our own system in total – could create cashflow for new businesses.
- Ensure supply of electricity with reasonable cost of installation.
- Reliable power and backups, eg wind turbines and solar at Cape Willoughby and Cape Borda.

Communication

- Telephone
- Internet
- Expanded competition

Emergency Management

- Emergency services levy should pay for new helipad.
- Prevention/mitigation of bushfire risk – American River is very high risk.

Natural Environment

- Protect environment – limit new development to townships.
- Environment:
 - it's our product.
 - it's our life.
- Feral plants are not managed – NRM has given up on bridal creeper.

Business Development

- Investment in business needs to identify job active providers in preparation for employment.
- Boutique abattoir.
- Increase population within towns:
 - more people will need more services
 - construct/rent property
- Expansion of Airport.

Access to, from and around the Island

- Cost of travel to and from island is too high – needs competition.
- Advocate for subsidisation of transport of fuel to Kangaroo Island.
- Fuel capacity in town.
- Petrol Prices inflated above real costs.
- Lower cost of access to the island, eg remove wharfage and adopt the water gap as a road.
- Alternative cost – efficient freight service.
- Equity with mainland for freight costs – businesses lacking subsidy.
- Sealink costs are a real barrier to access to the Island.
- Need to consider local (intra-island) air services for time poor travellers including cruise ships.

Social Services

- Medical services and hospital capacity will need to increase with extra residents and visitors on the island.
- Flexible service delivery is needed – some services are not provided on the island and costs are not comparable.

Funding and Regulation

- No plans – failing to plan is planning to fail.
- National Parks to pay rates.
- Money raised on island by National Parks should stay on the island.
- Food safety requirement to test rainwater quarterly needs a co-ordinated approach across the island to reduce the costs to individual businesses.

American River Township

- Swimming area could possibly be incorporated in proposed Marina plans – an attraction to the River to entice families to accommodate here.
- Town Hall – definite decision made, eg either maintained or relocated.
- Wharf development to accommodate future ferries:
 - further progressive concepts.
 - will the proposed marina impact on existing boats currently moored in the river?
 - Harbour Master reinstated to monitor activities on the wharf and waters.

PRIORITY ACTIONS

Top Six

- | | | |
|---|---|----------------------|
| 1 | Infrastructure improvement before development funded by State Government and the developers | (122) ^(a) |
| 2 | Reducing cost of access to island for people, freight and cost of petrol on island | (118) |
| 3 | American River proposal | (37) |
| 4 | Water availability | (29) |
| 5 | Freight services | (27) |
| 6 | Access to Government and private developer contracts for local contractors and tradespeople | (20) |

10 – 19 votes

- | | |
|--------------|------|
| Road quality | (10) |
|--------------|------|

1 – 9 votes

- | | |
|---|-----|
| • Abattoir | (9) |
| • Airport upgrade streamlined access to Government grants | (8) |
| • Information technology and communications | (7) |
| • Skills development | (5) |
| • Penguins and fur seals | (4) |
| • Energy on the island | (4) |
| • Workable planning rules | (2) |

Numbers in brackets reflect the aggregated values of voting with dots: 1st priority = 5 votes, 2nd priority = 4 votes, 3rd priority = 3 votes, 4th priority = 2 votes, 5th priority = 1 vote

From: graham walkom <grahamwalkom@gmail.com>
Sent: Tuesday, 11 May 2021 7:09 PM
To: Darren Keenan
Subject: Survey Monkey excluded input - final

American River 2041 the 20 year vision

In 2041, American River is a coastal village free of large commercial development, surrounded by native bush and rural land, with exceptional walks, a variety of beaches and outlooks. The community has nurtured the native vegetation, wildlife, beaches and tidal creeks that make up its valued natural environment. Since its original settlement, American River has avoided becoming 'suburbia by the sea'. It continues to be the best yacht harbour on the island, is characterised by relatively modest beach and bush houses in an exceptional "where the bush meets the bay setting - always with the retention of its casual coastal bushland character.

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For the last 20 years, all development approval has deliberately blurred the boundaries between buildings and the surrounding bush and made buildings and the settlement as a whole subordinate to the natural environment.

All residential bushland must be managed, so Council enforces its policy for the removal of large and unsafe trees and other vegetation, to ensure a proper balance between safety and maintenance of the bushland character and fire risk.

All residents and development has ensured an objective balance between retention of native vegetation and bushland character, on the one hand, and townfire and bushfire hazard reduction on the other.

Fires are unavoidable in the Australian environment and are fundamental to sustaining many of our natural ecosystems. We cannot prevent them, but we can minimise the risks they pose to life, property, infrastructure and the environment.

Bushfire continues to be a very very serious threat to American River's character not simply because of its danger to valuable dwelling assets, but because of the threat fire poses to fauna and wildlife habitat. The River's fire protection policies and measures have for two decades now respected maintenance of the bushland environment including retention of native trees in well considered fire buffer zones looking like natural native grassed clearings in the natural bush.

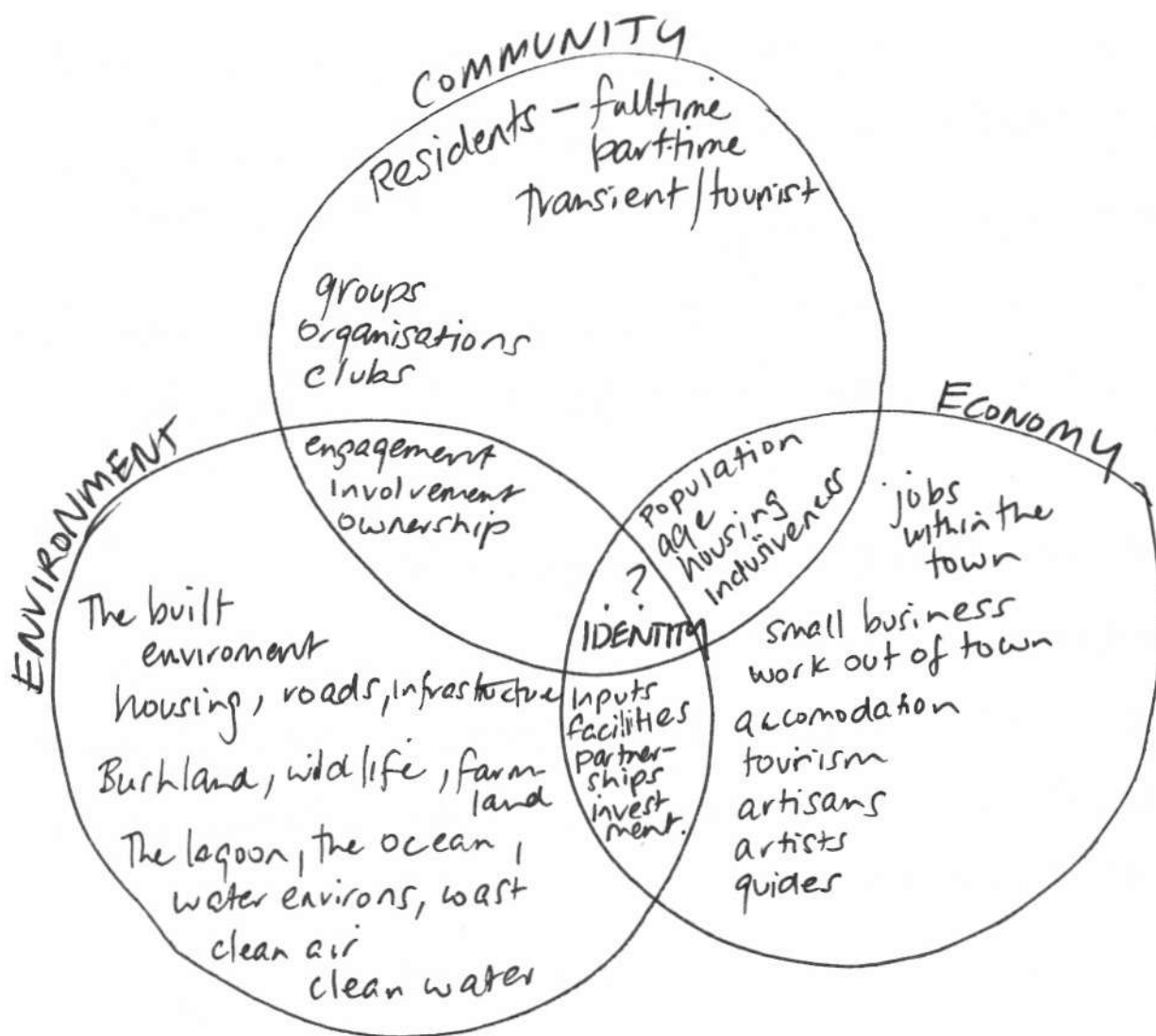
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Since 2021 when the whole community combined and developed their current Strategic Plan the following TBL (tripple bottom line) Social, Environmental and Economic achievements are very obvious:

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2. All town roads are sealed, kerbed, footpaths one side and fully serviced with underground power, water and sewerage
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7. The oval and campground have been relocated to the vacant northern shed area undeveloped land in a land swap with council.
8. The building of the Independence has been relocated to independence point and additional vessel facilities established there. It is a major tourist attraction for KI.
9. The Oyster sheds have been relocated to Lierich drive following a BBR grant and the business has doubled in size having sold in 2025 for \$6.7m
10. From the wharf west to the campground along the south side of Tangarra Drive has been sensitively developed as a yachting zone.
11. The north side of the Tangarra Drive yachting zone has been developed with 2 storey coastal villas in the Shed/Council land swap.
12. Retail in commercial wharf area has been developed as the residents wanted it in 2006 and ever since with tourist retail outlets - a must stop photo op.
13. The 2400 wide class 1 coastal trail at 1.8m AHD from Independence Point to the start of Cannery Trail has been functioning well as a major tourist drawcard for years now.
14. The wharf to former CFS shed linear corridor has been developed by council as an exceptional community and tourist precinct area.
15. A wildlife sensitive community fire plan has been effective as a win/win for both residents and flora and fauna.
16. The shed vacant land has been developed as sporting grounds and wetlands in a land swap with council for the Oval. The shed has developed a modern foreshore sporting club at the boat ramp.



CHALLENGES:

AGING POPULATION = less permanent residents? transition to more holiday homes etc.

MAINTENANCE OF COMMUNITY ASSETS/ENVIRONMENT/INFRASTRUCTURE

POLITICS AND PARTISANSHIP (SMALL TOWN THINKING)

INTEREST GROUPS V.S. COMMUNITY (A FEW DECIDING FOR MANY)

NO TOWN "CENTRE" scattered assets, no hub for all.

CHALLENGE IS NOT TO ("KILL WHAT YOU LOVE!")
 RUIN THE GOOD WITH SHORT TERM
 THINKING.

RANDOM IDEAS :

BACKPACKER HOSTEL / ACOMODATION / cabins / pods

BIKE TRAILS FOR OFF ROADERS (MOUNTAIN BIKES)
not motor bikes

COME AND SAIL DAYS.

ARTIST WORKSHOPS FOR VISITING ARTISTS / ARTISANS / WRITERS

Low rent or free studio spaces for local artists to use

POP UP BUSINESS WORKSHOPS - VARIOUS

A BAKERY WOULD BE A BONUS, ANY small town with good food or a bakery seems to have people travelling miles to come to - directs money into the local economy.

Opportunities

Exploit and brand the things ~~they~~ that make the River special... the outlook, the trees down to the water, Pelican Lagoon, the clean air, the amazing changing views from everywhere. The boats and the jetty, and the wharf at sunset...

The ~~pet~~ birdlife, the wildlife, wallabies on your doorstep, echidnas in the garden, glossies in the nearest sheoak... The friendly open people, the sense of having a place to come when life is too damn busy

PERSONAL OPINION

Truth be told, I like the River just the way it is....
Selfish and short-sighted I know, but peace and
quiet is a valuable commodity and it is to be valued...
It is increasingly hard to find and we have it in
the River in abundance.

I like kayaking, boating without crowds, without
worrying about jetskis and giant speedboats, and
walking on quiet roads.

I think small enterprises should be encouraged
and supported.

I think large scale resorts are yesterday's business
model and contribute little to the feeling of a place.

Special Interest groups should be encouraged if they
contribute to the overall community and are not
exclusive but rather, seek to give back and reinforce
the identity of a place.

Large scale development, externally controlled will not
benefit or enhance life in the River.

Anything that helps keep the environment healthy and
adds to the aesthetics / green space of the town has my
support.

When you talk to people here, from all walks of life,
who live or visit or just stop for a look, the common
response to any enquiry about the place is that they love
the tranquil, peaceful feel ... just as it is.

Future vision for American River

1 I have always been **“wharf centric”** when it comes to A/R. This means I see the wharf area as the central focal point for the town.

2 The **marine nature** of the town should be the catalyst to develop the wharf area along “reasonable development guidelines”.

3 The area adjacent to the wharf, on the western side of Tangara drive should be **earmarked and zoned** for commercial development.....shops, fuel outlet, P.O., etc. This may mean a change in land use for the oval. Keep half of it for a “green area” and move the oval further west is my suggestion or move it entirely. This area should become the town centre, something the current town does not have.

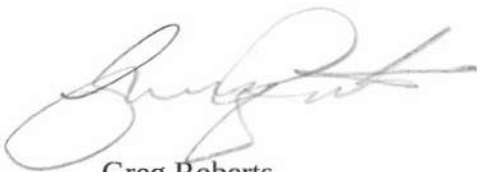
4 The water area between the boat ramp & wharf is ideally located for “reasonable development”. Dredging the area could see one or several “finger wharves” constructed to cater for tenders to yachts or indeed for up to 6-8 larger boats to tie up. This would also cater for a permanent tying -up point for the “Independence”. Many folk support a “swimming beach” and I would think there is space for a swimming precinct on the southern edge , next to the boatramp. This would provide shelter from cool southerly breezes and would be accessed by timber boardwalks , which would border the entire basin. This could also cater for over water diners from adjoining eateries. Walkers would also access this boardwalk.

5. I have furnished Louise Custance from council with a plan/map for the area mentioned in 4. The **“Hassall Plan”** from some 10 years ago addressed these issues but inexplicably was not adopted by council. We could do worse than review this plan.

6 Carparking is adequate for the moment and well into the future, with space available from the CFS building to the campground. It simply needs organisation.

7 Together with the land adjacent to the wharf being designated town centre, the current Oyster processing area could also be re-developed. The current owner could be persuaded to re-locate & make the area available for a “pub” or hotel area.

8 Like most of Kangaroo Island, our economic future is closely aligned with tourism. Industries that service visitors such as ship chandlery, distilleries, beer & wine production, restaurants, quality arts/crafts/souvenir outlets, fuel retail and vacation requirements should all be encouraged, **within this town centre.**



Greg Roberts
American River

Things I'd like to see happen in American River

Fuel Outlet

Toilet by Playground

Adult Exercise Equipment on foreshore

Roads to be upgraded and ^{ke}curbing added.

Clean up side of road between path and road from
Fire Station corner to Mercure

Bowling Rink

Small skateboard track

Road into wharf area and on wharf area have
potholes fixed

FROM JUDY BUICK

Please tell me something...

What did you enjoy during this session?

What would you have changed (and why)?

Do you have a comment that we may use in our marketing, that you would be happy if we attributed to you (please put your name)?

Dont miss the golden opportunity to move forward. See 2020/2021 as a time to rethink - how can we do better? who can we get on board to turn the town's vision into a reality? Strong leadership will get this happening and engage ^{those} who we need to get on board.

Please tell me something...

What did you enjoy during this session?

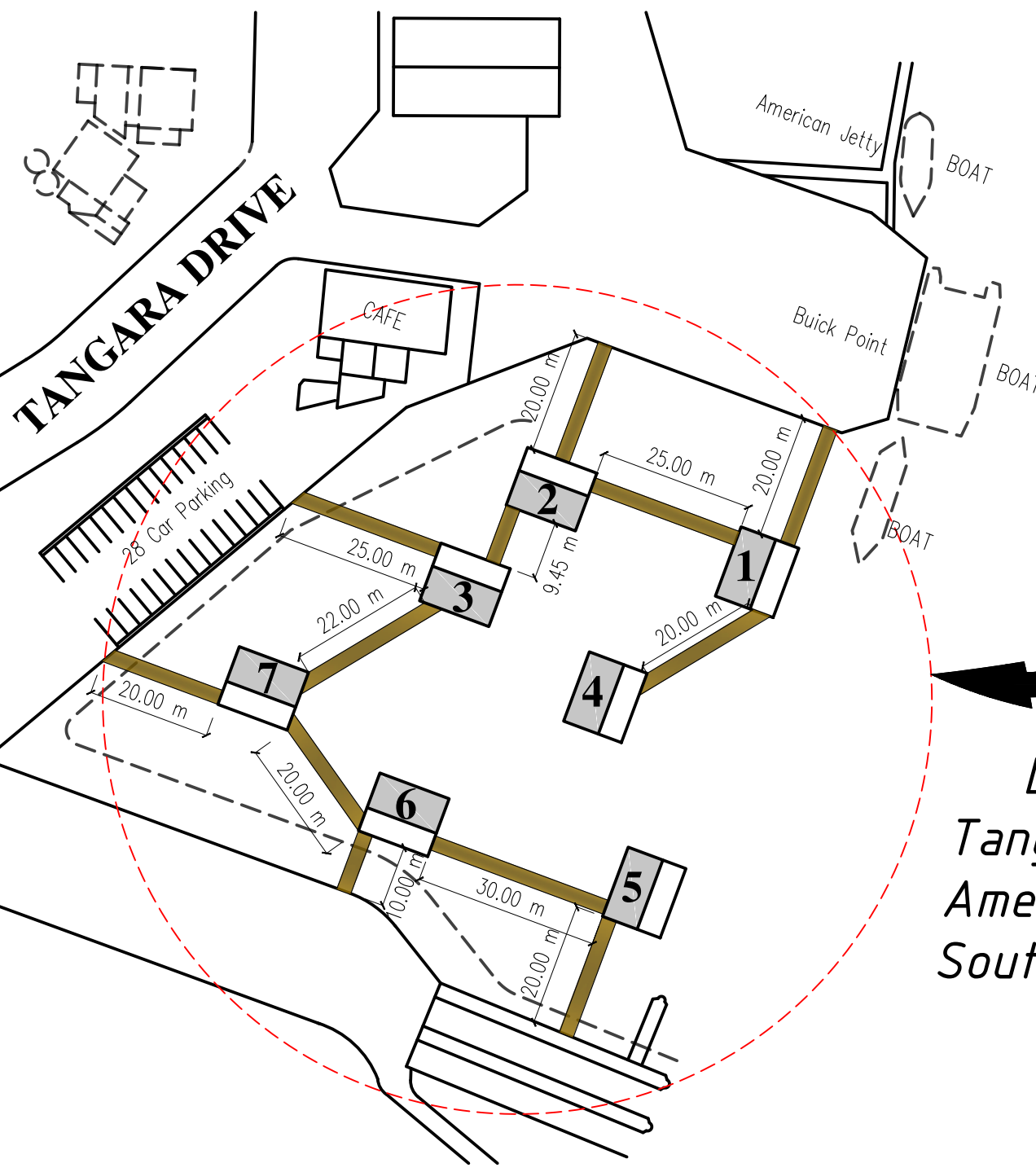
More common ideas

than I expected

(Slight variations, but with compromise
can happen)

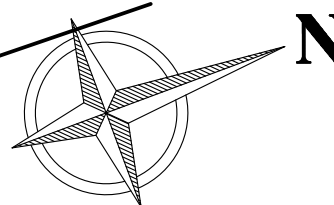
What would you have changed (and why)?

Do you have a comment that we may use in our marketing, that you would be happy if we attributed to you
(please put your name)?



*LOT 356
Tangara Drive,
American River,
South Australia*

Drawing Scale			AS SHOWN
Layout ID	Status	Paper Size	
JPD-P58-ARW-01		@A3	



PROPOSED FLOOR PLAN
SCALE 1:500

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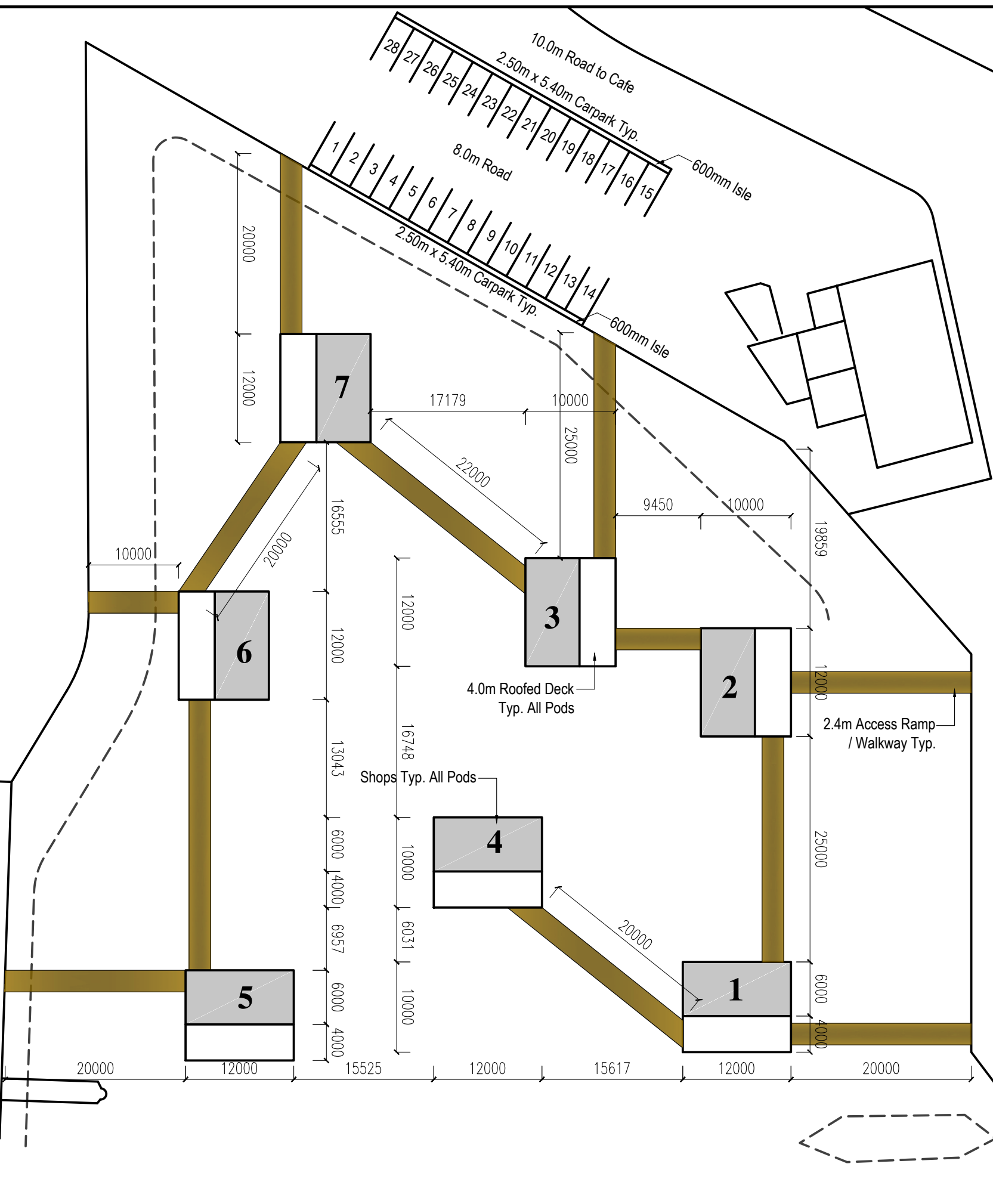
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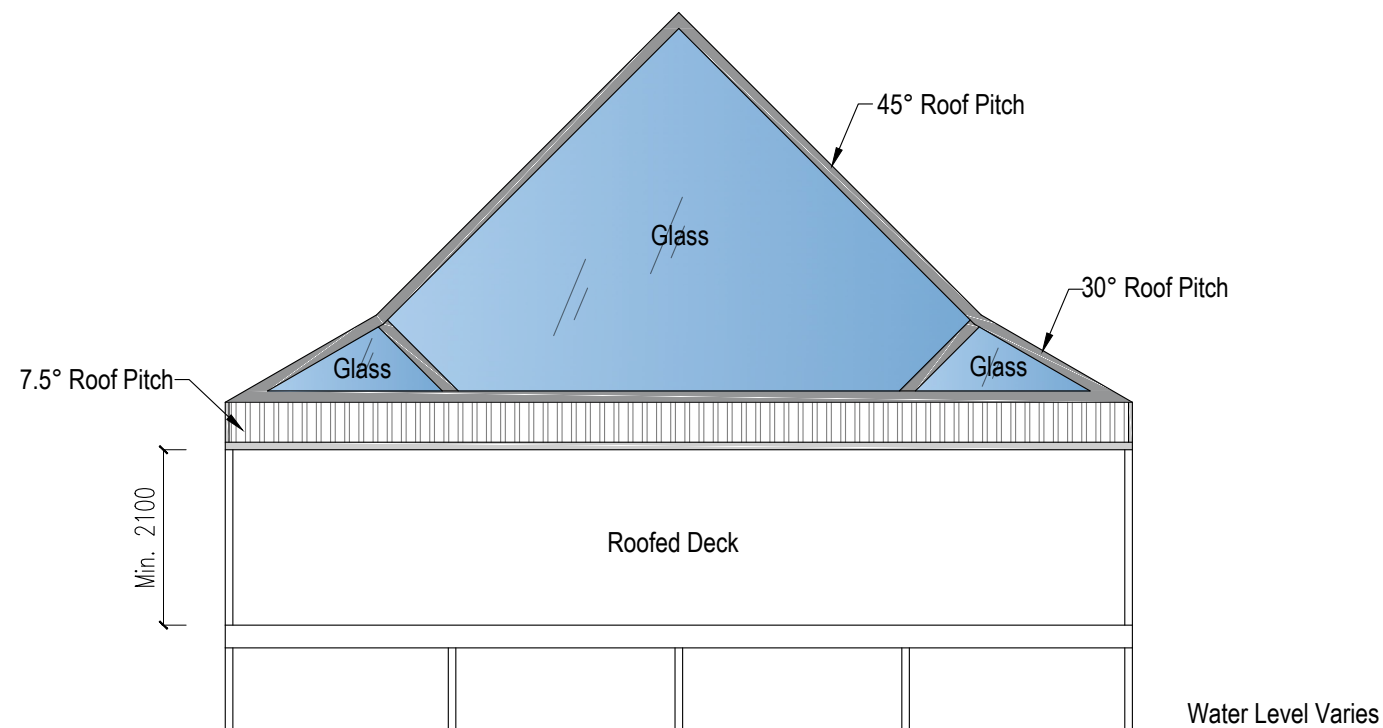
Client

AMERICAN RIVER WHARF

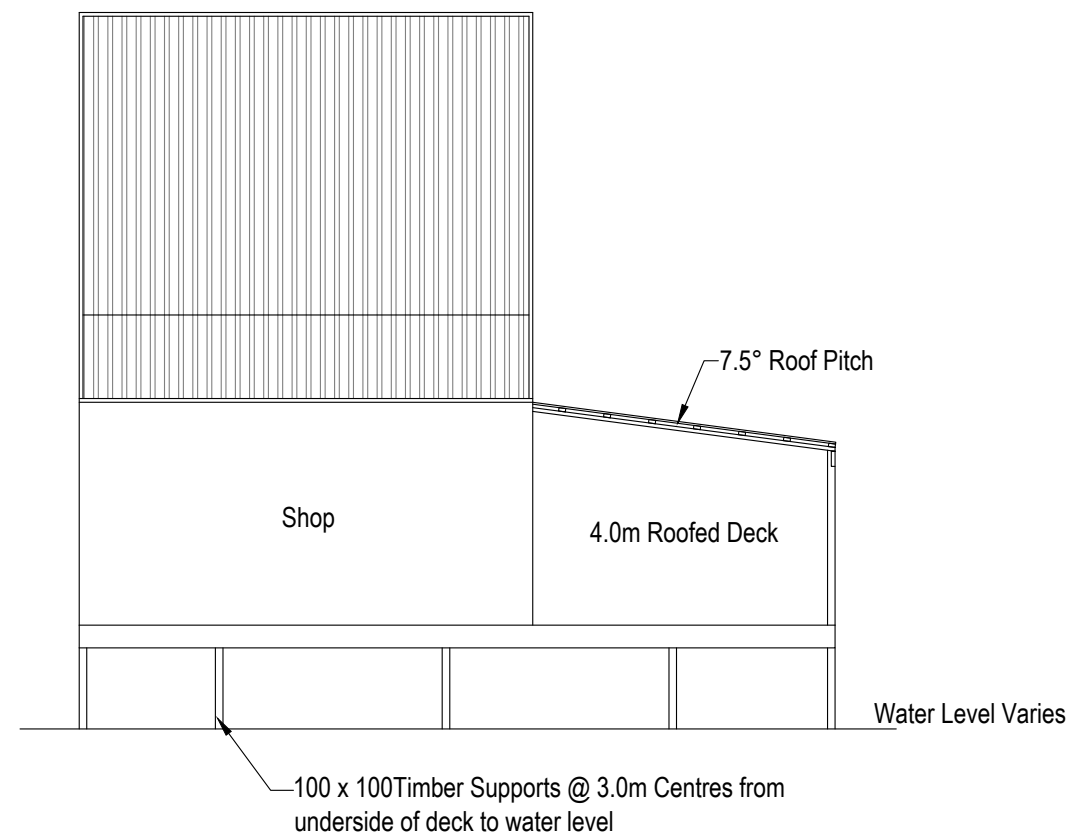
LOT 356 Tangara Drive, American River, South Australia

AS SHOWN
Layout ID Status Paper Size
JPD-P58-ARW-02 @A3

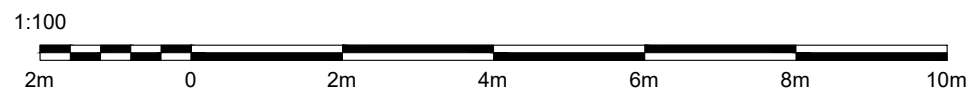




TYPICAL FRONT ELEVATION
SCALE 1:100



TYPICAL SIDE ELEVATION
SCALE 1:100



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Client

AMERICAN RIVER WHARF

LOT 356 Tangara Drive, American River, South Australia

Drawing Scale	AS SHOWN	
Layout ID	Status	Paper Size
JPD-P58-ARW-03		@A3

Darren Keenan

From: graham walkom <grahamwalkom@gmail.com>
Sent: Tuesday, 27 April 2021 2:44 PM
To: Darren Keenan
Subject: Fwd: American River Marketing group

Begin forwarded message:

From: graham walkom <grahamwalkom@gmail.com>
Subject: Fwd: American River Marketing group
Date: 27 April 2021 at 13:46:00 ACST
To: darrenkeenan@practicalconsultinggroup.com

Hi DK - your web address (Practical consulting) bounced so resending

Begin forwarded message:

From: graham walkom <grahamwalkom@gmail.com>
Subject: Re: American River Marketing group
Date: 27 April 2021 at 10:53:20 ACST
To: lisaimageguru@bigpond.com
Cc: darrenkeenan@practicalconsultinggroup.com, islandtree@skymesh.com, Peter Thompson <gozolik@tpg.com.au>, janeandtim@bigpond.com, John Stevenson <stevenson@americanriver.net>, Admin <admin@kishellfish.com.au>, Michael White <michaelwhite222@gmail.com>, richardcoterill@bigpond.com, Andrew & Yvonne Sincock <asincock@bigpond.com>, Pat Austin <pat.austin@kicouncil.sa.gov.au>

Good mroning Lisa,

Thanks for that input I will ensure Darren (practical consulting) is aware of that background but heaps better if you can put it into the mix yourself at the workshops. I suspect you would be lamenting not having had a Community Strat Plan when you were involved in the original D.A.R.T.

To restate the current process this project is now almost totally and deliberately in the hands of Darren to ensure there are no allegations of "steering group steerage".

However, in working towards that position the sub-committee recognised and conveyed to Darren the continuing and very real conflicts (past and present) between the river becoming more tourism focused Vs au naturel ("in a natural rather than artificial or crafted state."): possibly the reason so many settled in the river.

The key points here:

- 1) respect for others views is a very significant factor.
- 2) the need to get involved via the workshops so that your views become known during the process. No-one has more say than anyone else.

I am confident you will find Darren most professional and objective in driving this project.

Graham Walkom
(Strat Plan Sub c'tee Co-ordinator)

On 26 Apr 2021, at 17:15, <asincrock@bigpond.com> <asincrock@bigpond.com> wrote:

Hello All,

Recently I had a discussion re AmR Plans with Lisa Collins and following that she provided the below for consideration.

Regards,

Andrew

Andrew Sincock OAM

ASM (Australian Sports Medal)

BEd, Dip. Ed (Adel)

Mob 61 400 545 811

Email asincrock@bigpond.com

From: Lisa Collins <lisaimageguru@bigpond.com>

Sent: Monday, 26 April 2021 10:35 AM

To: asincrock@bigpond.com

Subject: American River Marketing group

Thanks for resharing your email, letter as per below,
Lisa

Hi Andrew,

Following a conversation we had a couple of weeks ago, between kids holidays being away I have finally a chance to sit and ponder Pete and my vision for this amazing location American River.

About 10 years ago a group was in process of being put together with Amanda Rowe, myself as the business manager for RDA (Regional Dev't Aust) and a couple of others, and it was called "DART" Develop American River Tourism. We were looking at it as a branding project with a goal focus on collective marketing of the AR region. It dispersed due to lack of external support, negative challenges and my no longer working at regional Development and driving the project.

We are in process of establishing our business in the river "Essential Chocolates KI", so have a keen interest to partake in future development groups, especially knowing that yourself with your experience is involved with such focus.

I would like to offer my experience with marketing, events, problem solving, group or committee structures and positive actioning.

Our vision includes:

- inclusion and more collaboration with existing tourism groups eg: tour companies, trails, focus groups etc.
- Collaboration with the AR Shed to enhance the opportunities for events and sporting connections.
- Creation of a "Trail" that includes food and beverage experiences with natural environments, as per the cygnet river trail and Penneshaw walking trail.
- Enhancement of areas for families to enjoy eg: picnic shelters, bbq areas and seating and wharf enhancements (ARPA projects I assume but if in a marketing plan would make better progress).
- Development of an annual destination event that is similar to that of Gold Coast " A'la Carte in the park and A La Carte on the beach", also case study of Leafy Seadragon event in the Fleurieu . Again embracing the vital essence of KI being food beverages, marine and art (music art, visual arts – film). EG: A'La Carte at the RIVER (Should be funding around), time frame either January as per American River Gala event that grew successfully or piggy back off another successful event.

- Opportunities for local families to have a great location to visit, just as the playground project from years ago has proven successful for local and visitors to the area. This is valuable for across the board development of the local economy for financial security of our businesses, our homes and attraction for new businesses and existing business stability, building homes and families to the area. Hence stronger support for the area and bigger voice for our needs from government and council.
- If Parndana can do it, AR can do it. And let me tell you that Parndana are very successful in drawing “attractions” to their area. We believe AR has so much more to offer as far as KI experiences and realistic travel time and costs are concerned.

The businesses at AR seem to be the ones working at attracting KI visitors to the area, so supporting them and working as a whole region including some of the outer iconic attractions in the area eg Living honey, Farm gates, True Thai, Pennington Bay and Prospect Hill shows that American River Has the opportunity to be a “destination” not just a visitation.

If we look at the TOMM reports over the last 10 years there is evidence of how AR has been a drive through. The push of marketing the last 6 months from AR businesses has shown to be beneficial to the area, so they are on the right track and doing great things already eg: Oysters, Deck café, art gallery, music events.

So I would love to catch up with you and the development group to be able to contribute to the development plans.

With kind regards

Lisa Collins

Ph:0400 166538

Sent from [Mail](#) for Windows 10



Rebuild Independence Group Inc.

ABN 54 800 878 490

**PO Box 103
American River
SA 5221**

24 April 2021

Darren Keenan,
Facilitator,
Town Plan Committee.

Dear Darren,

RIG believes that the future of the town is reliant on tourism and associated businesses and it is important that any decisions made do not affect the attractiveness of the town, particularly the sea front and wharf area.

RIG's interest lies mainly in the area of the wharf: in particular the area between the wharf and the boat ramp.

RIG would like the following to be taken into consideration in any development in this area, as RIG has a long term lease over a large portion of the water front land and the Boathouse/Café complex has become a major River visitor attraction.

1. Provision of a permanent operational berth for "Independence".
2. Area for decking for The Deck Cafe for over water dining.
3. Some form of berthing for at least 6 (preferably 10) non-commercial vessels (Power boats or yachts) to enable visiting and local vessels to come along side for short periods, to enable them to re-supply and/or visit local attractions. (These berths could be used for longer term berthing for local vessels in the non-busy periods for onboard maintenance and repairs and as a storm haven.)
4. Room for more local dinghies and tenders to come along side or have running moorings emanating from an over water walkway.
5. The creation of an Historic Marine Precinct adjacent to the RIG Boathouse and future Maritime Museum. This idea was put forward to KI Council on the 30th May 2014 as part of a strategy for the development of American River by ARPA, after a meeting with RIG and The Shed.
6. The creation or improvement of existing facilities to cater for large private local vessels to be slipped for maintenance on a purpose built jinker; together with a bunded area for anti-fouling.

RIG believes that all these requirements can be met within the areas available.

To enable some of these items to occur some form of dredging would be needed to deepen the basin. To what extent would depend on the scale and design of development. Re-silting can be prevented by under-water silt curtains or other means.

RIG favours the creation of a swimming beach in one of three possible areas; namely within the basin; next to the pile jetty or in front of the caravan park. This may need to be shark proof. Again this adds to the visitor attractions, as well as local use.

RIG is completely opposed to any plan that involves filling in the area of the basin, as this is a water feature that can be attractively developed, and in-filling would spoil the ambiance of this area and hence the River. The present wharf is sufficient as a working wharf for the little time it is used. Any extension of the wharf to cater for regular freight would inevitably involve fencing of the working area with chain mesh, for safety reasons and we would oppose it.

Furthermore the River does not need additional public space for visitors. The area from the fire station to the tennis courts is quite adequate. The oval and adjoining land is also under-utilised.

RIG also considers that some form of refuelling of vessels at the boat ramp area would be advantageous to encourage the many visiting vessels to KI to enter the River. Obviously environmental concerns would have to be addressed. Future mains water would also be an advantage at the boat ramp or wharf for similar reasons. Both facilities would benefit local craft.

RIG is opposed to any design that takes away the ambiance and over water outlook of the Deck Café – the only water side café on KI. This Café, along with the Oyster Shop, has proved a catalyst to a substantial increase in visitor numbers.

There has also been on going talk regarding parking. RIG considers there is ample room for parking in the area; it just needs better organisation. There is space for parking on the wharf for around 50 cars, if properly marked, and in addition angle parking could easily be organised from the fire station down to the wharf entrance.

RIG is willing to draw up a suggested plan, if required, but it may be better for such a plan to evolve with input from all stake holders. It should be noted that ARPA, on previous occasions has approved a similar plan as outlined above and made representation of it to KI Council and the Department of Transport.

In summary RIG believes that American River is developing into a “must visit” destination for visitors to KI. The RIG Boathouse, The Deck Café, The Oyster Shop and Shed, the newly created Gallery, plus facilities like the tennis courts and BBQ areas all contribute to make the River attractive to visitors, the life blood of the town. We must be careful not to destroy this by ill thought-out planning or commercial development that does not “fit” with the attractiveness of the town.

RIG Inc.

Darren Keenan

From: Arnolda Beynon <arnoldabeynon@hotmail.com>
Sent: Wednesday, 28 April 2021 3:02 PM
To: Darren Keenan
Cc: John Beynon
Subject: American River Strategic Plan

Hi Darren,

We can't make it to the community drop-in and workshop session on the 29th April but here are some of our thoughts for the session.

Our house is at 26 Tangara Drive and the reason we chose to live there is because we appreciate the tranquill setting of American River. Watching the birdlife in the trees and on the water is a treat.

Trees: There are a lot of large trees on our block which some would consider a significant bushfire risk. This, of course, means we take sensible fire precautions but we accept living with this kind of risk. Trees and shrubs are part of the American River character and we wouldn't be without them.

Levee: Houses on Tangara Drive are very close to the "river". We are aware that in the distant future sea levels are likely to rise and the houses will become part of the sea. This is unlikely to happen in our lifetime. By then the houses would probably be crumbling away anyway.

It might be wise in the future not to build anything on this particular stretch if you want it to last more than 30 or 40 years. In the meantime, we accept the risk of possible flooding. It is worth noting that the wave heights in the bay are very low because it is so sheltered, so storm-assisted flooding is minimised. A huge levee on the foreshore will completely spoil the area. No residents or visitors will want to look at a Trumpian wall. Also, how far should a levee extend to stop rising sea levels seeping behind it?

Foreshore walk and footpaths: The Independence and Cannery walks are good for fit walkers. However, we see plenty of elderly visitors and families with young children driving their car to the wharf, deck cafe and oyster shop. Then they drive on to the bbq area on Tangara Drive, stop briefly to look at the pelicans, turn around and drive off again.

A wheel and push-chair friendly foot path from the wharf to the bird hide would add an additional activity for visitors (and residents). This could be achieved by installing a boardwalk behind the oyster factory/tennis courts/playground as there is not quite enough space for a normal footpath. A boardwalk extending over the water by the birdhide would make an exciting additional feature.

We also need a footpath from the cfs building up to Scenic Drive and turning left to complete the loop to Tangara Drive. The other direction of Scenic Drive has a footpath already.

Speed limits: The campground has been extremely busy recently with lots of young families. The current speed limit on Tangara Drive is 50 which is dangerous with children crossing from the campground to the oval, as well as pedestrians crossing at the bend by the wharf entrance and oyster shop. Perhaps a speed limit during the summer months could be considered on that stretch of the road?

We hope tomorrow's session goes well,

Best wishes,

John and Arnolda Beynon

0430 020 470