ATTACHMENTS

UNDER SEPARATE COVER

Ordinary Council Meeting

8 March 2023

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GRAIN PRODUCERS SA
The voice of South Australian growers

Grain Producers SA Ltd
Level 2, 180 Flinders Street Adelaide SA 5000
PO Box 7069 Hutt Street Adelaide SA 5000
P: 1300 734 884 F: 1300 734 680
ABN: 43 154 897 533
grainproducerssa.com.au

2 February 2023

Mr Andrew Cameron
Chief Executive Officer
Yorke Peninsula Council
PO Box 57
MAITLAND SA 5573

Email: andrew.cameron@yorke.sa.gov.au

Re: Grain Producers SA Worst Grain Road Report 2022

Dear Mr Cameron,

I write to provide you with a copy of Grain Producers SA (GPSA)'s Worst Grain Road Report 2022.

Grain Producers SA (GPSA) is the peak industry body representing the 4,500 grain farming businesses in South Australia.

The Worse Grain Report identifies the top ten Worst Grain Roads across South Australia, as chosen by the grain producer community, with almost 150 individual submissions identifying 58 different roads in desperate need of maintenance, repair and upgrade. Upper Yorke Road on the Yorke Peninsula was listed as the worst grain road in the survey.

According to the State Government's Crop and Pasture Report, this grain harvest is expected to be the largest on record, contributing more than $5 billion to State's economy. Many of the roads identified in the 'Worst Grain Road Campaign Report' have had unprecedented demand placed on them this season as a record amount of grain was transported across the State. Grain producers are not just losing productivity due to the condition of the roads, but they fear for their safety and that of others travelling these routes.

I am sure you would agree that after reading the Report and feedback from grain producers about the conditions of our roads, a do-nothing approach is not acceptable. As you would be fully aware, the challenge with identifying roads for investment is in assessment of the number of vehicles using it, proven crash history or high-risk accident locations and not the economic value of the produce transitioning these routes. And of course, a safe road should be a more productive road and safety should always be of the utmost importance.

By undertaking the Worst Grain Road campaign, we have provided a unique insight into routes that our grain producers and truck drivers find critical to everyday life. These are the people who frequent these roads and rely on them for their livelihoods.

I seek your support to work with GPSA in advocating for further investment in the Upper Yorke Road – Arthurton to Kulpara, which I understand runs through your council area. If there is an opportunity, it would also be great to meet with you and have a look at the state of this road in your district first-hand, while talking to some local grain producers about the challenges travelling on this route.

I have attached a copy of the Report with this letter, and I look forward to hearing from you.

Yours sincerely,

Brad Perry

CHIEF EXECUTIVE OFFICER

GRAIN PRODUCERS SA

South Australia's WORST GRAIN ROAD

- 2022 REPORT -

An initiative of GRAIN PRODUCERS SA
The voice of South Australian growers

GRAIN PRODUCERS SA
The voice of South Australian growers

Cover Image: GPSA

Methodology:

GPSA conducted a state-wide campaign inviting grain producers and the wider community to submit online the road they believed was in the worst condition in South Australia. The campaign ran for almost two months, finishing in October 2022, with this Report summarising the findings and naming the top ten worst grain roads in South Australia, based on the submissions received.

Screenshot of the campaign website: www.worstgrainroadssa.com.au

Naracoorte Road, Bordertown.
Submitted by Nathan, Grain Producer.

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Introduction

Welcome to Grain Producers SA's (GPSA) 'Worst Grain Road' 2022 Report, outlining the top ten worst grain roads as voted by grain producers, supply chain participants and community members.

GPSA is the peak industry body representing the 4,500 grain farming businesses in South Australia. South Australian growers plant more than 4 million hectares of cereals, pulses and oilseeds annually, producing an average of almost 8 million tonnes each year valued at more than $4 billion.

Each year the grain industry undertakes thousands of heavy vehicle movements on our local, state and federal government funded roads. At harvest time, these freight movements increase significantly as our grain producers and supply chain move grain towards ports or domestic end users. The immense pressure on our road network causes not only productivity loss due to the deteriorating state of the network but also safety concerns.

The total road maintenance backlog in South Australia was estimated to be at almost $800 million in 2020 and growing by $100 million every year.

GPSA launched the annual 'Worst Grain Road' campaign to raise awareness of the key freight routes many producers, truck drivers, and community members use every year to move billions of dollars worth of product.

We will be utilising the results of this Report to advocate and lobby local, state and federal governments and key stakeholders on behalf of grain producers in South Australia.

Brad Perry
Grain Producers SA
Chief Executive Officer

Top 3 of SA's Worst Grain Road

as voted by SA grain producers

1. **Upper Yorke Road**
   Arthurton to Kulpara

2. **Nine Mile Road**
   Malinong

3. **Worlds End Highway**
   Robertstown to Eudunda

146 individual entries

58 different roads entered

64

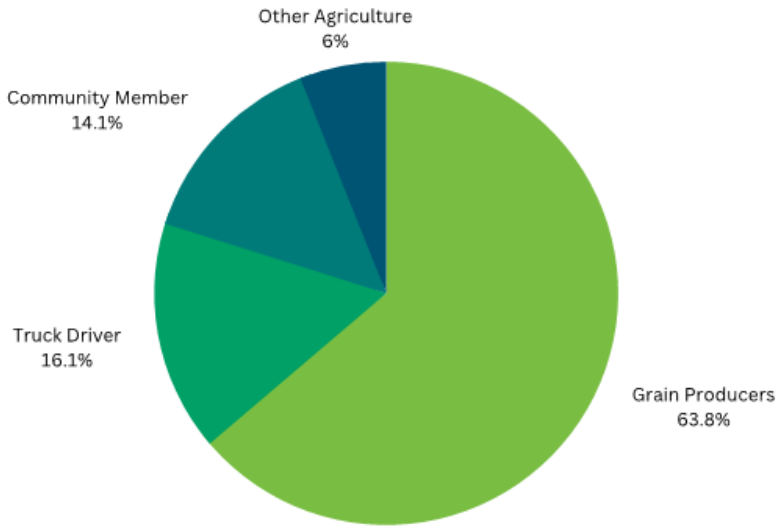
percentage of grain producers who submitted a road

16

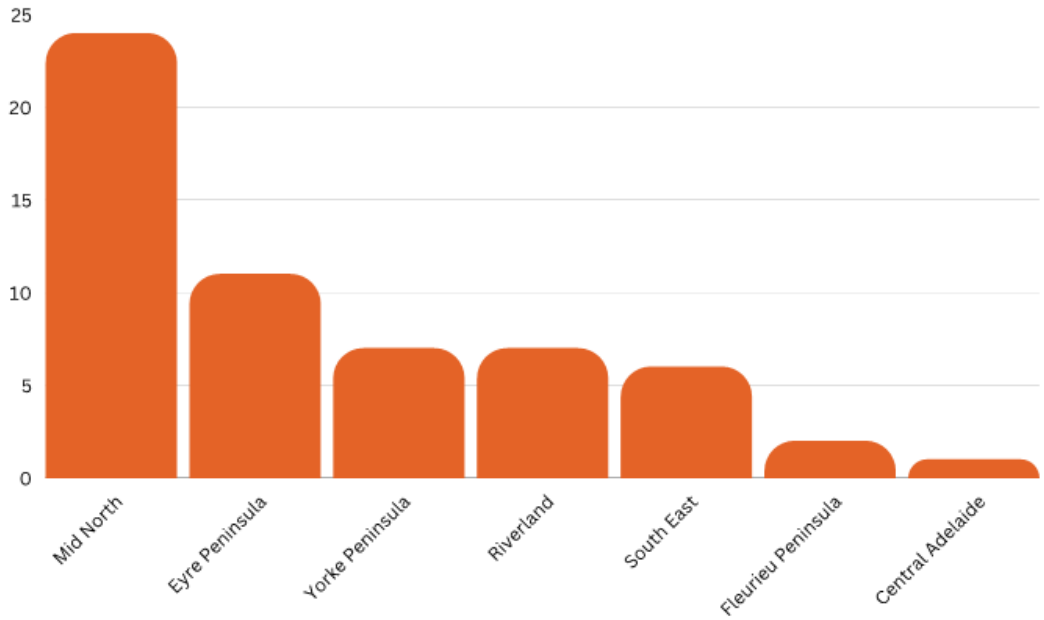
percentage of truck drivers who submitted a road

5

Entries by Occupation



Worst Grain Roads by Location



6

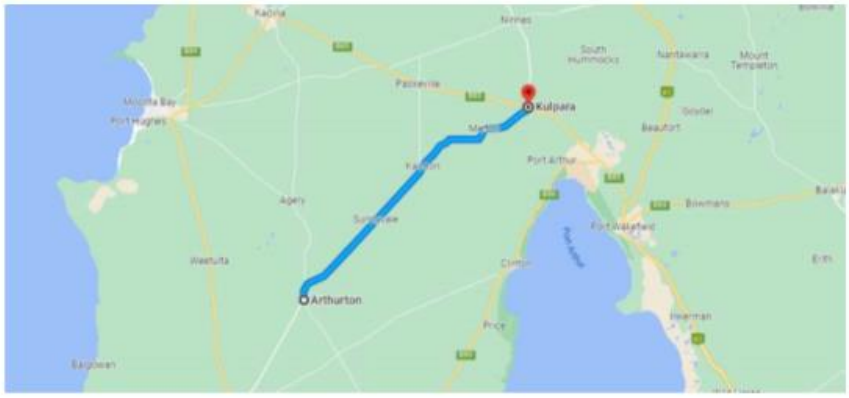
Upper Yorke Road,
Arthurton to Kulpara.
Submitted by Chris, Grain Producer.

Top Ten Worst Grain Roads

1. **Upper Yorke Road**
   Arthurton to Kulpara
2. **Nine Mile Road**
   Malinong
3. **Worlds End Highway**
   Robertstown to Eudunda
4. **Mallee Highway**
5. **Flinders Highway**
6. **Owen Road**
   Hamley Bridge to Templers
7. **Booleroo Road**
   Willowie to Booleroo
8. **Templers Road**
   Freeling to Templers
9. **Frances Road**
   Frances to Hynam
10. **Barrier Highway**
    Saddleworth to Burra

TOP TEN OF SA'S WORST GRAIN ROAD

1 Upper Yorke Road
Arthurton to Kulpara



Upper Yorke Road, located on the Yorke Peninsula, north west of Port Wakefield, is around 100 kilometres long, beginning at Port Broughton, through Kulpara, and Arthurton, terminating at Maitland. The 36 kilometres between Kulpara and Arthurton was nominated as the worst in SA. A heavily used road during harvest, respondents singled out the dangerous condition of the road, including potholes, undulations, broken edges and the overall narrowness of the road making it hard for trucks to pass each other safely.

What makes this route SA's Worst Grain Road?

"Lack of maintenance, cracked sides, rough, skinny and two trucks passing becomes very hard"
– Ben, Grain Producer

"Road width unsuitable for trucks. Failed attempts at shoulder reconstruction."
– Chris, Grain Producer

"Extremely narrow road for trucks and undulating surfaces all the way from Kulpara to Arthurton. Many farmers based along this highway have difficulties acquiring permits for road trains and B-Doubles because of the road conditions."
– Sam, Grain Producer

"There are undulations, potholes and it's very narrow. Just a general lack of maintenance as well."
– Tom, Grain Producer

"It's shocking. It's full of bumps and potholes. It's in a prime agriculture land area that produces millions of dollars in grain and sheep, yet we've got a third class road to travel on."
– Mark, Grain Producer

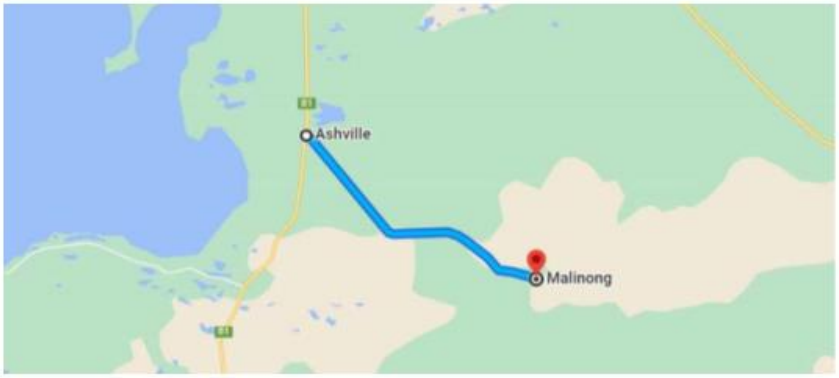
"It's narrow and the edges are broken away in many, many spots. Hard to control when you drop tyres off the edge."
– Matthew, Grain Producer

"Everything! Narrow, rough and built in the 1940's. Two trucks have to get off the shoulder to pass each other."
– Tom, Grain Producer

"It's very narrow and uneven."
– Tim, Grain Producer

TOP TEN OF SA'S WORST GRAIN ROAD

2 Nine Mile Road
Malinong



Nine Mile Road is a 12 kilometre stretch of unsealed road from Malinong, terminating at the Princes Highway between Tailem Bend and Meningie. Respondents highlighted the dangerous condition of the road, specifically potholes, large rocks, corrugations and, due to it being unsealed, the slippery and dangerous conditions of the road when wet. Many grain producers specifically mentioned the damage their trucks and vehicles have received while driving the route, such as flat tyres.

What makes this route one of SA's Worst Grain Roads?

"The conditions of the road raises immediate safety concerns for both heavy and light vehicles, but it's the lasting effect on our heavy vehicles that poses a potential safety risk."
– Matthew, Grain Producer

"As both a grain producer and truck driver, this road is becoming ever increasingly dangerous not only to truck drivers, but to the many young families that travel to and from the school bus stop on the Princes Highway."
– Tim, Grain Producer

"This road is a very busy main grain transport route, and because of this it is continuously deteriorating and is full of very large potholes making it quite dangerous at times."
– Angela, Grain Producer

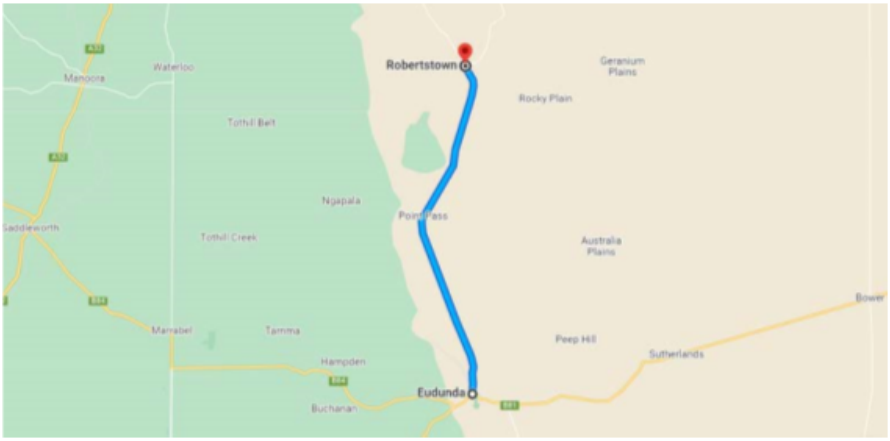
"This road is the major freight route for our grain producing community of Malinong. A bitumen road would make a huge difference to reducing truck maintenance, flat tyres and improve efficiencies as currently trucks are only doing 40 kilometres per hour as a safe speed .To rural communities these roads are our office, we spend a lot of time on them and feel we deserve better."
– David, Grain Producer

"The road is always either full of potholes or covered in big rocks after grading. This results in regular flat tyres. As an on-call nurse, it's not the safest road to be driving on in the middle of the night to an emergency."
– Megan, Community Member

Dust and damage on a truck after travelling along Nine Mile Road at 40 kilometres per hour. Submitted by Matthew, Grain Producer.

TOP TEN OF SA'S WORST GRAIN ROAD

3 Worlds End Highway
Robertstown to Eudunda



The Worlds End Highway is a busy B-Double route in the Mid North beginning at Eudunda, travelling through Point Pass and Robertstown, terminating at the intersection with the Goyder Highway. The 22 kilometre stretch between Eudunda and Robertstown was singled out as the third worst grain road in the state. Respondents highlighted the very narrow nature of the road, resulting in the sides crumbling away and potholes and corrugations forming. Safety concerns with school busses on the road were also raised.

What makes this route one of SA's Worst Grain Roads?

"This road is quite narrow and very uneven and draws the truck to the edge of the road, which is breaking away in places, making it very dangerous and uncomfortable to drive a truck on."
– Gavin, Grain Producer

"There are crumbling edges, and it is too narrow for the large amount of trucks using this road for delivering infrastructure for the solar and wind farms being constructed in the area."
– David, Grain Producer

"The road is so narrow and with broken shoulders it is hard to avoid clipping mirrors with ongoing trucks."
– John, Grain Producer

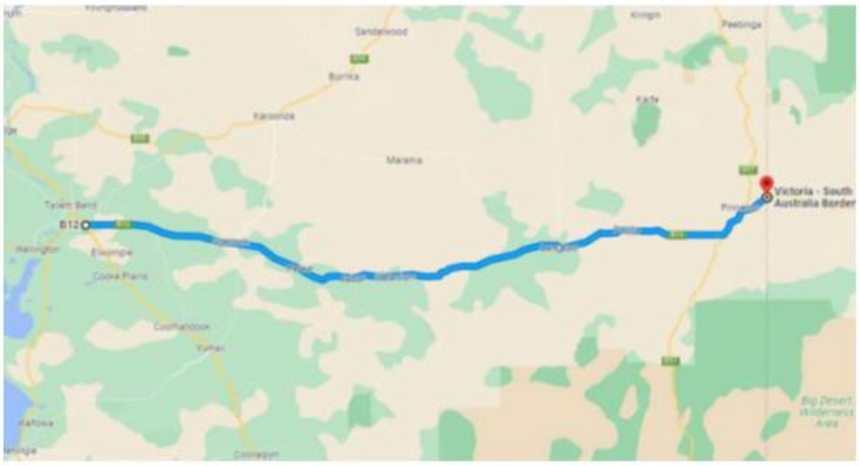
"The road is a school bus route with two buses twice a day and also used by many B-Double trucks making it dangerous, with little gap between vehicles when meeting each other. There are often potholes in the bitumen which keep breaking up even after repairing. The community has campaigned for years to have this road upgraded."
– Maureen, Community member

"The road is very narrow, with sides breaking away constantly with holes and potholes on the road. The road is also quite undulating."
– Tracey, Other Ag

"Undulating and dangerous."
– Chris, Grain Producer

TOP TEN OF SA'S WORST GRAIN ROAD

4 Mallee Highway



The South Australian stretch of the Mallee Highway goes from just outside Tailem Bend, all the way to the Victorian border, some 145 kilometres. Used by an estimated 1,000 vehicles a day, the Mallee Highway is a major grain freight route between Adelaide and Sydney. Respondents highlighted the extremely poor condition of the road and the lack of overtaking lanes to assist with traffic flow.

What makes this route one of SA's Worst Grain Roads?

"The road is breaking up due to the increase in grain trucks and road trains that now use the road. The overall condition of the road is extremely poor, with lots of pot holes in it. There are no overtaking lanes and limited areas to pass trucks."
– Amanda, Grain Producer

"There are no passing lanes on this windy, rough, road-train-choked road for the entire length from Pinnaroo to Tailem Bend, around 140 kilometre. Because of how dangerous the road is trucks drive even slower causing people to attempt passing very long vehicles on blind corners."
– Curt, Grain Producer

"Undulating, windy, not enough places to pass and potholes in the bitumen. It is also too narrow."
– Wayne, Grain Producer

"It is an unnecessarily windy road with limited places for overtaking. The surface is starting to break up, is poorly formed and showing signs of heavy traffic. The highway also holds water, making driving in wet weather treacherous."
– Richard, Grain Producer

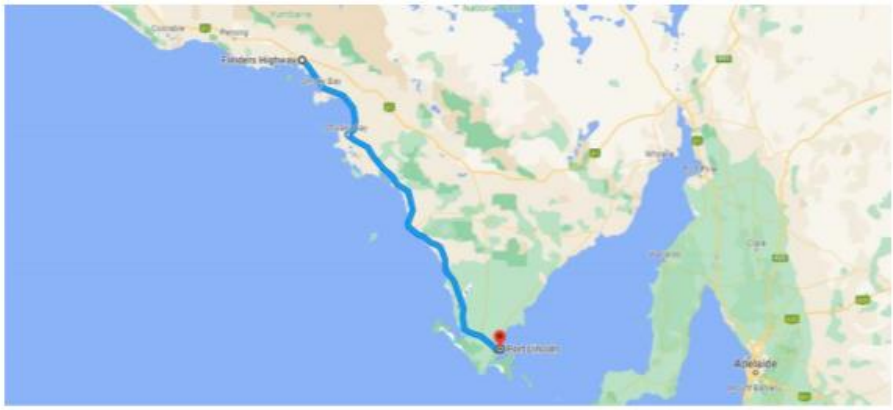
"Rough, narrow, no over taking lanes, pot holes and broken surfaces."
– Daniel, Grain Producer

"Rough surface, and windy. There's not many places to safely overtake. Slow moving traffic grain trucks causes impatient car drivers to overtake trucks in inappropriate places."
– Richard, Grain Producer

"It's JUST WORN OUT."
– Val, Other Agriculture

TOP TEN OF SA'S WORST GRAIN ROAD

5 Flinders Highway



The Flinders Highway is a main arterial route on the Eyre Peninsula, running from Port Lincoln, up the western side of the Peninsula, to just outside Ceduna on the West Coast. At around 400 kilometres long, the road is a major grain transportation route between export ports. Many respondents emphasised the narrowness and deteriorating condition of the road, which they say requires significant upgrades.

What makes this route one of SA's Worst Grain Roads?

"This is a major highway between the ports of Thevenard and Port Lincoln with huge volumes of grain being transported over it annually - wear and tear has taken its toll with the road now dangerously narrow and the shoulders dropping away up to 20 centimetres in places . It needs attention urgently."
– Craig, Grain Producer

"This road is too narrow. It is used by triple road trains, B-Doubles and local farmer semis. Cars get hit by rocks, smashing windscreens and there have been several accidents. Widening this road is urgently needed."
– Jennifer, Grain Producer

"Very narrow. Drop offs. Patches on patches. Very rough.."
– Grant, Truck Driver

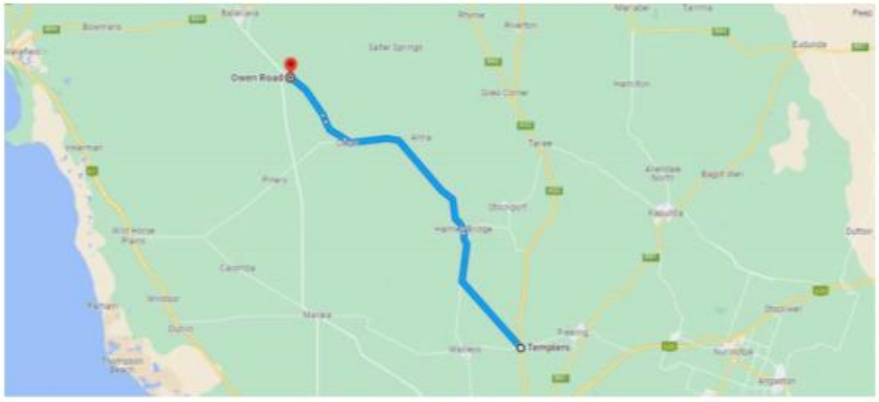
"The bridge at Wangary on the Minniribbie creek is narrow, and too dangerous to have trucks passing on the bridge. The road is not very wide between Wangary and Warrow and tree roots are damaging the road north of Lake Greenly."
– Grant, Truck Driver

"The road is very narrow and often makes it hard for two trucks to pass in opposite ways. Caravans tend to go off the side of the roads when trucks are approaching, causing rocks to flick up and hit and crack windscreens."
– Jodie, Community Member

"Too narrow and the road edges are all breaking away."
– Geoff, Grain Producer

TOP TEN OF SA'S WORST GRAIN ROAD

6 Owen Road
Hamley Bridge to Templers



Located in the Mid North, Owen Road stretches 44 kilometres from Templers, through Hamley Bridge and Owen, to just south of Balaklava. The specific 15 kilometre stretch between Hamley Bridge to Templers was singled out by respondents as being one of the worst grain roads in the state. Feedback called the road "shocking and "atrocious", highlighting the road's rough and dangerous condition, with broken shoulders, potholes and undulations.

What makes this route one of SA's Worst Grain Roads?

"It's very narrow and dangerously rough. During the harvest period the road gets nasty potholes and blow outs from the increased truck traffic. It's a shocking stretch of road."
– Brett, Grain Producer

"Undulating, narrow, lots of pot holes and desperately needs resealing and widening."
– Dave, Truck Driver

"Very narrow and the undulations and dips make it a challenge in any vehicle."
– Mark, Grain Producer

"This road is atrocious, full of potholes and dodgy repairs that last five minutes before an even bigger crater forms. There are numerous points along this road where you actually need to either drive off the road or cross over onto the opposite side of the road because your lane is too unsafe to drive on."
– Hayley, Other Agriculture

"Dangerous shoulders, deep pot holes and a soft base."
– Glen, Grain Producer

"There are potholes and it's narrow. This road is a roller coaster."
– Matthew, Grain Producer

TOP TEN OF SA'S WORST GRAIN ROAD

7 Booleroo Road

Willowie to Booleroo

A 22 kilometre stretch of road in the Mid North, from Booleroo to Willowie. Much of the road remains unsealed, with respondents highlighting the rocky and loose nature of the surface which becomes slippery when wet and dusty when dry. As a main grain arterial road, it is used extensively during harvest time.

What makes this route one of SA's Worst Grain Roads?

"Very poor surface with sharp rocks, corrugations and potholes. When wet it's slippery, and in summer is choking with dust. The road material is very poor quality."
– Peter, Grain Producer

"As a gravel road its the only main arterial road for northern grain growers to access silos. It experiences extremely high traffic at harvest time. Local council is continually resheeting small sections and can never get in front: a rough surface, pot holes etc."
– Bentley, Grain Producer

"We run our own road train and it's very hard on our vehicle. It's very rocky due to the way it's made."
– Tom , Grain Producer

"At harvest, it's stony and dusty and when it rains it is covered in potholes and is slippery. The worst part of the road has been bituminised, but this has caused traffic to drive faster and push stones and pebbles onto the dirt road, making it more slippery."
– William , Grain Producer

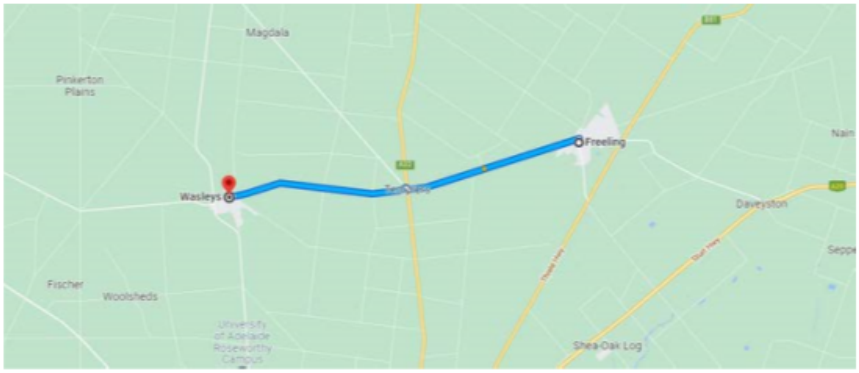
"A poorly formed dirt road with potholes and during harvest is a dust bowl. It straddles two council areas and is a diversion route for trucks over 30 tonnes. The council is watering the road at least once a week during harvest to keep it together."
– Graham , Grain Producer

Booleroo Road.
Submitted by William, Grain Producer.

TOP TEN OF SA'S WORST GRAIN ROAD

8 Templers Road

Freeling to Templers



Templers Road is a 12 kilometre Mid North stretch from Freeling, through Templers to Wasleys on the Adelaide Plains. Respondents called it "dangerous" and in need of urgent attention. Safety issues with it being a school bus route was raised, as was the "patched up" nature of repairs.

What makes this route one of SA's Worst Grain Roads?

"The road is so rough that it is dangerous to drive on. It is also a school bus route and my concern is that there will be an accident on this road at some point unless actions are taken. We have dirt roads that are better to drive on as well as being safer to use. The road needs urgent attention before someone is killed or seriously injured!"
– Peter, Grain Producer

"Can't keep the truck on the road it is so rough. When it rains all the water puddles across the road and cuts off one lane."
– Daniel, Grain Producer

"Extremely undulating and potholed."
– Noel, Community Member

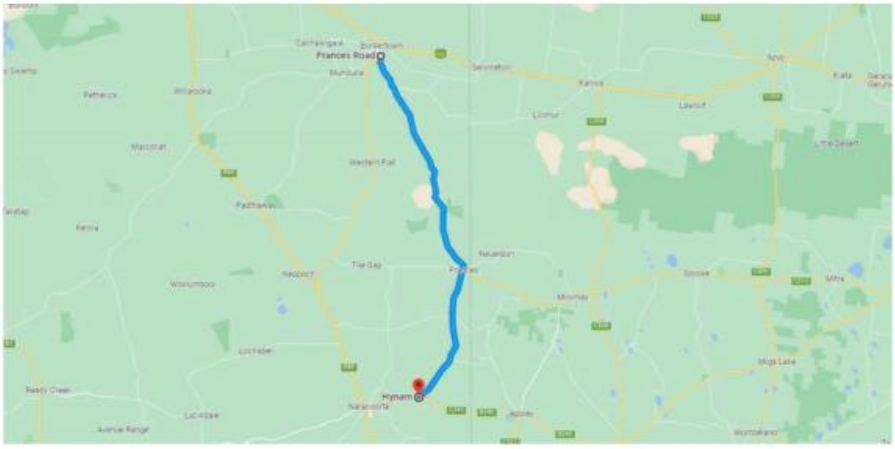
"It is plain dangerous to drive a B-Double on this road . It amazes me that loads of hay or grain do not come to grief constantly because of the dip and uneven surface. This road has never had a decent base under it and is only ever patched up. It is an absolute disgrace with the volume and income this road transports in terms of the state's produce, that the government would allow it to get to this state of disrepair."
– Gavin, Grain Producer

"It's breaking apart and getting more narrow and dangerous."
– Rhys, Truck Driver

TOP TEN OF SA'S WORST GRAIN ROAD

9 Frances Road

Bordertown to Hynam



Located in the South East, Frances Road runs for 76 kilometres from just south of Bordertown to Hynam, through Frances and several small towns. A main grain route during harvest, many respondents called the road "rough", "narrow", and "unsafe", with the deteriorating condition of the road causing trucks and their trailers to pitch and bounce dangerously.

What makes this route one of SA's Worst Grain Roads?

"This road is a main corridor for grain from Frances to Wolseley/Bordertown for growers. It is also the main corridor for grain to be shipped out from the Frances Viterra Silo Storage to either Wolseley or Bordertown. The road is excessively uneven, with areas of extreme dips in the road. This causes the trucks and their trailers to pitch and bounce all over the road which presents a danger not only for the drivers but also for oncoming trucks or passenger cars."
– Nick, Grain Producer

"This road is rough, slim and has soft edges"
– Zac, Truck Driver

"The bumps in the road are horrible. It's very unsafe for truck drivers and over harvest the road is so dangerous with all the trucks and other vehicles that drive along it."
– Annabelle, Grain Producer

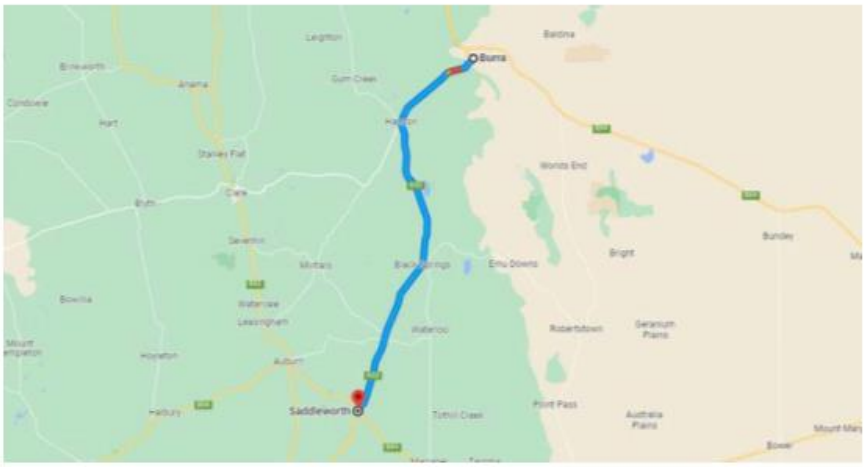
"Narrow, rough, broken shoulders, and little to no maintenance between Frances and Hynam. It still isn't a Gazetted 26 metre B-Double route!"
– Angus, Truck Driver

"The road is just rough."
– Simon, Grain Producer

Curramulka to Port Vincent Road.
Submitted by Noel, Grain Producer.

TOP TEN OF SA'S WORST GRAIN ROAD

10 Barrier Highway
Saddleworth to Burra



The Barrier Highway begins in the Mid-North, just north of Tarlee, and runs to Cockburn on the SA/NSW border. The 50 kilometre stretch from Saddleworth to Burra was highlighted as the worst section by respondents, with many calling it "rough", "narrow" and "extremely dangerous". Some explained that in a loaded truck the safest top speed was only 80 kilometres per hour, despite it being in a 110 kilometres per hour zone, such is the road's poor condition.

What makes this route one of SA's Worst Grain Roads?

"This road is just falling apart. Patching the road just doesn't work and only lasts one day. The worst section is three kilometres south of Manoora. This road needs attention straight away. It's only going to be a matter of time before a bad accident. North of Manoora the pot holes are ridiculous. It is forcing people to drive on the wrong side off the road."
– Roger, Grain Producer

"It's just plain stuffed: rough, narrow and extremely dangerous."
– Michael, Grain Producer

"Rough and full of 'blowout' patches. It will wreck a truck if you don't slow down."
– Jonathon, Grain Producer

"It has very big and sharp dips and rises in the road. It is not good enough for a National Highway. It's been in this poor condition for many years now."
– Roger, Grain Producer

"It's rough and undulating as well as narrow in places. We have drivers that refuse to go that way."
– Damien, Grain Producer

Upper Yorke Road,
Arthurton to Kulpara.
Submitted by Tom, Grain Producer.

So what's next?

GPSA's 'Worst Grain Road' campaign has provided a unique insight into the road networks that grain producers and the wider community would like to see targeted investment for upgrades and repairs.

As the peak body for the grain industry in South Australia, GPSA will be writing to, and speaking with, local, state and federal government representatives to make them aware of these top ten Worst Grain Roads as voted by grain producers and key stakeholders.

While evidence from our state and national infrastructure bodies shows there remains a significant backlog of road maintenance across South Australia, it becomes a matter of priority and urgency on which networks receive the most attention for repair, maintenance and upgrade.

GPSA is calling on all levels of Government to prioritise infrastructure funding to the areas identified in this Report by grain producers. As illustrated by almost 150 'Worst Grain Road' submissions and images sent in, many of these roads are in serious states of disrepair and not only pose a safety risk to those that use the roads every day but are costing the grain industry dearly.

GPSA will continue to advocate for additional infrastructure funding and highlight the top ten Worst Grain Roads to receive the investment and attention they deserve.

We ask you to join our 'Worst Grain Road' campaign and keep the conversation going by sharing any photos of roads in your area that you believe need urgent attention, on social media, with the hashtag: #WorstGrainRoad

Coleman Road.
Submitted by Max, Other Agriculture.

WORST GRAIN ROAD

An initiative of

GRAIN PRODUCERS SA
The voice of South Australian growers

W: www.grainproducerssa.com.au

E: info@grainproducerssa.com.au

P: 1300 734 884

2024-2033
DRAFT
LONG TERM
FINANCIAL
PLAN
Yorke Peninsula Council
YORKE PENINSULA COUNCIL
Agriculturally rich–Naturally beautiful

Document Information

- Document Details

Document Title:	Long Term Financial Plan 2024 - 2033
Document Version:	Draft
File Reference:	CM 23/18453

- Document Authorisation

Prepared by:	Manager Financial Services
Authorised by:	Chief Executive Officer
Adopted by Council:	TBA

- Council Details

Name:	Yorke Peninsula Council
ABN:	82 179 825 615
Address:	PO Box 57 Maitland SA
Phone:	(08) 88320000
E-Mail:	admin@yorke.sa.gov.au

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Overview

Section 122 (1a) (a) of the Local Government Act 1999 requires Councils to develop a Long Term Financial Plan (LTFP) as a key part of their Strategic Management Plans.

The objective of this LTFP for the financial year commencing 2023/2024 through to 2032/2033, is to ensure that Council is financially sustainable in the short to medium term (1 - 5 years) and able to provide at least the current level of services and infrastructure over the ten (10) years of the Plan in line with Council's goals as stated in its 2021 - 2025 Strategic Management Plan (SMP) and Asset Management Plans (AMP).

To this end Council will review its LTFP annually using the latest available financial and service level data, cost indices and incorporating all known future projects and variations to ensure a realistic forecast is presented to the community.

This LTFP is an update to the LTFP 2023 - 2032 previously endorsed by Council in April 2022 and will replace it should Council adopt this version following public consultation. This LTFP is reflective of current data (financial and service levels), cost indices, internal and external factors, current economic and political environment, revenue streams, updated asset information, limitations and known community needs.

Chief Executive Officer's Report on Financial Sustainability

This review of the LTFP indicates that Council is on the path to achieving financial sustainability in the medium term (from 2027/28) with improvement across the results of financial sustainability indicators over the life of the plan.

Key Targets

The key targets in this LTFP remain unchanged as follows:

- Positive Operating Surplus Ratio (OSR) i.e. operating surplus, in the short to medium term (1 – 5 years);
- Spending on asset renewal consistent with AMP identified needs and Asset Renewal Funding Ratio (ARFR) to be a minimum 100% annually;
- Net Financial Liabilities Ratio (NFLR) to be within the recommended Local Government target of 100% of Operating Income annually;
- No new services or assets or increases to existing services to be introduced without consideration of the impact on the LTFP.

The key targets require the support of an appropriate rating strategy which is outlined below.

Rating Strategy

This LTFP recommends a rating strategy that seeks to achieve a degree of stability, predictability and equity over the next ten (10) years, while ensuring current levels of service and infrastructure are maintained for the Community. Rates will be set at affordable levels having regard to Council's strategic direction, social and economic goals and external economic environment balanced against the Community's ability to pay and its desire for services and infrastructure.

Rate revenue forecasts are set relative to Consumer Price Index (CPI) assumptions plus a 'financial sustainability' increase over and above CPI over the life of the LTFP to ensure targets are met. CPI inflation forecasts issued by the Reserve Bank of Australia (RBA) in its November

2022 Economic Outlook have been used for Y1 and Y2 of the LTFP. It is further assumed that inflation will gradually return to the RBA targeted 2.5% by Y5 of the plan. It should be noted for context that the annual CPI (All groups, Adelaide) for the 2022 September quarter was 8.4% and for the 2022 December quarter was 8.6%.

The table below shows the forecast CPI compared to the rate increases proposed.

General Rates	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28	Year 6 2028/29	Year 7 2029/30	Year 8 2030/31	Year 9 2031/32	Year 10 2032/33
General Rate Increase	5.00%	4.00%	3.00%	2.50%	2.50%	2.50%	2.50%	2.00%	1.80%	1.50%
Financial Sustainability Increase	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Total Rate Increase	**7.00%**	**6.00%**	**5.00%**	**4.50%**	**4.50%**	**4.50%**	**4.50%**	**4.00%**	**3.80%**	**3.50%**
LTFP CPI Estimate	*6.25%*	*4.25%*	*3.00%*	*2.75%*	*2.50%*	*2.50%*	*2.50%*	*2.50%*	*2.50%*	*2.50%*

[1] The Financial Sustainability increase is to apply to Primary Production ratepayers only. Funds raised through this means are to be allocated to maintenance and capital works on rural roads and intersections within the Council area. ***Due to significant reductions in Financial Assistance Grants which are largely driven by the increasing value of Primary Production land the expansion of this rate loading has become essential to Council's financial sustainability.***

Rate revenue is vital for the delivery of Council's current services over the next ten (10) years and beyond to maintain and renew existing assets at a safe and functional standard to meet Community needs and expectations. Council's ten (10) year rate revenue forecasts are explained in detail later in this LTFP. The actual increase payable by any individual ratepayer may be more or less than the forecast rate increase depending on the relative movement in the capital value of their property and setting of differential rates for individual years of the Plan.

Many other sources of revenue continue to remain stagnant or diminish when compared to inflation except for income derived from user charges which are forecast increase over the life of the plan. That said, Council will further rely on increases to rate revenue in order to fund operations and achieve its strategic goals and objectives. Recurrent grants and subsidies from various levels of Government continue to remain stagnant or are anticipated to decrease.

Continuing with the increased focus on renewal of existing assets, Council over the life of this LTFP, is proposing to allocate $146.9m towards renewal and replacement of existing assets. An additional $10.7m over ten (10) years is allocated for upgrades to assets and acquisition of new assets. It should be noted, that both renewal and new/upgrade allocations assume receipt of grant funding for several major projects (refer table on page 20-21 for further information).

Financial Sustainability Indicators (Ratios)

This LTFP shows that Council will return to a positive Operating Surplus Ratio (OSR) in 2025/2026 (Y3) which matches the forecast of the current adopted LTFP. However, from time to time during the period of the LTFP Council's financial results are materially distorted by individually significant events (i.e. – amounts that are either unusual in nature, or usual in nature but unusual in amount) which may convey a false impression of Council's underlying operations. To remove these distortions an Adjusted Operating Surplus Ratio (AOSR) has been provided in

addition to the OSR. In this LTFP the AOSR removes several one-off operating grant income amounts where that income is used to fund capital asset renewal projects. From 2027/2028 onwards it is forecast that the AOSR will remain positive for the remainder of the LTFP.

Council's forecast Net Financial Liabilities Ratio (NFLR) continues to be well below Local Government recommended maximum limits and Council's LTFP maximum threshold of 100% of Operating Income. Three (3) new loans are planned to be drawn down in 2024/2025 which will see the NFLR peak early in the LTFP but with no further loans predicted the ratio will then decrease over the life of the plan.

The Asset Renewal Funding Ratio (ARFR) fluctuates significantly compared to Council's minimum target of 100% annually, however the annual average over the ten (10) year period is 130% which is higher than Council's 100% minimum annual target and represents an 11% increase on the current LTFP annual average.

The reasons for variations to Council's financial sustainability ratios are detailed in the 'Measuring Our Performance' section of this LTFP.

Overall Impact

There has been a measure of financial improvement in the last five (5) years and this LTFP builds on that progress. The data, graphs and financial statements in this Plan provide more detail on Council's financial position over the next ten (10) years.

If Council's financial performance and position continues as proposed in this LTFP, Council will achieve its objectives as stated. Council must also continue to review its operations to realise savings resulting from increased productivity, efficiency and effectiveness. Any such gains will be reflected in future revisions of the LTFP.

Council is not expected to be financially sustainable in the short term but is forecast to be financially sustainable from Y5 onwards.

Key Challenges and Opportunities

The key challenges and opportunities faced by Council in achieving the objectives of this LTFP are:

- Ensuring ongoing financial sustainability of Council
- Meeting ongoing expectations of our community for increased, or new, services
- Maximising funding for renewal and replacement of ageing assets in line with improved asset management principles and practices
- Improved data for Council's asset base and ongoing review of asset inventory
- Managing impact of cost shifting from other levels of Government
- Managing political and legislative changes and their impact
- Minimising the impact of economic instability and inflationary pressure
- Monitoring impact of decisions made outside this LTFP
- Rationalisation of underutilised or surplus assets to provide one-off capital injections and reduce maintenance and other operating costs
- Use of debt to leverage funding for asset renewal and acquisition of assets

- Review of services to reduce expenditure, increase efficiency and effectiveness and increase value for money to ratepayers
- Use technology to reduce costs, increase productivity, efficiency and effectiveness
- Explore ways to increase existing revenue streams, and find new ones, by taking a commercial approach to Council business
- Environmental impacts

Planning Framework

The financial basis of this LTFP is consistent with the audited Annual Financial Statements as at 30 June 2022, the 2022/2023 Annual Business Plan and the 2022/2023 Budget. The LTFP forecasts have been based on the 2022/2023 September (and significant December) quarter revised Budget along with current Asset Management Plans (AMP), IT Strategic Plan, financial policies and a set of assumptions which are necessary given the high level of this LTFP and the long-term nature of all forecasts proposed.

The LTFP is primarily used as a tool to establish and communicate Council's general financial direction over the longer term (10 years) and to assist in the assessment of Council's current financial position in conjunction with its Annual Business Plan and Annual Budget preparation together with ongoing quarterly Budget reviews.

This is intended to be a "live" document requiring adjustment and assessment as Council makes financial decisions which may impact its long-term financial position. Council will review this Plan annually post audit of its Financial Statements and prior to development of its Annual Business Plan and Budget. Other updates will be made when considered necessary.

Council's Annual Business Plan and Budget will be prepared with reference to this LTFP and with consideration of new information at hand regarding economic, political and social factors at time of preparation.

The LTFP is prepared using multiple assumptions, especially regarding projected rate income, fees, charges, grants, future operational and capital expenditure requirements. Given the long-term nature of this Plan and forecasts derived from an estimate of future performance, it should be noted that actual results are likely to vary from the information contained in this LTFP. It should also be noted that some of these variations could be material.

The accuracy of predictions decreases over time and difficulties can arise in accurately predicting capital expenditure requirements for Council's significant asset base. Council has prepared AMP's for its major asset classes to assist in determining the funding impact of maintaining and replacing assets when required. These projections are based on current understanding of asset management needs at a point in time and with reference to Council's LTFP. Council's AMPs seek to ensure that assets are maintained at a safe and functional standard to meet Community needs and expectations within the funding available while keeping rates affordable.

This LTFP does not rely on asset sales to fund core services or renewal of infrastructure, however, three (3) new loans totalling $3.25m of which $0.6m is for a fixed five (5) year term and a further $2.65m for a fixed ten (10) year period have been included. These loans represent Council's contribution (or a portion thereof) towards the following major projects:

- Yorketown Power Line Undergrounding Project - $600k loan with a term of five (5) years
- Marion Bay Boat Ramp - $600k loan with a term of ten (10) years
- North Coast Road (Stage 3) - $2.05m loan with a term of ten (10) years

More detail about these projects can be found later in this LTFP. These project and subsequent loan borrowings have been forecast to commence in 2024/25 (Y2).

Debt will be regarded primarily as a strategic tool to be used for the acquisition of new assets or upgrade or renewal of existing assets.

Debt will be considered:

- In the context of Council's SMP;
- In the context of LTFP forecasts and targets;
- As funding for long term asset acquisition;
- To enable intergenerational equity; and
- As a mechanism to fund temporary cash shortfalls.

Financial sustainability will be measured using the Local Government (Financial Management) Regulations 2011 specified financial indicators (ratios). The three ratios used are:

- Operating Surplus Ratio (OSR) – measures the extent to which operating income meets operating expenditure.
- Net Financial Liabilities Ratio (NFLR) – indicates the extent to which the net financial liabilities of Council could be met by its operating income.
- Asset Renewal Funding Ratio (ARFR) – measure of the amount spent by Council on renewing or replacing existing assets compared to expenditure required in its AMP's.

Ideally, at a minimum, Council should raise enough operating revenue to cover all operating expenditure including depreciation on an annual basis. When this occurs, Council will have a positive or break even OSR meaning that ratepayers in that year are paying for all resources consumed. However, Council is mindful of the Community's ability to pay, hence, to avoid excessive rate increases, has decided to reach a positive OSR over several years. Operating deficits are not sustainable or equitable in the long term as they result in services consumed by current ratepayers being paid for by future ratepayers i.e. intergenerational inequity. A fair and equitable tax system is one in which taxes paid by each generation are in proportion to the benefits, which that generation receives.

The LTFP forecasts are presented as a series of reports and financial statements (ten (10) year forecasts) in a format required in the SA Model Financial Statements and comprise the following:

- Statement of Comprehensive Income
- Statement of Financial Position
- Statement of Cashflows
- Statement of Changes in Equity
- Uniform Presentation of Finances

Please refer to Attachments 1 – 5 for more information.

Measuring our performance

The Local Government (Financial Management) Regulations 2011 set out three (3) financial indicators (ratios) that allow assessment of Council's long term financial performance and financial sustainability. Each of the three (3) ratios have been forecast over the life of this LTFP and compared to Council targets which are based on recommendations set out in the LGA's Financial Sustainability Information Paper 9: Financial Indicators.

Council's targets aim to achieve a positive OSR and maximise the ARFR, over the term of the Plan to build a solid foundation beyond Year 10 of this LTFP. Achieving and maintaining financial sustainability assists Council in minimising the impact of future risks and uncertainty while maintaining current levels of service and infrastructure without excessive rate increases.

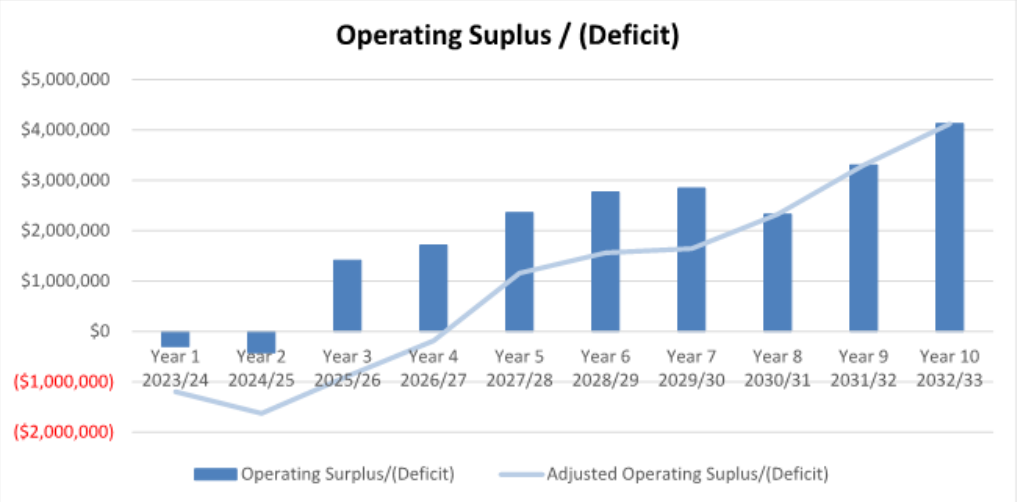
The annual targets set by Council are:

Financial Indicator	Target
Operating Surplus Ratio	0% to 10%
Net Financial Liabilities Ratio	<100%
Asset Renewal Funding Ratio	>100%

Operating Surplus Ratio

This ratio measures the extent to which operating income covers operating expenditure (including depreciation). It is calculated by expressing the operating surplus (deficit) as a percentage of operating income. This indicator is by far the most important. If Council consistently achieves a modest positive operating surplus ratio and has soundly based forecasts showing that it can continue to do so in future, having regard to asset management and its community's service level needs, then it is financially sustainable.

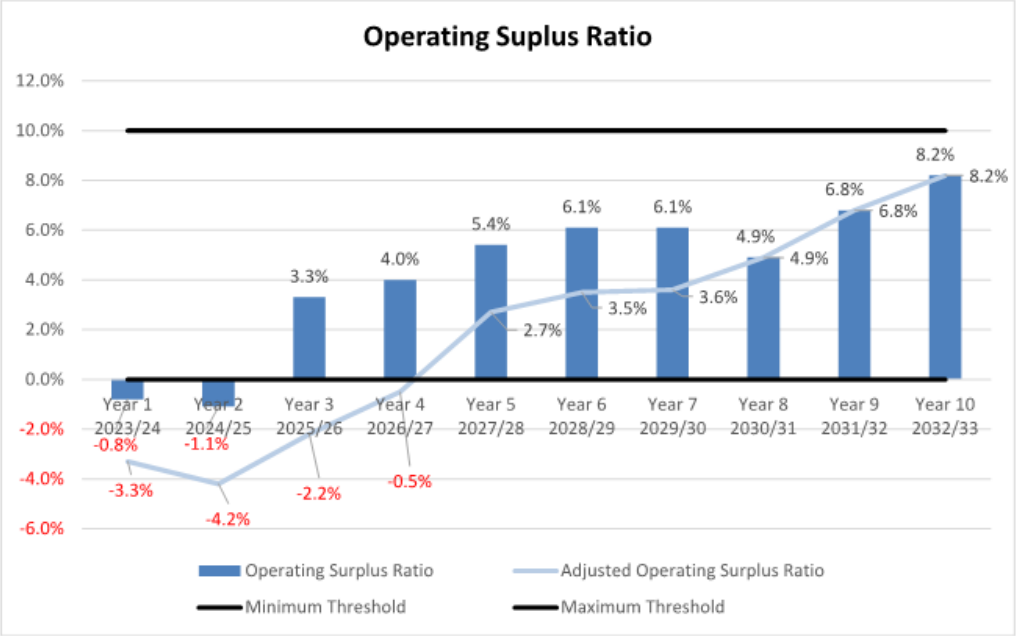
Council's forecast ten (10) year Operating Surplus/(Deficit) and Adjusted Operating Surplus/(Deficit) is shown in the graph below.



The graph on page 10 shows that Council will achieve an Operating Surplus in Y3 (2025/2026) for the first time. After adjustment for individually significant events (i.e. – one-off grant funding) an adjusted operating surplus is achieved in Y5 and will continue to be maintained. This is in line with the objectives of this LTFP.

The projected increase in adjusted operating surplus from Y5 means Council will have more funds to invest into renewal of existing assets, afford repayments on any potential new loans and meet its financial sustainability targets as stated in this LTFP.

Based on the Operating Surplus/(Deficit) forecast in the graph on page 10 above the forecast OSR and AOSR for this LTFP is shown in the graph below.

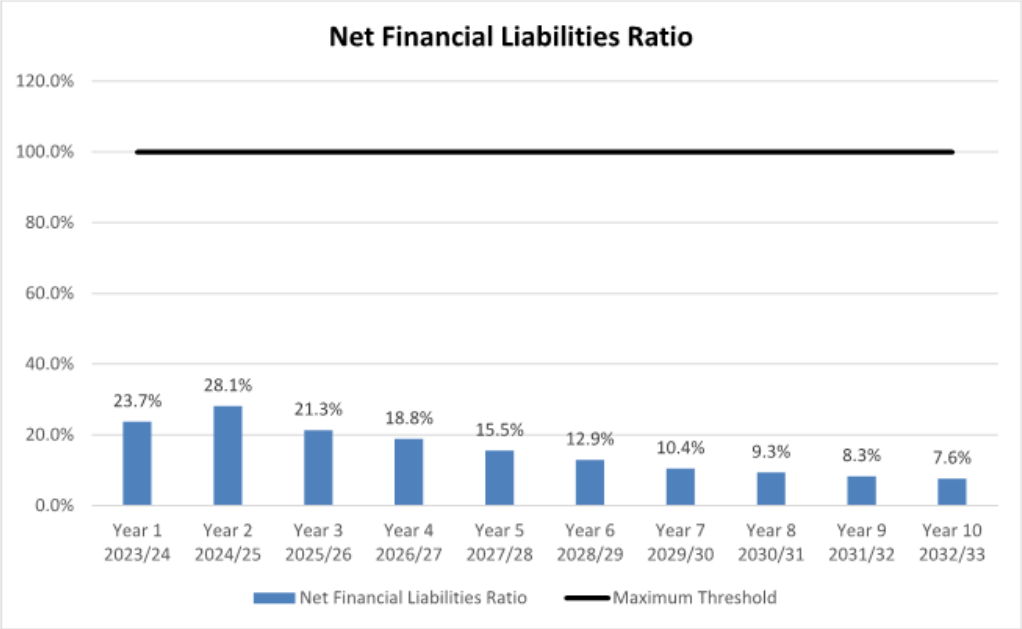


The trends in the OSR and AOSR in the graph above is reflective of the movement in the forecast operating surplus/ (deficit) shown in the graph on page 10.

Net Financial Liabilities Ratio

This ratio indicates the extent to which the net financial liabilities of Council can be met by its annual operating income. Net financial liabilities can be defined as the total liabilities (debt, employee leave entitlements and other amounts payable in future) of Council less financial assets (cash holdings, invested funds etc.). This ratio is calculated by expressing net financial liabilities at the end of the financial year as a percentage of operating income for the year. If the ratio falls over time, this indicates that Council's capacity to meet its financial obligations from operating income is strengthening. It may also allow Council to increase its borrowings for strategic capital expenditure.

Over the life of the Plan this ratio is forecast as shown in the graph below.



The shows that Council's forecast NFLR is well below the ceiling of 100% over the life of this LTFP, with 28.1% being the highest (Y2) and 7.6% being the lowest (Y10). This is well within the financial sustainability targets of this LTFP.

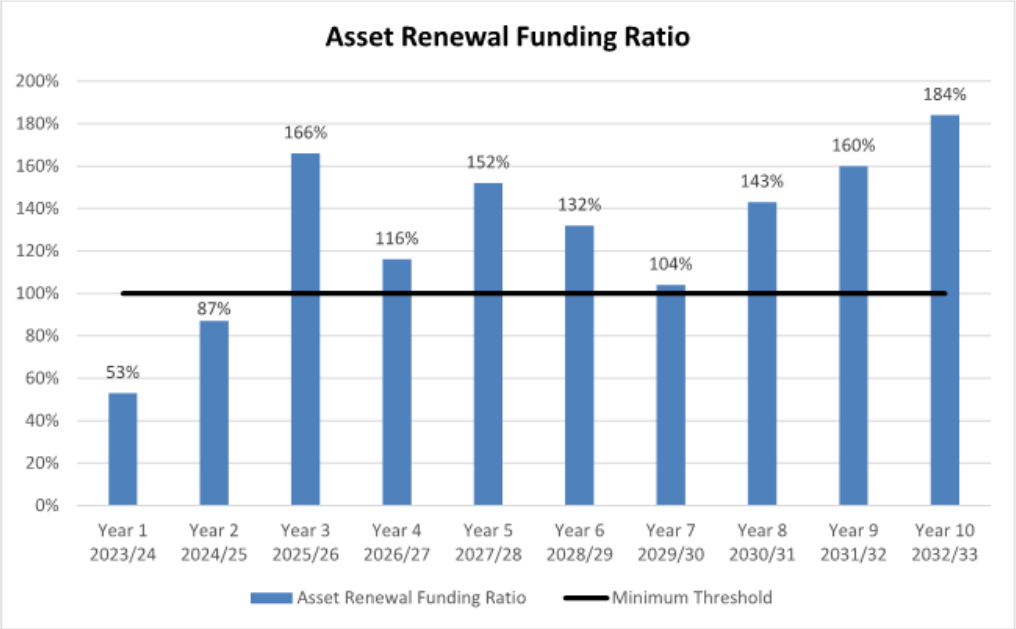
As stated, earlier Y2 forecasts three (3) new loans totalling $3.25m to assist in Council's contribution to several major projects.

The decreasing ratio provides Council with the opportunity to continue borrowing to undertake strategic capital projects as long as the capacity to repay exists.

Asset Renewal Funding Ratio

This ratio indicates the extent to which Council's non-financial assets are being renewed and replaced compared to expenditure identified in Council's AMP. It is calculated by measuring capital expenditure on renewal and replacement of assets in any given year divided by the expenditure required on renewal of assets in Council's AMP in that year. This Plan uses AMP to calculate this ratio and allocate available capital renewal funding across Council's various asset classes.

Over the life of this Plan the ARFR is forecast as shown in the graph below.



The minimum Asset Renewal Funding Ratio target of 100% is achieved from Y3 onwards, however the average ratio over the life of the revised LTFP is 130% which is 11% more than the average for the current adopted LTFP. Given that the average ratio is greater than the minimum target of 100%, some of the backlog of asset renewal is being addressed. It should be noted that further funding is required to address Council's total asset renewal backlog. An asset renewal backlog is created when required asset renewal is not undertaken in accordance with the timing indicated in the AMP. When this continues over a length of time assets generally deteriorate at a rapid rate due to lack of investment and require increased funding to bring them up to a satisfactory standard.

The inconsistent nature of the revised ratio is reflective of the use of AMP renewal targets (rather than depreciation) in calculation of this ratio. AMP's are a better measure of asset renewal than depreciation as they more accurately and consistently reflect the timing and quantity asset of renewal required to be undertaken annually. A ratio greater than 100% indicates that Council is addressing some of the asset renewal backlog that exists from previous years. For the purposes of this plan AMP values have been indexed from the date of last revaluation using a combination of the Local Government Price Index (LGPI) and CPI indices.

Key assumptions, influences and priorities

As stated earlier, this LTFP is based on a 'business as usual' model, as far as practicable in the current economic climate. The plan includes known impacts of completed service level reviews, variations to current levels of service and Council's current asset stock. Based on the historical data for the Council area it has been assumed that growth in the area will be virtually nil.

The external and internal influences which impact this LTFP are listed below. Furthermore multiple assumptions have been made in the preparation of this plan and are detailed later in this document.

External

- CPI (All groups, Adelaide)
- Local Government Price Index (LGPI)
- Landscape Levy
- Solid Waste Levy increases and associated refuse and recycling costs
- Utility and fuel costs
- Interest rates and current fiscal environment
- Legislative compliance cost increases
- Government policy changes
- Broader economic environment
- Government grants and subsidy amounts and distribution models
- Climate change and environmental policy
- Risk management and insurance
- ESCOSA full cost recovery requirement for CWMS and Water supply operations

Internal

- Enterprise Bargaining Agreements (EBA) and associated employee costs
- Asset sustainability and service levels
- Asset revaluations
- New and upgraded assets
- Increased focus on asset renewal
- Treasury management policy
- Service level reviews leading to real savings
- Need to increase productivity, efficiency and effectiveness leading to real savings
- One-off Council decisions outside the LTFP
- Caravan parks funding framework
- IT Strategic Plan requirements

CPI

While individual income and expenditure items will have varying degrees of increases, an underlying CPI has been assumed to determine variations in this LTFP. The RBA's November 2022 Economic Outlook assumptions have been used to forecast CPI for this LTFP's Y1 and Y2. From Y3 a gradual decline the CPI is assumed till it reaches the RBA target rate of 2.5% which is then retained for the life of the plan. Forecast CPI can be found in the table on page 6 of this Plan.

The forecast CPI is reflective the current inflationary pressures facing the economy.

Borrowings

As stated earlier, three (3) new loans totalling $3.25m has been included in this LTFP, to be drawn down in Y2 (2024/2025). These new loans enable and/or assist Council in providing its required contribution to the following projects without drawing on its existing cash balance:

- Yorketown Power Line Undergrounding Project - $600k loan with a term of five (5) years
- Marion Bay Boat Ramp - $600k loan with a term of ten (10) years
- North Coast Road (Stage 3) - $2.05m loan with a term of ten (10) years

Indexation

The table below summarises the approximate annual changes in income and expenditure types (compared to the previous year). It should be noted there are individual items that have increased more than that stated below and the list below is not exhaustive of all types of income and expenditure. These items and the reasons for the increase are outlined in more detail later in this LTFP.

Income Type	Y1 23/24	Y2 24/25	Y3 25/26	Y 4 26/27	Y5 27/28	Y6 28/29	Y7 29/30	Y8 30/31	Y9 31/32	Y10 22/33
General Rates	7.0%	6.0%	5.0%	4.5%	4.5%	4.5%	4.5%	4.0%	3.75%	3.5%
Landscape Levy	6.25%	4.25%	3.0%	2.75%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Waste Charge	6.25%	4.25%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
CWMS Charge	6.25%	4.25%	3.0%	2.75%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Water Supply Charge	6.25%	4.25%	3.0%	2.75%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Statutory Charges	6.25%	4.25%	3.0%	2.75%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
User Charges (Caravan Parks)	7.25%	5.25%	4.0%	3.75%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
User Charges (NDIS)	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
User Charges (Other)	6.25%	4.25%	3.0%	2.75%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Other Income	1.3%	1.5%	1.5%	1.5%	1.5%	1.5%	1.75%	1.75%	1.75%	1.75%
Other Income (Fuel Credits)	1.3%	1.5%	1.5%	1.5%	1.5%	1.5%	1.75%	1.75%	1.75%	1.75%

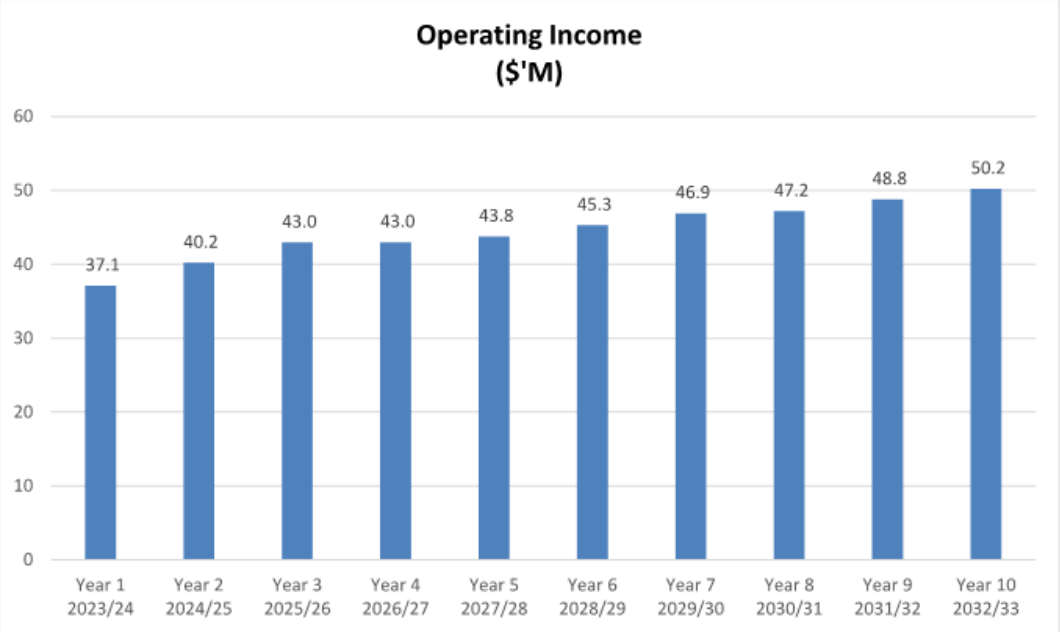
Expenditure Type	Y1 23/24	Y2 24/25	Y3 25/26	Y 4 26/27	Y5 27/28	Y6 28/29	Y7 29/30	Y8 30/31	Y9 31/32	Y10 22/33
Employee (Salary/Wage)	Assumptions not provided as EBA negotiations are currently in progress.			2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Employee (Leave Expense)				2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Employee Superannuation				3.0%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Employee (Workers Compensation)				2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Employee (Income Protection)				2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%

Waste & Recycling	6.25%	4.25%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Landscape Levy	6.25%	4.25%	3.0%	2.75%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Utilities (Electricity)	15.0%	4.25%	3.0%	2.75%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Utilities (Water)	6.25%	4.25%	3.0%	2.75%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Utilities (Gas)	0.0%	0.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Insurance	17.3%	5.0%	5.0%	5.0%	5.0%	19.0%	5.0%	5.0%	5.0%	5.0%

Operating Income

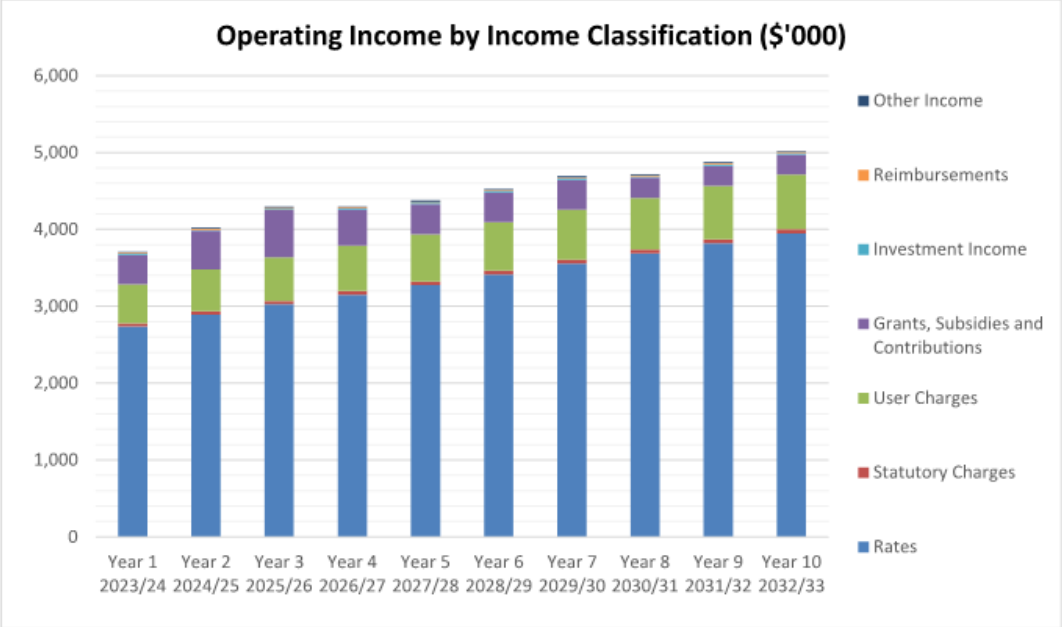
Council's operating income base on which this Plan is built is $37.1m (Y1) of which approximately 74% is derived from Rates and Service charges (waste, CWMS and water supply). At the end of the Plan (Y10), operating income is forecast to be $50.2m (keeping in mind that $1 today will not be worth that in Y10:2032/2033). Values as presented in this LTFP are in future (nominal) values i.e. they have been adjusted each year by a forecast inflation rate – CPI or higher.

The forecast for operating income over the life of this LTFP is best shown by the following graph:



The graph above shows that there is an average increase of 3.4% or $1.46m annually from Y2.

The graph on page 17 provides a visual breakdown of operating income by classification. From the graph below it can be observed that there is an increased reliance upon rates (Y1 73.7%; Y10 78.6%) and user charges (Y1 13.6%; Y10 14.2%) to generate operating income over the life of the plan and a decline in the overall contribution of grants, subsidies and contributions (Y1 10.3%; Y10 5.1%).



For more information on Council's forecast operating income and the various income streams refer to Attachment 1: Statement of Comprehensive Income.

Rates and Service Charges

Rates ($27.3m Y1 base) include revenue from General Rates, Service Charges (Refuse Collection, CWMS and Water Supply), Landscape Levy collected on behalf of State Government, Special Rates (where applicable), fines for late payment and rebates available for each category.

The table on page 6 and below, lists the total proposed annual general rate revenue increase for this LTFP including the 2% additional increase for Primary Production ratepayers, over and above the approximate CPI related annual increase. The increase shown in the table below is the overall increase to general rate revenue, actual changes to rates will vary dependant on valuations and other criteria. As mentioned previously at this stage no growth has been modelled over the life of this LTFP.

General Rates	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28	Year 6 2028/29	Year 7 2029/30	Year 8 2030/31	Year 9 2031/32	Year 10 2032/33
Rate Increase	7.00%	6.00%	5.00%	4.50%	4.50%	4.50%	4.50%	4.00%	3.80%	3.50%

As stated earlier, the LTFP includes an additional 2% annual rate increase which will generate funds to assist with increased expenditure on the maintenance and renewal of rural roads. This additional rate increase will be borne by Council's Primary Production ratepayers only and will be over and above the standard rate increase borne by all ratepayers.

Rate increases proposed in this LTFP range between 3.5% and 7.0% with increases being at the higher end earlier in the plan to assist Council in navigating cost pressures associated with the current high inflation environment.

Council has tried to ensure rate increases are manageable, consistent and adhere to the principles of intergenerational equity with no large spikes across this LTFP. The rate increases are set to ensure current levels of service and infrastructure continue to be provided while managing ongoing cost pressures and internal and external factors impacting Council's operations.

The proposed rate increases are the minimum required to meet the objectives of this LTFP and maintain it for the remainder of this LTFP and beyond.

Rates are Council's main source of income. They are used to provide the funds to deliver services and maintain infrastructure required by the community. Rates are a form of property taxation and property values play an important part in determining how much each individual ratepayer contributes. As it is a system of taxation, the rates paid may not directly relate to the services used by each ratepayer. Generally, the higher the value of the property the higher the rates paid. Along with most other Councils, we use capital value to value all properties. Capital value is the value of the land and all improvements.

In determining how rates are applied, Council uses a differential rating system with a fixed charge. Differential rates allow us to set a different rate depending on the use to which the land is put - whether it be residential, commercial, primary production, etc. A fixed charge is a fixed, or flat amount, which all ratepayers must contribute to equally. Differential rates are calculated on top of a fixed charge.

In addition to General Rates, as described above, Council also raises service charges for waste collection and recycling, CWMS and water supply.

Waste Collection and Disposal

Refuse and recycling service charges ($2.5m Y1 base) are modelled in the revised LTFP at approximately 3% increase p.a. (except for Y1 6.25% and Y 2 4.25%) based on inflationary expectations, contract terms, forecast variations in the cost of fuel, forecast increases to the State Government's waste levy impacting disposal costs, growth in collections and forecast increases to recycling processing costs. As permitted by legislation this service is charged on a full cost recovery basis and funds the collection and disposal of waste and recycling material collected from properties. Council calculates one service charge for properties entitled to receive a two bin service and another for those properties entitled to receive a three bin service. This service charge is subject to a specific provision of the Local Government Act 1999 and Council is required to reduce the amount payable by residents depending on the distance of their property access point to the nearest collection point. Therefore the two bin service charge may be reduced depending on a property's distance to the nearest collection point. The proposed LTFP has not modelled any potential changes to Council's waste collection and disposal income (or expenditure) which occur under possible implementation of a food organics/green organics waste management collection service.

Community Wastewater Management System (CWMS) and Water Supply

CWMS (community effluent or sewerage: $1.8m Y1 base) and Water Supply ($190k Y1 base) service charges are currently forecast to increase in line with inflation for the purpose of the plan. Further modelling is undertaken during annual budget preparation utilising a Local Government Association (LGA) costing model compliant with LG legislation and Essential Services

Commission of South Australia (ESCOSA) full cost recovery requirements. Council operates 18 CWMS sites and 3 Water Supply sites (excluding Marion Bay desalination plant).

A service charge is calculated each year with the intention of achieving full cost recovery for CWMS and Water supply operations. A different CWMS service charge is set each year for occupied and unoccupied properties.

Landscape Levy

The forecast annual increase to the Landscape Levy ($1.27m Y1 base) is based on CPI assumptions. Exact annual amounts are generally confirmed by the Board in May/June each year. Council is required to collect an amount each year as advised by the Board. The amount collected (net of rebates) is then paid to the Board. Capital value of properties are used to determine how much each ratepayer will pay.

Statutory Charges

Statutory Charges ($426k Y1 base) are fees related to the regulation of activities including Development Applications (set by State Government), Animal Registration and various Licence Fees.

Total income from these charges is expected to increase by 2.8% annually on average over the life of this LTFP. The timing and quantum of increases is in accordance with forecast CPI assumptions.

User Charges

This category of income ($5.1m Y1 base) consists of fees and charges for recovery of service delivery costs i.e. user pays. This includes income from Caravan Parks, Council's Leisure Options service (NDIS), Boat Ramps and Bush Camping sites. Bush camping and Council operated Caravan Parks have seen a significant increases due to changes in travel patterns post COVID-19 restriction leading to a substantial increase to the base and a flow on effect first modelled in the previous LTFP.

The fees and charges that generate this income are generally at the discretion of Council and are reviewed annually during the Annual Business Plan and Budget setting process. A full list of all Council fees and charges can be found on Council's website. User charges income is expected over the life of this LTFP to increase as follows:

- Council operated Caravan Parks (6 in total): 4.1% average p.a.
- YP Leisure Options (NDIS): 3.0% average p.a.
- Miscellaneous: 3.1% average p.a.
- Art Exhibition: only included every 2nd Year

The average annual increase over the life of this LTFP is 3.9% driven primarily by Council operated Caravan Parks.

Grants & Subsidies

This income source ($3.8m Y1 base) is forecast to fluctuate significantly over the life of the plan due to the inclusion on anticipated one-off/major project operating grant income (refer table on page 20). However, there is an underlying assumption that regular sources of grant income will reduce over time. This is especially true of the general-purpose allocation of the Financial Assistance Grants as outlined below.

Some variations to regular grant income are as follows:

- Local Government Grants Commission – made up of two (2) components: General and Roads. These funds are not tied to any specific purpose and can be used at Council's discretion. In 2022/23 Council's general-purpose allocation was reduced by $190k or 15%. Council anticipates that further annual reductions to its general-purpose allocation are likely and has provided for an ongoing decline in this income source over the life of the plan.
- Supplementary Local Roads Funding – provided to SA Councils by the Federal Government. Once again, these funds are not tied to any specific purpose and can be used at Council's discretion. Council received its annual allocation of $406k between 2019/2020 and 2022/2023. There has been no indication from the Federal Government that this funding will continue beyond 2022/23, hence no further amounts have been forecast in this LTFP.
- Roads to Recovery (R2R) – provided by the Federal Government to all Councils in Australia and while Council can decide which projects to spend it on, it must be spent on roads. Council's present annual allocation is approximately $822k. This is indexed by 3% annually.
- Point Pearce MUNS funding – Council received approximately $85k in 2022/2023 to provide maintenance services to the Point Pearce community. This amount has been maintained at historical levels for the life of this LTFP.
- Leisure Options grants – Maintained at historical levels for the life of this LTFP, increased reliance on user pays NDIS income.
- Library grants - no increase due to uncertainty of funding. Maintained at historical levels for the life of this LTFP.
- Art Exhibition sponsorship – included every alternate year commencing 2022/2023 to reflect timing of the event. Amount maintained at historical levels.

Impact of Major Projects on Grant Income

The table below provides an overview of major projects included in the LTFP and assumed funding sources. Many of these projects materially impact financial results in the year they are undertaken.

Asset Class	Year 1 23/24 ($'000)	Year 2 24/25 ($'000)	Year 3 25/26 ($'000)	Year 4 26/27 ($'000)	Year 5 27/28 ($'000)	Year 6 28/29 ($'000)	Year 7 29/30 ($'000)	Year 8 30/31 ($'000)	Year 9 31/32 ($'000)	Year 10 32/33 ($'000)	LTFP 2024-2033
North Coast Rd (Stage 2)	$2,300										**$2,300**
SYP Child Care Centre	$2,207										**$2,207**
Marion Bay Boat Ramp		$3,000									**$3,000**
Edithburgh Dive Stairs		$600									**$600**
Yorketown PLEC		$1,500	$1,500								**$3,000**
North Coast Rd – Stage 3		$3,250									**$3,250**
Clinton Road			$2,900	$2,400	$2,320	$2,320	$2,320				**$12,260**

Unidentified Renewal								$710	$1,829	$1,600	**$4,139**
Port Vincent Pump Track	$300										**$300**
Stansbury Seawall	$331										**$331**
Total	**$5,138**	**$8,350**	**$4,400**	**$2,400**	**$2,320**	**$2,320**	**$2,320**	**$710**	**$1,829**	**$1,600**	**$31,387**
Less: External Funding	$2,448	$3,880	$4,500	$1,900	$1,200	$1,200	$1,200				**$16,328**
Amount to be funded	**$2,690**	**$4,470**	**($100)**	**$500**	**$1,120**	**$1,120**	**$1,120**	**$710**	**$1,829**	**$1,600**	**$15,059**
Less: New Loans		$3,250									**$3,250**
Balance funded by cash	**$2,690**	**$1,220**	**($100)**	**$500**	**$1,120**	**$1,120**	**$1,120**	**$710**	**$1,829**	**$1,600**	**$11,809**

Investment Income

Investment Income ($163k base) is derived from interest on Council investments and surplus cash at bank and includes reimbursement of interest paid by Council on community loans. Income has been forecast based on government bond rates applied to cash flow projections over the life of the Plan and scheduled community loan reimbursements. The current cash rate and investment rates have also been used as a guide.

Council's Treasury Management Policy ensures available funds are managed on a regular basis to maximise returns.

Interest rates on offer have risen significantly following the Reserve Bank's multiple increases to the cash rate since May 2022. This LTFP has forecast an increase to interest rates in the short term with stabilisation and decline through the middle and latter part of the plan.

Reimbursements

This category includes reimbursements by Community Groups, Sporting Clubs and individuals for expenses incurred by Council on their behalf and on-charged. This category also includes any amounts charged for Private Works performed by Council. With a $139k Y1 base this makes up a very small component of Council's total operating income. This income source is forecast to remain unchanged over the life of the plan.

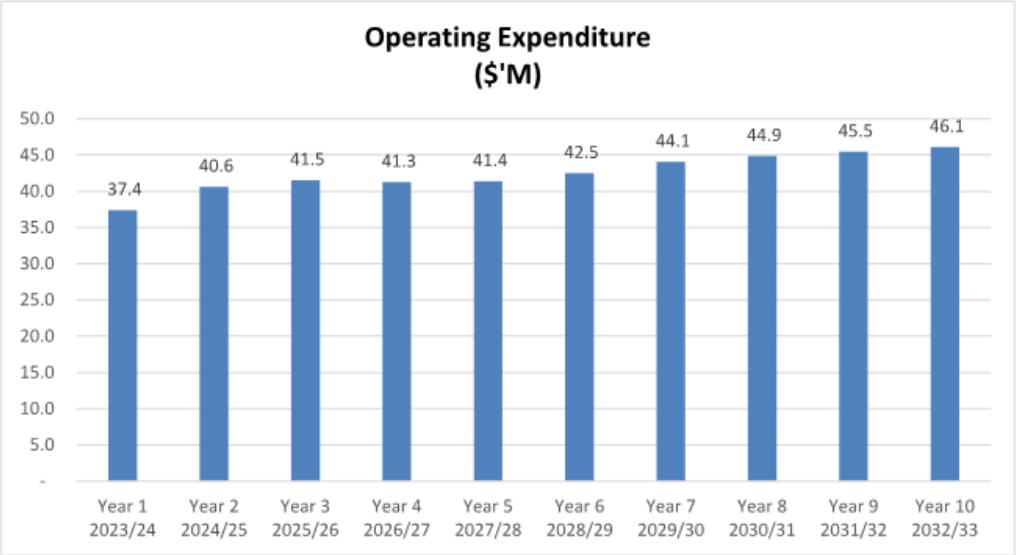
Other Revenue

All income that cannot be classified in the categories above is included here. The Y1 base is $146k with the biggest item being the ATO's fuel tax credits.

Operating Expenses

Council's operating expense base, on which this LTFP is built, is $37.4m of which approximately 39% (or $14.6m) consists of materials, contracts and other expenses. Approximately one third consists of employee costs (operating only), one third is for depreciation and the balance is for finance costs (interest on loans). At the end of this LTFP operating expenditure is forecast to be $46.1m (keeping in mind that $1 today will not be worth that in Y10: 2032/2033). Values as presented in this LTFP are in future (nominal) values i.e. they have been adjusted each year by a forecast inflation rate – CPI or higher.

The forecast for operating expenditure over the life of this LTFP is best shown by the following graph:



There is a steady increase to total operating expenditure based on the proposed indexation factors detailed earlier. Annual variations range between -0.6% and 8.6% (2.4% average). When compared to the previously endorsed LTFP 2023 - 2032, overall LTFP expenditure is $51.5m (13.8%) greater across a ten (10) year period. While an underlying CPI has been applied to most expense types, one-off adjustments and forecast increases above CPI have been applied to a multiple of expenditure items where required over the life of the plan.

For more information on Council's forecast operating expenses refer to Attachment 1: Statement of Comprehensive Income.

Employee Costs

Includes all operating employee costs and is inclusive of salaries, wages and overheads such as allowances, superannuation, leave entitlements and workers compensation insurance. Wage costs (including allocation of staff overheads) relating to capital projects are included in the total capital expenditure for renewal and replacement of existing assets. The split between operating and capital can vary from year to year depending on capital projects approved by Council, however overall the LTFP assumes the trend on this split remains reasonably consistent across the life of this LTFP. Approximately $1.4m (indexed annually) has been allocated in capital wages every year. The remaining total employee cost base (operating) is approximately $11.1m in Y1 (including labour on cost and other overheads).

The LTFP continues to provide for legislated annual increases in the superannuation guarantee rate moving from 10% to 12% between 2021/2022 to 2025/2026 in annual increments of 0.5%.

Salary and wage increases are forecasts of the Enterprise Bargaining Agreements (EBA's) currently being negotiated. The current EBA's conclude on 30 June 2023. Future iterations of the LTFP will reflect the most up to date EBA's as they are finalised.

An annual allowance of 0.5% has been forecast for reclassifications, step increments, contract negotiations and market factors. No increases in FTE are factored into this LTFP.

This LTFP forecasts an average annual increase of approximately 2.7% over the life of the plan.

Materials, Contracts and Other Expenses

Materials cover payments for physical goods including the purchase of road making materials, water, fuel, electricity and office consumables. Contracts include payments to external entities for provision of services to Council including Waste Management, electrical, plumbing, fire and safety, building maintenance, line marking, insurance etc. This category also includes payments to consultants and legal fees incurred by Council and all other expenses that do not fit into the categories Employee Costs, Depreciation or Finance Costs. The total materials, contracts and other expenses base (operating only) is approximately $14.6m.

As mentioned earlier, while an underlying CPI increase is built into most expense lines in this category of expenditure, some expense lines have increased by more than CPI or have had to be adjusted to reflect their one-off nature. Further savings have been made to several discretionary expense lines based on efficiency in operations, reviewing of costs and service level reviews. One-off adjustments made to the base have impacted overall expenditure for this category in Y1 (2023/2024) resulting in a net reduction of approximately $1.3m (8%) compared to 2022/2023.

Major variations that have impacted this LTFP are:

- ESCOSA Local Government Advice Scheme - $52k included every four (4) years commencing in Y4 (2026/2027);
- IT Strategic Plan – $300k increase in Y1 and ongoing $200k annual increase (increasing by CPI annually) following ERP replacement project;
- $100k included annually for dredging;
- $200k included annually for jetty pylon replacement;
- Waste collection, disposal and processing – increase by 6.25% in Y1, 4.25% in Y2 and then 3% from Y3 onwards on a base of $2.5m. Costs are reflective of inflation, historical increases, contract terms, and variations in fuel costs, forecast increases to the State Government's waste levy impacting disposal costs, growth in collections and forecast increases to recycling processing costs. Costs are recovered through an annual service charge levied to users as permitted by legislation;
- Electricity price increase – $100k increase Y1, then CPI adjustment annually;
- Water costs are forecast to increase by CPI annually;
- Council elections – $52k included every four (4) years commencing in Y4 (2026/27);
- Insurance increases over the life of this Plan;
- $251k transfer station management contract base increased by increase by 6.25% in Y1, 4.25% in Y2 and then 3% from Y3 onwards;
- Asset revaluation expenditure ($20k-$60k) included in revaluation years assuming revaluation of major asset classes occurs once every five (5) years;
- Undergrounding of powerline project at Yorketown $3m over two (2) years; and
- Art Exhibition every second year, commencing Y1.

Depreciation

Depreciation is an accounting charge to Operating Expenses showing the rate of consumption of Council's infrastructure, buildings, plant and equipment and other fixed assets.

Depreciation in the LTFP is calculated based on best estimates of consumption of Council's assets over their useful lives. The estimate is also reflective of existing AMP's, latest asset revaluations, current asset data held and updated by Council and the strategic direction taken by Council to increase renewal expenditure on assets and minimise spending on new assets unless significant grant funding can be sourced to assist.

The average annual increase in this LTFP is 2.5%. Base depreciation has seen a forecast increase of 2.6% or $294k in Y1. This increase is based on Council's current inventory of assets, their age and expiry (i.e. – have reached the end of their useful lives), replacement value, increased capital investment over the last few years and improving accuracy of Council's asset management data.

Increases in depreciation have an unfavourable impact on Council's operating bottom line and its Operating Surplus Ratio.

As mentioned earlier this LTFP proposes to provide approximately $146.5m over ten (10) years for renewal of existing assets with an additional $10.7m for upgrade of existing assets and acquisition of new assets.

Finance Costs

Finance Costs include interest on borrowings inclusive of community loans and are based on loan repayment schedules for existing loans.

As stated earlier in this LTFP three (3) new loans totalling $3.25m are included in the plan.

Financing forecasts in the LTFP have been made with consideration of Council's current Treasury Management Strategy. For more information please refer to Council's Treasury Management policy available on its website.

Capital Expenditure

In line with Council's SMP and AMP's one of the major aims of this Plan is to maximise the provision of funds for the renewal and replacement of existing assets.

The table on page 24 highlights the individual asset classes and the indexed AMP asset renewal requirements over the life of this LTFP. AMP values are required to be indexed for inclusion in the LTFP to account for the effect of inflation on prices since the time the AMP was prepared. Both the Local Government Price Index (Capital) and CPI have been used in calculating indexed renewal values for the LTFP. Failure to index AMP renewal values may result in an overstatement of Council's ability to meet renewal requirements.

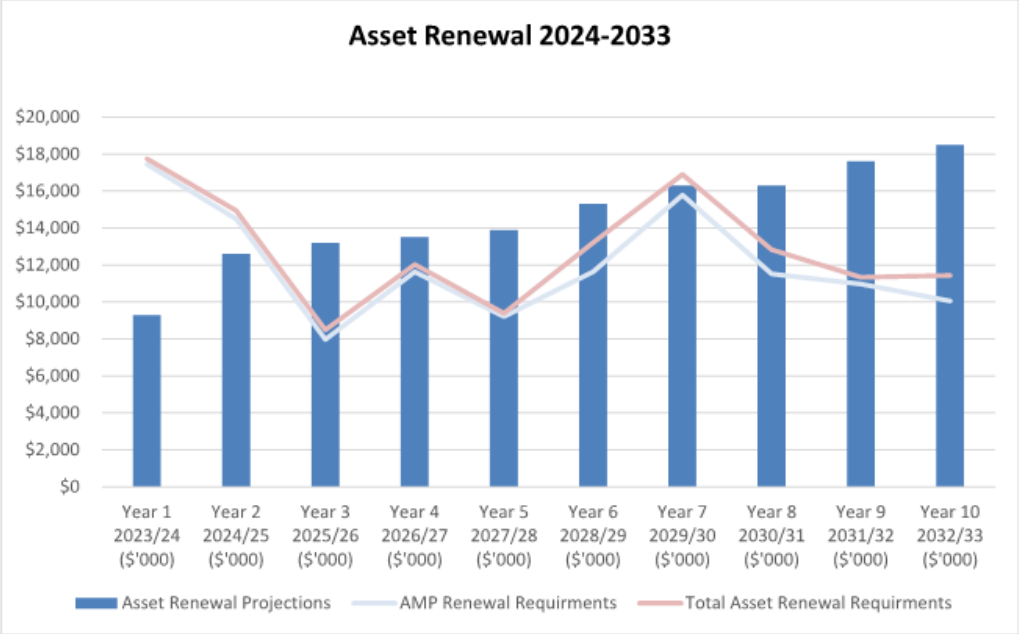
Asset Class	LTFP Provided Renewal 2024-2033 ($'000)	AMP Required Renewal 2024-2033 ($'000)	Current AMP Endorsement Date
Transport	$111,719	$60,846	Mar-21
Building & Other Structures	$9,280	$35,885	Nov-19
CWMS	$3,678	$3,673	Mar-21
Water	$553	$553	Mar-21
Stormwater	$965	$960	Mar-21
Major Plant	$15,600	$18,789	Mar-21
Minor Plant, Equipment & Other Assets*	$5,105	$7,596	N/A
Total	**$146,900**	**$128,302**	

* Asset renewal requirements for Minor Plant, Equipment & Other Assets have been calculated using asset expiry dates in the absence of a formal asset management plan.

It is clear from the table above that the Transport asset class (majority Road assets), which is Council's biggest asset class, requires the largest investment. It is followed by Land, Buildings and Structures and Major Plant.

The table below and graph which follows provide indexed AMP identified asset renewal requirements by asset class which have been used as a starting point to allocate the $146.9m funding available for renewal and replacement of existing assets in this LTFP.

Asset Class	Year 1 23/24 ($'000)	Year 2 24/25 ($'000)	Year 3 25/26 ($'000)	Year 4 26/27 ($'000)	Year 5 27/28 ($'000)	Year 6 28/29 ($'000)	Year 7 29/30 ($'000)	Year 8 30/31 ($'000)	Year 9 31/32 ($'000)	Year 10 32/33 ($'000)
Transport	$11,683	$7,864	$4,185	$7,238	$5,088	$7,682	$7,387	$5,644	$2,847	$1,229
Building & Other Structures	$4,202	$4,163	$2,399	$1,352	$914	$2,061	$5,180	$4,099	$4,978	$6,537
CWMS	$211	$334	$264	$587	$350	$256	$355	$385	$171	$760
Water	$17	$36	$0	$120	$24	$80	$55	$49	$131	$40
Stormwater	$42	$79	$69	$33	$75	$167	$190	$210	$27	$69
Major Plant	$1,296	$2,014	$1,056	$2,298	$2,762	$1,388	$2,614	$1,131	$2,813	$1,417
Total AMP Renewal Requirements	**$17,451**	**$14,490**	**$7,973**	**$11,628**	**$9,213**	**$11,634**	**$15,780**	**$11,517**	**$10,968**	**$10,053**
Minor Plant, Equipment & Other Assets (no AMP)	$299	$454	$529	$402	$181	$1,569	$1,109	$1,305	$364	$1,385
Total Asset Renewal Requirements	**$17,750**	**$14,944**	**$8,503**	**$12,029**	**$9,393**	**$13,203**	**$16,889**	**$12,822**	**$11,332**	**$11,438**
Forecast LTFP Renewal	$9,300	$12,600	$13,200	$13,500	$14,000	$15,300	$16,400	$16,500	$17,600	$18,500
Variance	**($8,450)**	**($2,344)**	**$4,697**	**$1,471**	**$4,607**	**$2,097**	**($488)**	**$3,678**	**$6,269**	**$7,063**



Graphs presented earlier in this Plan show that Council meets the minimum ARFR target of 100% from Y3 onwards, however, the average ARFR over the life of this LTFP is 130%. An average ARFR result greater than 100% means Council's backlog or renewal gap (i.e. – required expenditure to maintain its assets compared to actual expenditure) is being somewhat addressed.

It should be noted that the table and chart above do not consider Council's infrastructure significant backlog gap. Further funding in addition to that provided for in this LTFP is required to address this backlog. The table below shows that of the approximately $53.4m of asset register identified backlog or gap.

The table below is a snapshot of how the level of funding for renewal and replacement of assets compares to the AMP's and Council's backlog or renewal gap. The forecast funding of $146.9m for asset renewal over the period 2024 – 2033 is approximately $18.6m more than what is required per Council's AMP and asset renewal data for the period. However, this extra funding still falls short of addressing the total asset renewal backlog which is anticipated to be valued at $34.8m in today's dollars.

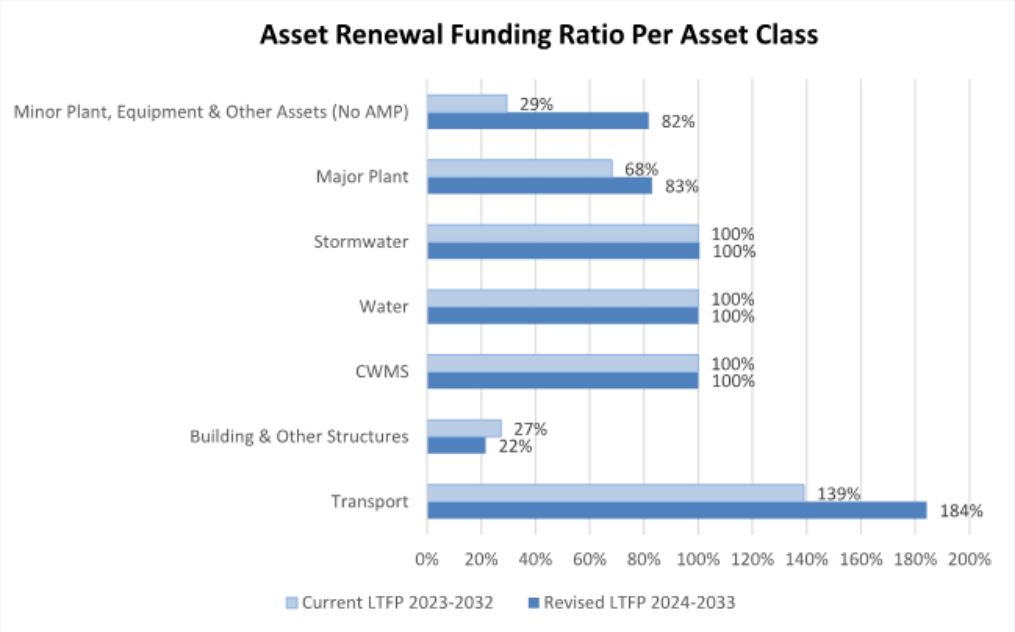
Asset Class	Amount ($'000)
AMP Renewal Requirements (indexed)	128,302
Asset Register Identified Backlog (indexed values representing calculated asset renewal backlog as at 30/06/2022, excluding 22/23 capital renewal)	53,369
Less:	
LTFP Renewal Allocation	(146,900)
Equals:	
Estimated Remaining Asset Renewal Backlog (Y10)	34,771

Asset Renewal

The table below sets out the annual proposed allocation (estimate only) for each asset class for renewal and replacement of existing assets. The funding provided each year is the forecast cash available after funding operating expenses, loan repayments and other liabilities and maintaining a small working capital allocation ($800k annual average).

Asset Class	Year 1 23/24 ($'000)	Year 2 24/25 ($'000)	Year 3 25/26 ($'000)	Year 4 26/27 ($'000)	Year 5 27/28 ($'000)	Year 6 28/29 ($'000)	Year 7 29/30 ($'000)	Year 8 30/31 ($'000)	Year 9 31/32 ($'000)	Year 10 32/33 ($'000)	Total 2024-2033
Transport	$7,380	$10,640	$10,840	$10,580	$11,245	$11,080	$12,015	$12,000	$13,159	$13,180	**$112,119**
Building & Other Structures	$330	$250	$550	$550	$400	$1,200	$1,000	$1,000	$1,000	$1,500	**$7,780**
CWMS	$211	$334	$265	$587	$350	$260	$355	$385	$171	$760	**$3,678**
Water	$17	$36	-	$120	$25	$80	$55	$49	$131	$40	**$553**
Stormwater	$42	$80	$70	$33	$75	$170	$190	$210	$27	$69	**$965**
Major Plant	$1,000	$1,000	$1,100	$1,200	$1,600	$1,700	$2,000	$2,000	$2,000	$2,000	**$15,600**
Minor Plant, Equipment & Other Assets	$320	$260	$375	$430	$305	$810	$786	$857	$1,112	$951	**$6,206**
Total Funding	**$9,300**	**$12,600**	**$13,200**	**$13,500**	**$14,000**	**$15,300**	**$16,400**	**$16,500**	**$17,600**	**$18,500**	**$146,902**

The table above shows that 76% of the $146.9m funding is directed towards the Transport (primarily Roads) asset class. This is in keeping with the table presented earlier highlighting that Transport assets make up a substantial portion of the AMP required spend, thus requiring majority funding for renewal.



Included within the amounts listed above and the following major renewal projects, most of which are dependent on the receipt of grant funding.

Asset Class	Year 1 23/24 ($'000)	Year 2 24/25 ($'000)	Year 3 25/26 ($'000)	Year 4 26/27 ($'000)	Year 5 27/28 ($'000)	Year 6 28/29 ($'000)	Year 7 29/30 ($'000)	Year 8 30/31 ($'000)	Year 9 31/32 ($'000)	Year 10 32/33 ($'000)	LTFP 2024-2033
North Coast Road - Stage 3		$3,250									**$3,250**
Clinton Road			$2,900	$2,400	$2,320	$2,320	$2,320				**$12,260**
Unclassified Major Renewal								$710	$1,829	$1,600	**$4,139**
Total	**$0**	**$3,250**	**$2,900**	**$2,400**	**$2,320**	**$2,320**	**$2,320**	**$710**	**$1,829**	**$1,600**	**$19,649**

It should be noted that individual projects under each asset class will be determined annually as part of Council's Annual Business Plan and Budget preparation and are subject to Council approval. The allocations presented in the tables above is a guide only and may be varied during Annual Business Plan and Budget preparation.

New or Upgraded Assets

With a focus on renewal and replacement of assets a minimal regular allocation of $200k p.a. ($2m over 10 years) in this LTFP. In addition to this regular allocation Council has identified several major projects totalling a further $8.7m for inclusion in the LTFP which it has reasonable prospects on achieving grant assistance for inclusion in the plan. The timing and value of these projects is provided in the table below:

Major Project	Year 1 23/24 ($'000)	Year 2 24/25 ($'000)	Year 3 25/26 ($'000)	Year 4 26/27 ($'000)	Year 5 27/28 ($'000)	Year 6 28/29 ($'000)	Year 7 29/30 ($'000)	Year 8 30/31 ($'000)	Year 9 31/32 ($'000)	Year 10 32/33 ($'000)	LTFP 2024-2033
North Coast Road (Stage 2)	$2,300										**$2,300**
SYP Child Care Centre	$2,207										**$2,207**
Marion Bay Boat Ramp		$3,000									**$3,000**
Edithburgh Dive Stairs		$600									**$600**
Port Vincent Pump Track	$300										**$300**
Stansbury Seawall	$331										**$331**
Totals	**$5,138**	**$3,600**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$8,738**

It should be noted that individual projects will be determined annually as part of Council's Annual Business Plan and Budget preparation and are subject to Council approval.

Attachment 1 – Statement of Comprehensive Income

Attachment 2 – Statement of Financial Position

Attachment 3 – Statement of Cashflows

Attachment 4 – Statement of Changes in Equity

Attachment 5 – Uniform Presentation of Finances

Yorke Peninsula Council
10 Year Financial Plan 2024 - 2032
STATEMENT OF COMPREHENSIVE INCOME - GENERAL FUND

				Projected Years						
	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
	$	$	$	$	$	$	$	$	$	$
Income										
Rates	27,366,677	28,910,797	30,238,837	31,500,020	32,757,871	34,119,992	35,540,398	36,877,165	38,190,010	39,472,282
Statutory Charges	426,399	444,521	457,857	470,448	482,209	494,264	506,621	519,287	532,269	545,576
User Charges	5,058,913	5,426,995	5,700,065	5,911,342	6,129,202	6,297,269	6,527,750	6,708,856	6,952,808	7,147,834
Grants, Subsidies and Contributions	3,809,578	5,048,811	6,118,383	4,662,176	3,936,080	3,883,988	3,861,601	2,613,423	2,594,765	2,549,739
Investment Income	163,125	92,682	147,172	160,937	157,259	178,465	174,211	177,610	187,016	194,950
Reimbursements	139,407	139,407	139,407	139,407	139,407	139,407	139,407	139,407	139,407	139,407
Other Income	145,505	144,643	149,813	149,015	154,250	153,519	159,205	158,939	164,720	164,551
Net gain - equity accounted Council businesses	-	-	-	-	-	-	-	-	-	-
Total Income	**37,109,605**	**40,207,856**	**42,951,534**	**42,993,345**	**43,756,278**	**45,266,904**	**46,909,393**	**47,194,686**	**48,760,995**	**50,214,337**
Expenses										
Employee Costs	11,132,917	11,555,348	11,880,366	12,152,860	12,487,051	12,768,872	13,118,515	13,416,176	13,782,058	14,096,365
Materials, Contracts & Other Expenses	14,589,965	16,375,286	16,739,942	16,192,068	16,029,894	16,386,860	16,700,286	17,128,766	17,368,584	17,701,807
Depreciation, Amortisation & Impairment	11,409,581	12,411,224	12,586,095	12,672,350	12,677,429	13,188,125	14,132,593	14,242,380	14,242,380	14,242,380
Finance Costs	275,160	291,119	332,540	262,490	204,759	158,840	115,474	79,501	65,493	50,573
Net loss - Equity Accounted Council Businesses	-	-	-	-	-	-	-	-	-	-
Total Expenses	**37,407,623**	**40,632,978**	**41,538,944**	**41,279,768**	**41,399,133**	**42,502,697**	**44,066,868**	**44,866,823**	**45,458,514**	**46,091,125**
Operating Surplus / (Deficit)	**(298,018)**	**(425,122)**	**1,412,590**	**1,713,576**	**2,357,145**	**2,764,207**	**2,842,525**	**2,327,864**	**3,302,480**	**4,123,212**
Asset Disposal & Fair Value Adjustments	-	-	-	-	-	-	-	-	-	-
Amounts Received Specifically for New or Upgraded Assets	1,631,600	1,680,000	1,200,000	-	-	-	-	-	-	-
Physical Resources Received Free of Charge	-	-	-	-	-	-	-	-	-	-
Operating Result from Discontinued Operations	-	-	-	-	-	-	-	-	-	-
Net Surplus / (Deficit)	**1,333,582**	**1,254,878**	**2,612,590**	**1,713,576**	**2,357,145**	**2,764,207**	**2,842,525**	**2,327,864**	**3,302,480**	**4,123,212**
Other Comprehensive Income										
Amounts which will not be reclassified subsequently to operating result										
Changes in Revaluation Surplus - I,PP&E	17,084,629	4,892,399	-	-	6,957,838	16,355,518	3,029,640	-	-	3,961,580
Total Other Comprehensive Income	**17,084,629**	**4,892,399**	**-**	**-**	**6,957,838**	**16,355,518**	**3,029,640**	**-**	**-**	**3,961,580**
Total Comprehensive Income	**18,418,211**	**6,147,277**	**2,612,590**	**1,713,576**	**9,314,984**	**19,119,724**	**5,872,166**	**2,327,864**	**3,302,480**	**8,084,792**

Yorke Peninsula Council
10 Year Financial Plan 2024 - 2033
STATEMENT OF FINANCIAL POSITION - GENERAL FUND

	Projected Years									
	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
	$	$	$	$	$	$	$	$	$	$
ASSETS										
Current Assets										
Cash & Cash Equivalents	693,732	462,435	1,288,367	624,725	801,645	785,075	816,200	814,732	853,056	793,190
Trade & Other Receivables	1,717,618	1,847,871	1,869,432	1,815,453	1,840,157	1,886,789	1,950,404	1,973,851	2,033,189	2,090,414
Other Financial Assets	-	-	-	-	-	-	-	-	-	-
Inventories	426,809	476,265	486,808	472,361	468,492	478,859	488,044	500,393	507,585	517,349
Other Current Assets	-	-	-	-	-	-	-	-	-	-
Non-current assets classified as "Held for Sale"	-	-	-	-	-	-	-	-	-	-
Total Current Assets	2,838,159	2,786,571	3,644,607	2,912,539	3,110,295	3,150,722	3,254,648	3,288,976	3,393,830	3,400,953
Non-Current Assets										
Financial Assets	146,063	56,267	27,350	12,606	-	-	-	-	-	-
Equity Accounted Investments in Council Businesses	-	-	-	-	-	-	-	-	-	-
Investment Property	-	-	-	-	-	-	-	-	-	-
Infrastructure, Property, Plant & Equipment	311,679,433	320,260,608	320,744,513	321,412,163	329,412,573	347,569,965	352,467,013	354,324,633	357,282,253	365,101,453
Intangible Assets	-	-	-	-	-	-	-	-	-	-
Non-current assets classified as "Held for Sale"	-	-	-	-	-	-	-	-	-	-
Other Non-Current Assets	-	-	-	-	-	-	-	-	-	-
Total Non-Current Assets	311,825,496	320,316,875	320,771,863	321,424,769	329,412,573	347,569,965	352,467,013	354,324,633	357,282,253	365,101,453
TOTAL ASSETS	**314,663,655**	**323,103,446**	**324,416,470**	**324,337,308**	**332,522,867**	**350,720,688**	**355,721,660**	**357,613,609**	**360,676,084**	**368,502,407**
LIABILITIES										
Current Liabilities										
Cash Advance Debenture	-	-	-	-	-	-	-	-	-	-
Trade & Other Payables	2,994,413	3,427,814	3,679,877	3,376,007	3,250,239	3,295,128	3,347,325	3,185,934	3,231,945	3,277,740
Borrowings	1,311,090	1,678,214	1,618,165	1,141,952	1,108,417	1,074,852	274,391	288,902	304,179	320,264
Provisions	2,289,461	2,289,461	2,289,461	2,289,461	2,289,461	2,289,461	2,289,461	2,289,461	2,289,461	2,289,461
Other Current Liabilities	-	-	-	-	-	-	-	-	-	-
Liabilities relating to Non-Current Assets classified as "Held for Sale"	-	-	-	-	-	-	-	-	-	-
Total Current Liabilities	6,594,964	7,395,490	7,587,504	6,807,420	6,648,118	6,659,442	5,911,177	5,764,296	5,825,586	5,887,466
Non-Current Liabilities										
Cash Advance Debenture	-	-	-	-	-	-	-	-	-	-
Trade & Other Payables	72,595	72,165	74,744	74,346	76,958	76,593	79,431	79,298	82,182	82,097
Borrowings	4,493,749	5,986,168	4,492,009	3,479,753	2,507,019	1,574,156	1,448,390	1,159,488	855,309	535,045
Provisions	193,539	193,539	193,539	193,539	193,539	193,539	193,539	193,539	193,539	193,539
Liability - Equity Accounted Council Businesses	-	-	-	-	-	-	-	-	-	-
Other Non-Current Liabilities	-	-	-	-	-	-	-	-	-	-
Liabilities relating to Non-Current Assets classified as "Held for Sale"	-	-	-	-	-	-	-	-	-	-
Total Non-Current Liabilities	4,759,884	6,251,872	4,760,292	3,747,638	2,777,517	1,844,288	1,721,359	1,432,325	1,131,030	810,681
TOTAL LIABILITIES	**11,354,847**	**13,647,362**	**12,347,796**	**10,555,057**	**9,425,634**	**8,503,730**	**7,632,536**	**7,196,621**	**6,956,616**	**6,698,147**
Net Assets	**303,308,807**	**309,456,084**	**312,068,674**	**313,782,250**	**323,097,233**	**342,216,958**	**348,089,124**	**350,416,988**	**353,719,468**	**361,804,260**
EQUITY										
Accumulated Surplus	(8,612,494)	(7,357,616)	(4,745,027)	(3,031,450)	(674,305)	2,089,902	4,932,427	7,260,291	10,562,772	14,685,984
Asset Revaluation Reserves	307,811,301	312,703,700	312,703,700	312,703,700	319,661,539	336,017,056	339,046,696	339,046,696	339,046,696	343,008,276
Available for Sale Financial Assets	-	-	-	-	-	-	-	-	-	-
Other Reserves	4,110,000	4,110,000	4,110,000	4,110,000	4,110,000	4,110,000	4,110,000	4,110,000	4,110,000	4,110,000
Total Equity	**303,308,807**	**309,456,084**	**312,068,674**	**313,782,250**	**323,097,233**	**342,216,958**	**348,089,124**	**350,416,988**	**353,719,468**	**361,804,260**

Yorke Peninsula Council
10 Year Financial Plan 2024 -2033
STATEMENT OF CASH FLOWS - GENERAL FUND

	Projected Years									
	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
	$	$	$	$	$	$	$	$	$	$
Cash Flows from Operating Activities										
Receipts:										
Rates Receipts	27,306,302	28,857,977	30,193,409	31,456,879	32,714,844	34,073,398	35,491,810	36,831,438	38,145,101	39,428,419
Statutory Charges	425,459	443,842	457,357	469,976	481,768	493,812	506,158	518,812	531,782	545,077
User Charges	5,045,855	5,413,194	5,689,826	5,903,420	6,121,033	6,290,968	6,519,108	6,702,066	6,943,661	7,140,521
Grants, Subsidies and Contributions (operating purpose)	3,771,999	5,232,100	6,292,557	4,481,804	3,827,818	3,876,221	3,858,493	2,427,290	2,591,983	2,543,025
Investment Receipts	163,816	93,501	146,538	160,777	157,302	178,218	174,260	177,570	186,907	194,858
Reimbursements	139,912	139,407	139,407	139,407	139,407	139,407	139,407	139,407	139,407	139,407
Other Revenue	170,515	143,763	155,087	148,201	159,591	152,773	165,007	158,667	170,619	164,377
Payments:										
Payments to Employees	(11,103,692)	(11,535,202)	(11,864,143)	(12,138,767)	(12,470,305)	(12,754,250)	(13,100,985)	(13,400,751)	(13,763,704)	(14,080,096)
Payments for Materials, Contracts & Other Expenses	(14,665,368)	(16,268,390)	(16,717,153)	(16,223,295)	(16,038,256)	(16,364,454)	(16,680,432)	(17,102,073)	(17,353,038)	(17,680,702)
Finance Payments	(275,160)	(291,119)	(332,540)	(262,490)	(204,759)	(158,840)	(115,474)	(79,501)	(65,493)	(50,573)
Net Cash provided (or used in) Operating Activities	10,979,639	12,229,071	14,160,344	14,135,911	14,888,444	15,927,253	16,957,352	16,372,924	17,527,226	18,344,313
Cash Flows from Investing Activities										
Receipts:										
Amounts Received Specifically for New/Upgraded Assets	1,631,600	1,680,000	1,200,000	-	-	-	-	-	-	-
Sale of Replaced Assets	300,000	300,000	330,000	360,000	480,000	510,000	600,000	600,000	600,000	600,000
Repayments of Loans by Community Groups	95,576	100,089	89,796	28,917	14,744	12,606	-	-	-	-
Payments:										
Expenditure on Renewal/Replacement of Assets	(9,300,000)	(12,600,000)	(13,200,000)	(13,500,000)	(14,000,000)	(15,300,000)	(16,400,000)	(16,500,000)	(17,600,000)	(18,500,000)
Expenditure on New/Upgraded Assets	(5,337,630)	(3,800,000)	(200,000)	(200,000)	(200,000)	(200,000)	(200,000)	(200,000)	(200,000)	(200,000)
Net Cash provided (or used in) Investing Activities	(12,610,454)	(14,319,911)	(11,780,204)	(13,311,083)	(13,705,256)	(14,977,394)	(16,000,000)	(16,100,000)	(17,200,000)	(18,100,000)
Cash Flows from Financing Activities										
Receipts:										
Proceeds from CAD	-	-	-	-	-	-	-	-	-	-
Proceeds from Borrowings	-	3,250,000	-	-	-	-	-	-	-	-
Payments:										
Repayments of CAD	-	-	-	-	-	-	-	-	-	-
Repayments of Borrowings	(1,255,959)	(1,390,457)	(1,554,208)	(1,488,470)	(1,006,267)	(966,429)	(926,227)	(274,391)	(288,902)	(304,179)
Net Cash Flow provided (used in) Financing Activities	(1,255,959)	1,859,543	(1,554,208)	(1,488,470)	(1,006,267)	(966,429)	(926,227)	(274,391)	(288,902)	(304,179)
Net Increase/(Decrease) in Cash & Cash Equivalents	(2,886,774)	(231,297)	825,932	(663,642)	176,920	(16,570)	31,125	(1,468)	38,324	(59,866)
plus: Cash & Cash Equivalents - beginning of year	3,580,506	693,732	462,435	1,288,367	624,725	801,645	785,075	816,200	814,732	853,056
Cash & Cash Equivalents - end of the year	**693,732**	**462,435**	**1,288,367**	**624,725**	**801,645**	**785,075**	**816,200**	**814,732**	**853,056**	**793,190**
Cash & Cash Equivalents - end of the year	693,732	462,435	1,288,367	624,725	801,645	785,075	816,200	814,732	853,056	793,190
Investments - end of the year	-	-	-	-	-	-	-	-	-	-
Cash, Cash Equivalents & Investments - end of the year	**693,732**	**462,435**	**1,288,367**	**624,725**	**801,645**	**785,075**	**816,200**	**814,732**	**853,056**	**793,190**
Representing:										
- External Restrictions	283,514	283,514	283,514	283,514	283,514	283,514	283,514	283,514	283,514	283,514
- Reserves	4,110,000	4,110,000	4,110,000	4,110,000	4,110,000	4,110,000	4,110,000	4,110,000	4,110,000	4,110,000
- Unrestricted	(3,699,782)	(3,931,079)	(3,105,147)	(3,768,789)	(3,591,869)	(3,608,439)	(3,577,314)	(3,578,782)	(3,540,458)	(3,600,324)
	693,732	**462,435**	**1,288,367**	**624,725**	**801,645**	**785,075**	**816,200**	**814,732**	**853,056**	**793,190**

Yorke Peninsula Council
10 Year Financial Plan 2024 -2033
STATEMENT OF CHANGES IN EQUITY - GENERAL FUND

	Projected Years									
	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
	$	$	$	$	$	$	$	$	$	$
Opening Balance	284,890,596	303,308,807	309,456,084	312,068,674	313,782,250	323,097,233	342,216,958	348,089,124	350,416,988	353,719,468
Net Surplus / (Deficit) for Year	1,333,582	1,254,878	2,612,590	1,713,576	2,357,145	2,764,207	2,842,525	2,327,864	3,302,480	4,123,212
Other Comprehensive Income										
- Gain (Loss) on Revaluation of I,PP&E	17,084,629	4,892,399	-	-	6,957,838	16,355,518	3,029,640	-	-	3,961,580
- Other Movements	-	-	-	-	-	-	-	-	-	-
Other Comprehensive Income	17,084,629	4,892,399	-	-	6,957,838	16,355,518	3,029,640	-	-	3,961,580
Total Comprehensive Income	18,418,211	6,147,277	2,612,590	1,713,576	9,314,984	19,119,724	5,872,166	2,327,864	3,302,480	8,084,792
Transfers between Equity	-	-	-	-	-	-	-	-	-	-
Equity - Balance at end of the reporting period	303,308,807	309,456,084	312,068,674	313,782,250	323,097,233	342,216,958	348,089,124	350,416,988	353,719,468	361,804,260

Yorke Peninsula Council
10 Year Financial Plan 2024 -2033
UNIFORM PRESENTATION OF FINANCES - GENERAL FUND

	Projected Years									
	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
	$	$	$	$	$	$	$	$	$	$
Operating Activities										
Income	37,109,605	40,207,856	42,951,534	42,993,345	43,756,278	45,266,904	46,909,393	47,194,686	48,760,995	50,214,337
less Expenses	(37,407,623)	(40,632,978)	(41,538,944)	(41,279,768)	(41,399,133)	(42,502,697)	(44,066,868)	(44,866,823)	(45,458,514)	(46,091,125)
Operating Surplus / (Deficit)	**(298,018)**	**(425,122)**	**1,412,590**	**1,713,576**	**2,357,145**	**2,764,207**	**2,842,525**	**2,327,864**	**3,302,480**	**4,123,212**
Capital Activities										
***less* (Net Outlays) on Existing Assets**										
Capital Expenditure on Renewal and Replacement of Existing Assets	(9,300,000)	(12,600,000)	(13,200,000)	(13,500,000)	(14,000,000)	(15,300,000)	(16,400,000)	(16,500,000)	(17,600,000)	(18,500,000)
add back Depreciation, Amortisation and Impairment	11,409,581	12,411,224	12,586,095	12,672,350	12,677,429	13,188,125	14,132,593	14,242,380	14,242,380	14,242,380
add back Proceeds from Sale of Replaced Assets	300,000	300,000	330,000	360,000	480,000	510,000	600,000	600,000	600,000	600,000
(Net Outlays) on Existing Assets	**2,409,581**	**111,224**	**(283,905)**	**(467,650)**	**(842,571)**	**(1,601,875)**	**(1,667,407)**	**(1,657,620)**	**(2,757,620)**	**(3,657,620)**
***less* (Net Outlays) on New and Upgraded Assets**										
Capital Expenditure on New and Upgraded Assets (including Investment Property & Real Estate Developments)	(5,337,630)	(3,800,000)	(200,000)	(200,000)	(200,000)	(200,000)	(200,000)	(200,000)	(200,000)	(200,000)
add back Amounts Received Specifically for New and Upgraded Assets	1,631,600	1,680,000	1,200,000	-	-	-	-	-	-	-
add back Proceeds from Sale of Surplus Assets (including Investment Property & and Real Estate Developments)	-	-	-	-	-	-	-	-	-	-
(Net Outlays) on New and Upgraded Assets	**(3,706,030)**	**(2,120,000)**	**1,000,000**	**(200,000)**	**(200,000)**	**(200,000)**	**(200,000)**	**(200,000)**	**(200,000)**	**(200,000)**
Net Lending / (Borrowing) for Financial Year	**(1,594,468)**	**(2,433,899)**	**2,128,685**	**1,045,926**	**1,314,574**	**962,332**	**975,118**	**470,244**	**344,860**	**265,592**

Attachment 6 - Financial Terms Glossary

Accrual Accounting An accounting approach by which expenses, revenue, assets and liabilities are recognised in the reporting period to which they relate even though cash may have exchanged hands in different periods. It recognises expenses as they are incurred and revenue when it is earned.

Annual Budget A Council's statement of its intended operating expenses, revenue and capital expenditure that give effect to its annual business plan for the reporting period, its cash inflows and outflows associated with intended operating, investing and financing activities, and its projected financial position at the end of the reporting period.

Annual Business Plan (ABP) A Council's statement of its intended programmes and outcomes for the year.

Annual Financial Statements The Statement of Comprehensive Income, Statement of Financial Position, Statement of Cash Flows, Statement of Changes in Equity prepared in accordance with Australian Accounting Standards together with notes and certification statements as prescribed in the SA Model Financial Statements.

Assets Resources controlled by an entity the value of which can be reliably measured and from which future economic benefits are expected to flow to the entity.

Asset Maintenance Costs Costs incurred in holding and operating an asset so that it is capable of delivering service levels up to its design capacity over its useful life.

Asset Renewal/ Replacement Costs Costs associated with renewing or replacing as asset in order to maintain existing service level capacity.

Capital Expenditure Expenditure on items which will provide benefits that extend into future financial periods. It includes expenditure to acquired or enhance existing assets to provide expanded, or a higher level of, services.

Classes of Assets/ Asset Categories A grouping of assets of a similar nature and use in an entity's operations.

Community Wastewater Management Systems (CWMS) Systems designed to collect and treat septic tank effluent or effluent from properties.

Depreciation The value of the assets of a Council consumed and systematically allocated as an expense to a particular reporting period.

Financial Sustainability Occurs when expenditure, revenue raising and service level decision are made such that planned long-term service and infrastructure levels and standards can be achieved without unplanned increases in rates or disruptive cuts to services.

Infrastructure A term used to describe physical assets such as roads, buildings stormwater drainage and community wastewater management systems controlled by Council.

Asset Management Plan (AMP) A plan that projects the timing and level of cash flows associated with cost-effectively optimising acquisition of replacement and new additional assets and asset maintenance and disposal in order to be able to achieve desired service levels from assets.

Key Financial Indicators Financial measures or ratios that are used in management plans, annual reports and other internal and external reports to guide or assess the financial performance and position of Council.

Long Term Financial Plan (LTFP) A plan that projects a forecast of Council's financial performance and positon over a period of at least ten (10) years.

Model Financial Statements A template format for the presentation of Annual Financial Statements for Councils in SA and other bodies established pursuant to the Local Government Act.

POINT TURTON & PORT VICTORIA URBAN GROWTH CODE AMENDMENT

YORKE PENINSULA COUNCIL

FOR CONSULTATION

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HAVE YOUR SAY

This Code Amendment is on consultation from **Monday 27 March 2023** to **Monday 15 May 2023**.

During this time you are welcome to lodge a written submission about any of the changes proposed in this Code Amendment.

There are several ways in which you can provide feedback on the Code Amendment. These include:

- Completing an online submission via the SA Planning Portal at plan.sa.gov.au/have_your_say/code_amendments/public_feedback_on_initiated_code_amendment
- Providing a written submission to admin@yorke.sa.gov.au with subject "Code Amendment Submission"
- Provide a written submission by post to:

  Code Amendment Submission
  Yorke Peninsula Council
  PO Box 57
  MAITLAND SA 5573

- Or in person at one of the Council Offices at

  8 Elizabeth Street
  Maitland

  18 Main Street
  Minlaton

  15 Edithburgh Road
  Yorketown

1. WHAT IS THE PLANNING AND DESIGN CODE?

The Planning and Design Code (the Code) sets out the rules that determine what landowners can do on their land.

For instance, if you want to build a house, the Code rules will tell you how high you can build and how far back from the front of your land your house will need to be positioned. The Code will also tell you if any additional rules apply to the area where your land is located. For example, you might be in a high bushfire risk area or an area with specific rules about protecting native vegetation.

1.1 Planning and Design Code Framework

The Code is based on a framework that contains various elements called overlays, zones, sub zones and general development policies. Together these elements provide all the rules that apply to a particular parcel of land. An outline of the Code Framework is available on the PlanSA portal.

1.2 Overlays

Overlays contain policies and maps that show the location and extent of special land features or sensitivities, such as heritage places or areas of high bushfire risk.

They may apply across one or more zones. Overlays are intended to be applied in conjunction with the relevant zone. However, where policy in a zone conflicts with the policy in an overlay, the overlay policy trumps the zone policy.

1.3 Zones

Zones are areas that share common land uses and in which specific types of development are permitted. Zones are the main element of the Code and will be applied consistently across the state.

For example, a township zone for Andamooka can be expected to apply to similar townships like Carrieton. Each zone includes information (called classification tables) that describes the types of development that are permitted in that zone and how they will be assessed.

1.4 Sub zones

Sub zones enable variation to policy within a zone, which may reflect local characteristics. An example is Port Adelaide centre, which has many different characteristics to typical shopping centres due to its maritime activities and uses.

1.5 General Development Policies

General development policies outline functional requirements for development, such as the need for car parking or wastewater management. While zones determine what development can occur in an area, general development policies provide guidance on how development should occur.

1.6 Amending the Planning and Design Code

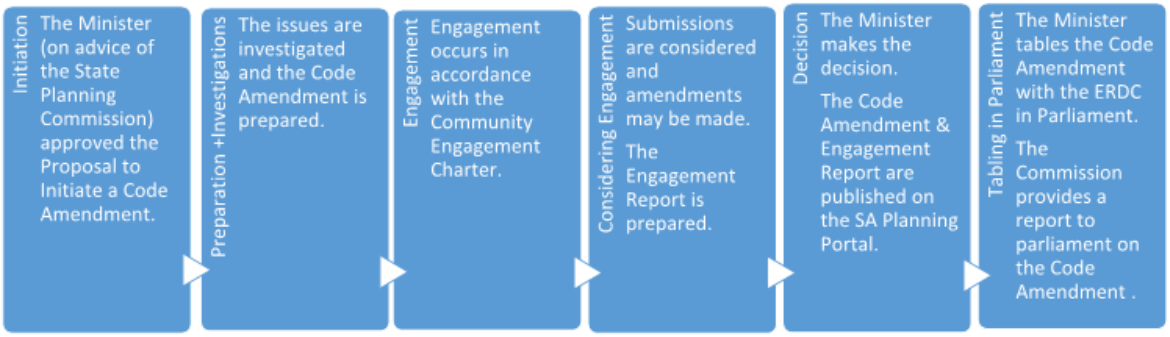
The P*lanning, Development and Infrastructure Act 2016* (the Act) provides the legislative framework for undertaking amendments to the Code. With approval of the Minister for Planning and Local Government (the Minister) a Council, Joint

Planning Board, Government Agency or private proponent may initiate an amendment to the Code and undertake a Code Amendment process.

An approved Proposal to Initiate will define the scope of the Amendment and prescribe the investigations which must occur to enable an assessment of whether the Code Amendment should take place and in what form.

The State Planning Commission (the Commission) is responsible under the Act for ensuring the Code is maintained, reflects contemporary values relevant to planning, and readily responds to emerging trends and issues.

The Commission provided independent advice to the Minister for Planning and Local Government on the Proposal to initiate this Code Amendment. The Commission will also provide a report on the Code Amendment (including compliance with the Community Engagement Charter) at the final stage of the



Code Amendment process.

2. WHAT IS PROPOSED IN THIS CODE AMENDMENT?

2.1 Need for the amendment

The affected areas are currently in the Deferred Urban Zone of the Planning and Design Code which seeks to safeguard land for future urban growth. A portion of both of the affected land areas, approximately two hectares in the southeast corner in Port Victoria and 12 hectares in the northern section of Point Turton, have already been developed into residential allotments.

The Code Amendment seeks to align the zoning with this current land use and to make the remaining areas, 13 hectares in Port Victoria and 27 hectares in Point Turton, available for future residential development. The subject area at Port Victoria was rezoned from Rural Living and General Farming (Port Victoria) to Residential (Deferred) in 2004 and then to Deferred Urban in 2012. The subject area at Point Turton was rezoned from General Farming to Holiday Settlement (Deferred) in 2004 and then to Deferred Urban in 2012.

The demand for residential land has increased on the Yorke Peninsula in the last 12-18 months with coastal allotments taking preference. The owners of substantial allotments at both affected areas have expressed interest in lodging new land division applications which would finalise the developments which have already commenced but still require completion of the stormwater management systems, roads and associated infrastructure.

2.2 Affected Area

The areas affected by the proposed amendment are described as follows and as shown in the maps at **Attachment A** and includes:

- Approximately 54 hectares in Point Turton, 12 hectares of which has already been developed into residential allotments, 2.5 hectares which is utilised for Council infrastructure being the community wastewater management system and the remainder still being utilised for cropping. The land is bounded by Bayview Road and Brutus Road and including Mariner, Coral and Neptune Courts, Reef Crescent, Beachcomber Drive and part of Captain Hutchinson Drive.

Point Turton – Affected Area *Source: SAPPA*

- Approximately 15 hectares in Port Victoria with 2 hectares already developed into residential allotments and the remainder predominantly being vacant land divided into 4 allotments with one allotment including a farm shed and another a vacant dwelling. The land is bounded by Bray Road, Songvaar Road and Moorara Drive and includes Castle Cardigan Circuit.

Port Victoria – Affected Area *Source: SAPPA*

2.3 Summary of proposed policy changes

2.3.1 Current Code Policy

The Affected Area is currently located in **Deferred Urban Zone** and Hazards (Bushfire - Urban Interface) Overlay, Hazards (Flooding – Evidence Required) Overlay and Native Vegetation Overlay in the Code, as shown in **Attachment B**.

The existing **Deferred Urban Zone** seeks to safeguard land for future urban growth. A copy of the policies that apply within the **Deferred Urban Zone** are available in **Attachment C**.

The Overlays apply to all of the land the subject of this proposed Code Amendment, their Desired Outcome and their impact on the development of the land are summarised in the following table.

Overlay	Purpose	Impact on Development
Hazards (Bushfire - Urban Interface) Overlay	Ensures that urban neighbourhoods that adjoin areas of General, Medium and High Bushfire Risk: (a) allow access through to bushfire risk areas (b) are designed to protect life and	Includes policies guiding access for emergency vehicles through new land division proposals and to habitable buildings.

	property from the threat of bushfire and the dangers posed by ember attack (c) facilitate evacuation to areas safe from bushfire danger.	
Hazards (Flooding – Evidence Required) Overlay	Ensures development adopts a precautionary approach to mitigate potential impacts on people, property, infrastructure and the environment from potential flood risk through the appropriate siting and design of development.	Development should include measures to prevent the entry of water, noting that the land is not within an identified flood plain.
Native Vegetation Overlay	Applies to areas of the State where the *Native Vegetation Act 1991* applies and ensures areas of native vegetation are protected, retained and restored in order to sustain biodiversity, threatened species and vegetation communities, fauna habitat, ecosystem services, carbon storage and amenity values.	Does not identify areas where there is native vegetation, however, seeks to protect native vegetation if any is identified on the land.

2.3.2 Proposed Code Policy

The Code Amendment proposes the following changes:

Point Turton

Rezone the Affected Area to a Rural Settlement Zone

Retain the existing Overlays to the Affected Area:

- Hazards (Bushfire - Urban Interface)
- Hazards (Flooding - Evidence Required)
- Native Vegetation

Apply the following Technical and Numeric Variations (TNVs) to the Affected Area:

- Minimum Site Area (Minimum site area is 450 sqm)

Port Victoria

Rezone the Affected Area to a Neighbourhood Zone

Apply the following Overlays to the Affected Area:

- Affordable Housing
- Hazards (Bushfire - Urban Interface)
- Hazards (Flooding - Evidence Required)
- Native Vegetation

Apply the following Technical and Numeric Variations (TNVs) to the Affected Area:

- Finished Ground and Floor Levels (Minimum finished ground level is 3.1m AHD; Minimum finished floor level is 3.35m AHD)
- Maximum Building Height (Metres) (Maximum building height is 8m)
- Minimum Frontage (Minimum frontage is 15m) Minimum Site Area (Minimum site area is 450 sqm)

The proposed policy changes are shown in **Attachment C**.

3. WHAT ARE THE NEXT STEPS FOR THIS CODE AMENDMENT?

3.1 Engagement

Engagement on the Code Amendment must occur in accordance with the Community Engagement Charter principles, which required that:

- engagement is genuine
- engagement is inclusive and respectful
- engagement is fit for purpose
- engagement is informed and transparent
- engagement processes are reviewed and improved.

An Engagement Plan has been prepared for this Code Amendment to ensure that engagement will be conducted and measured against the principles of the Charter. For more information on the Community Engagement Charter go to the PlanSA portal at (plan.sa.gov.au/en/charter).

A summary of the engagement that is occurring for this Code Amendment is as follows:

- Letters will be sent to owners and occupiers of the land within and adjacent the affected land.
- Engagement with interested parties and groups including relevant Progress Associations.
- Engagement with staff and Elected Members of Yorke Peninsula Council.
- Engagement with the Traditional Owners of the land within the affected areas the Narungga/Adjahdura People.
- Engagement with State and Federal Members of Parliament.
- Engagement with emergency services providers, including the Country Fire Service (CFS).
- Engagement with utility providers, including SA Power Networks, ElectraNet, APA Group, SA Water, Epic Energy, NBN and other telecommunications providers.
- Engagement with State Government Agencies with an interest in the affected area and proposed future development, including the following:
  - Environment Protection Authority (EPA)
  - Department of Environment and Water
  - Department for Infrastructure and Transport (DIT)

3.2 How can I have my say on the Code Amendment?

There are several ways in which you can provide feedback on the Code Amendment. This includes:

- Completing an online submission via the SA Planning Portal at plan.sa.gov.au/have_your_say/code_amendments/public_feedback_on_initiated_code_amendment

- Providing a written submission to admin@yorke.sa.gov.au with subject "Submission – Code Amendment"

- Provide a written submission by post to:

  Yorke Peninsula Council
  Attention: Jodie Terp
  PO Box 57
  MAITLAND SA 5573

- Or in person at one of the Council Offices at

  8 Elizabeth Street
  Maitland

  18 Main Street
  Minlaton

  15 Edithburgh Road
  Yorketown

3.3 What changes to the Code Amendment can my feedback influence?

Your feedback can influence the Code Amendment in the following ways:

- the zone selection
- the application of overlays to the affected areas
- the Technical and Numeric Variations (TNVs) that may apply.

Feedback cannot influence:

- instruments that are separate to the Code, such as the *Planning, Development and Infrastructure Act 2016* and its associated regulations
- policies within the Planning and Design Code, which have a broader application to the whole of South Australia
- the policies/zoning applying to areas outside of the areas affected by this Code Amendment.

3.4 What will happen with my feedback?

The Yorke Peninsula Council is committed to undertaking consultation in accordance with the principles of the Community Engagement Charter and is genuinely open to considering the issues raised by people in the community.

All formal submissions will be considered by Yorke Peninsula Council when determining whether the proposed Amendment is suitable and whether any changes should be made.

Each submission will be entered into a register and you will receive an email acknowledging receipt of your submission. Your submission will be published on the PlanSA portal. Personal addresses, email and phone numbers will not be published, however company details will be.

The Yorke Peninsula Council will consider the feedback received in finalising the Code Amendment and will prepare an Engagement Report which will outline what was heard during consultation and how the proposed Code Amendment was changed in response to submissions.

The Engagement Report will be forwarded to the Minister, and then published on the PlanSA portal.

3.5 Decision on the Code Amendment

Once the Engagement Report is provided to the Minister, the Commission may provide further advice to the Minister at the Minister's request, if the Code Amendment is considered significant.

The Minister will then either adopt the Code Amendment (with or without changes) or determine that the Code Amendment should not proceed. The Minister's decision will then be published on the PlanSA portal.

If adopted, the Code Amendment will be referred to the Environment Resources and Development Committee of Parliament (ERDC) for their review. The Commission will also provide the Committee with a report on the Code Amendment, including the engagement undertaken on the Code Amendment and its compliance with the Community Engagement Charter.

4. ANALYSIS

4.1 Strategic Planning Outcomes

4.1.1 Summary of Strategic Planning Outcomes

Drafting Note (to be deleted):

This section should set out the key strategic planning considerations and where ***necessary*** *should draw on relevant investigations undertaken, analysis of matters including (but not limited to):*

- *infrastructure and services*
- *integrated transport*
- *environmental impacts*
- *land supply and demand*
- *economic analysis*
- *environmental impacts*
- *interface between different land uses*
- *development patterns and trends*

4.1.2 Consistency with the State Planning Policies

State Planning Policies define South Australia's planning priorities, goals and interests. They are the overarching umbrella policies that define the state's interests in land use. There are 16 State Planning Policies and six special legislative State Planning Policies.

These policies are given effect through the Code, with referral powers assigned to relevant Government Agencies (for example, the Environmental Protection Agency for contaminated land). The Code (including any Code Amendments) must comply with any principle prescribed by a State Planning Policy.

This Code Amendment is considered to be consistent with the State Planning Policies as shown in **Attachment D**.

4.1.3 Consistency with the Regional Plan

The directions set out in Regional Plans provide the long term vision and set the spatial patterns for future development within a region. This can include land use integration, transport infrastructure and the public realm.

The Commission has identified that the existing volumes of the South Australian Planning Strategy, prepared under the *Development Act 1993*, will apply until such time as the new Regional Plans are prepared and adopted. Refer to the PlanSA portal for more information on the Commission's program for implementing Regional Plans throughout South Australia.

Where there is conflict between a Regional Plan and the State Planning Policies, the State Planning Policies will prevail.

This Code Amendment is considered to be consistent with the Regional Plan as shown in **Attachment D**.

4.1.4 Consistency with other key strategic policy documents

This Code Amendment aligns with other key policy documents in the following manner:

Other Relevant Document	Code Amendment Alignment with Other Relevant Document
Yorke Peninsula Council 2021-2025 Strategic Management Plan	The code amendment aligns with the goal of an economically prosperous peninsula which seeks to attract more residents and visitors and recognises success as the revitalisation of towns and retaining young, active and working future generations.

4.2 Infrastructure planning

Drafting Note (to be deleted):

Where relevant, a Code Amendment must ensure that relevant infrastructure can be economically provided to the Affected Area. In some instances, this may be resolved at the development application stage. However, where significant upgrades are required to trunk infrastructure or road improvements which cannot form part of a development application, agreements or other arrangements to fund and provide infrastructure must be put in place prior to approval of the Code Amendment.

The following infrastructure planning is relevant to this Code Amendment:

The following upgrades to infrastructure can be economically provided to the affected areas as part of future development authorisations and under existing agreements, therefore no further agreements or other arrangements are required to fund the infrastructure.

Council Infrastructure Planning	Response/Comment
Wastewater	The affected areas both have access to existing Community Waste Water Systems (CWMS) and both CWMS were built with the capacity to have the additional allotments connected and the provision made for the soakage area to be extended at each stage of development. The landowners for both developments are aware of this and there are agreements in place that will require them to make a contribution as part of each Planning and Land Division Development Authorisation. If further land divisions are proposed with allotment sizes of a size to accommodate on-site wastewater systems they will be

Council Infrastructure Planning	Response/Comment
	assessed pursuant to the *SA Public Health (Wastewater) Regulations 2013* and against the On-site Wastewater Systems Code by Council's Environmental Health Officer prior to development authorisation for the associated dwelling is granted.
Stormwater	Stormwater capture and retention has already been commenced with the existing developments and will required and finalised with the new planning & land division applications.

Other Infrastructure Planning	Response/Comment
SA Water – Potable water	SA Water mains are connected to the affected area in Port Victoria but have not been connected in Point Turton and water harvest, storage and reuse has occurred on each allotment that has been developed with housing and this will be maintained with any new developments.
SAPN - Electricity	SA Power Networks electricity transmission infrastructure is available for connection in both affected areas.
Gas	No reticulated gas is provided to either of the affected areas and property owners currently source bottled gas which is stored onsite for each dwelling if required.
NBN - Telecommunications	NBN fixed wireless is available in both affected areas.

4.3 Investigations

4.3.1 Investigations undertaken

The extent of investigations that have been undertaken as part of the Code Amendment process have been agreed by the Minister in the Proposal to Initiate. In addition to this, the Commission has also specified certain investigations to be undertaken to support the Code Amendment.

The following investigations have been undertaken to inform this Code Amendment:

- A comprehensive infrastructure analysis that identifies all future infrastructure works required in order to accommodate the development of the affected areas as proposed by the Code Amendment and provide a strategy which offers a funding and delivery solution for all required infrastructure work.
- A search was undertaken of the Aboriginal Site and Objects Register (Taa wika) to identify relevant Aboriginal heritage considerations including any identified cultural sites and objects.
- Investigations undertaken to provide a concept plan for both areas to enable integrated road networks and land division planning.
- A review of land supply and demand for both affected areas.

The outcomes of these investigations undertaken in support of the Code Amendment are included in **Attachment E**.

4.3.2 Recommended policy changes

The scope of the proposed Code Amendment does not include the creation of new planning rules and is limited to the spatial to the spatial application of zones, subzones, overlays, or technical and numerical variations provided for under the published Planning and Design Code (the Code) on the date the Amendment is released for consultation.

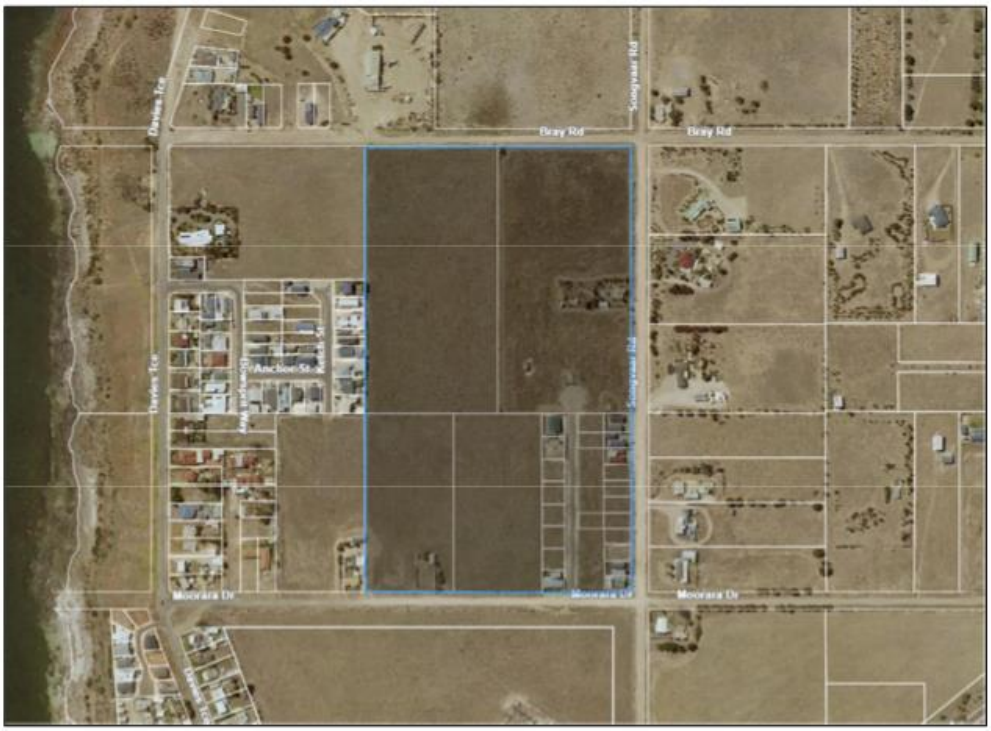
ATTACHMENT A – AFFECTED AREAS MAPPING

Point Turton *Source: SAPPA*

LEGEND

Affected Area

N



Port Victoria *Source: SAPPA*

LEGEND

Affected Area

N

ATTACHMENT B – CURRENT CODE POLICY

Point Turton *Source: SAPPA*

Zone

Deferred Urban

Overlays

Hazards (Bushfire – Urban Interface)

Hazards (Flooding – Evidence Required)

Native Vegetation

LEGEND

___	Affected Area
DU	Deferred Urban
Con	Conservation
CWOI	Coastal Waters and Offshore
OS	Open Space
RuS	Rural Settlement
TAC	Township Activity Centre

Port Victoria *Source: SAPPA*

Zone

Deferred Urban

Overlays

Hazards (Bushfire – Urban Interface)

Hazards (Flooding – Evidence Required)

Native Vegetation

LEGEND

___	Affected Area
DU	Deferred Urban
Con	Conservation
CTP	Caravan and Tourist Park
CWOI	Coastal Waters and Offshore
OS	Open Space
RuL	Rural Living
Ru	Rural
TAC	Township Activity Centre

ATTACHMENT C – PROPOSED CODE POLICY

Point Turton *Source: SAPPA*

Zone

Rural Settlement

Overlays (existing to be retained)

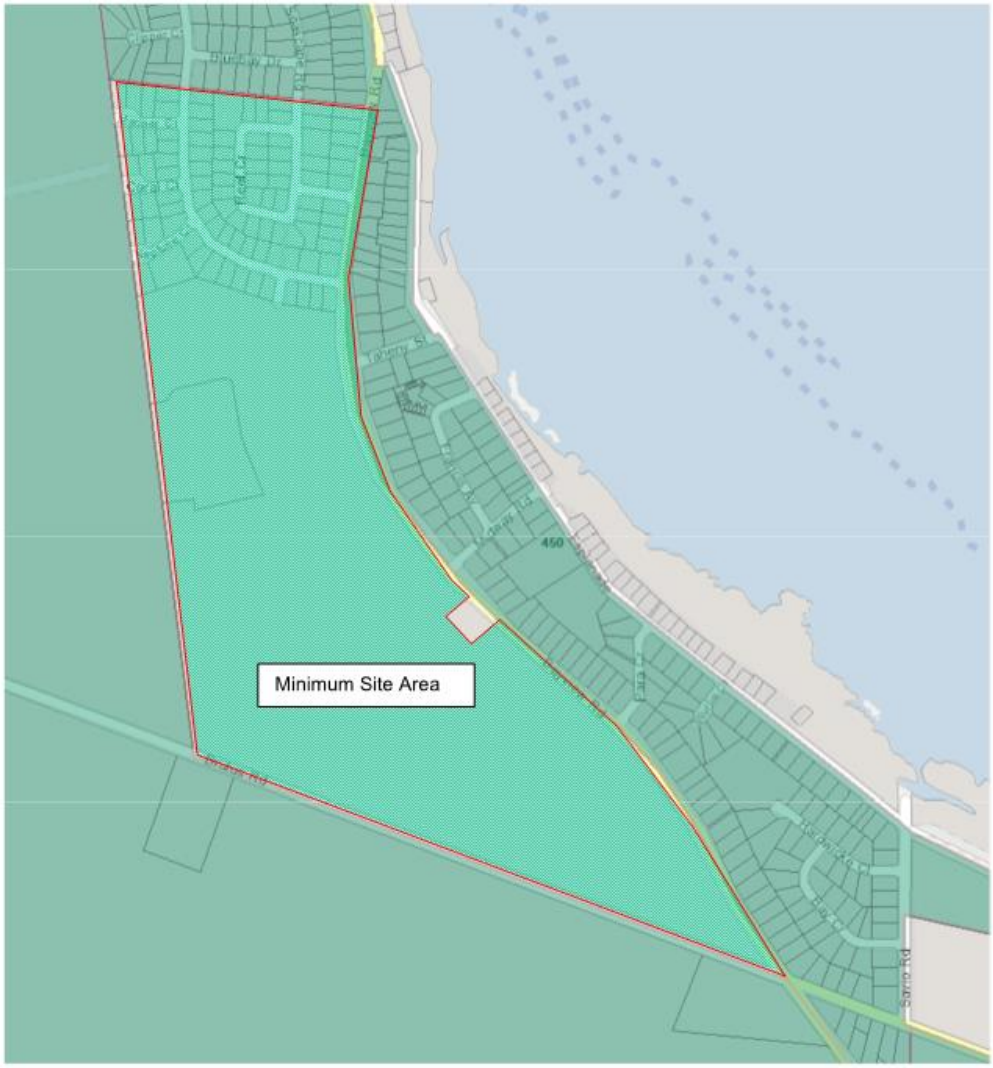
Hazards (Bushfire – Urban Interface)

Hazards (Flooding – Evidence Required)

Native Vegetation

LEGEND

Affected Area



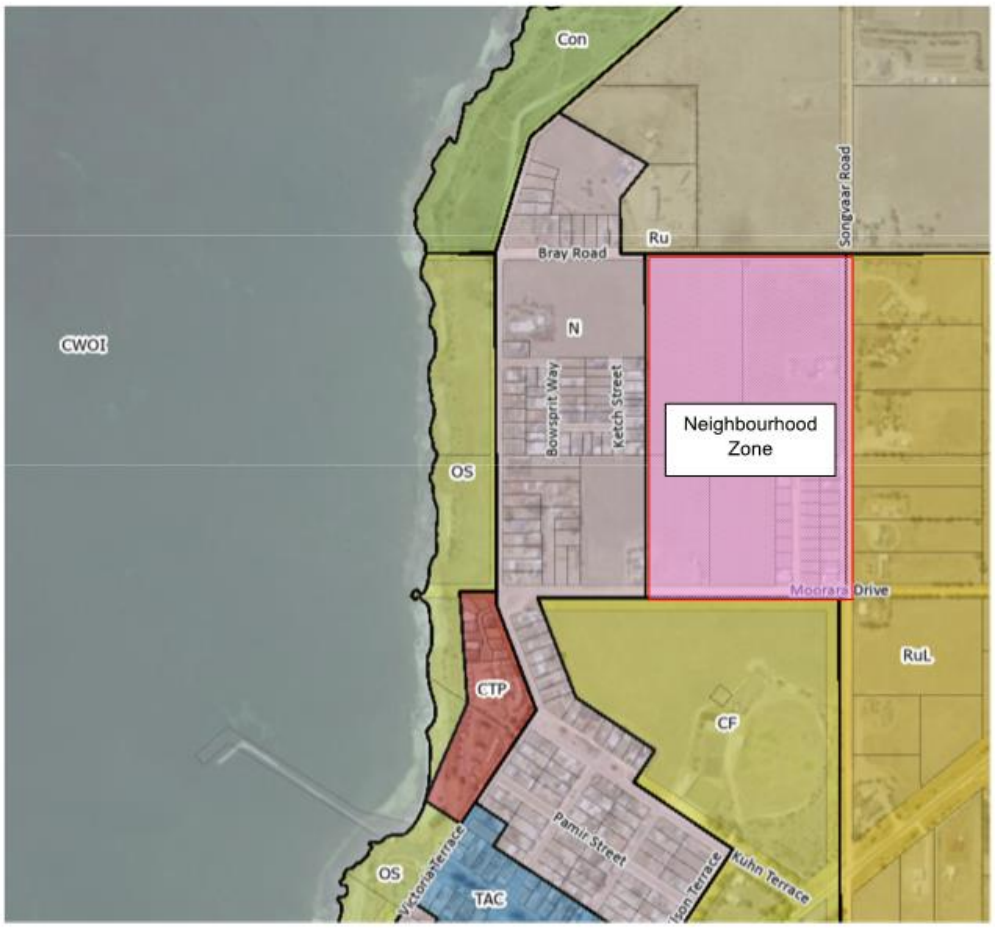
Point Turton *Source: SAPPA*

Technical & Numeric Variation

Minimum Site Area (Minimum Site Area is 450 sqm)

LEGEND

Affected Area



Port Victoria *Source: SAPPA*

Zone

Neighbourhood

LEGEND

Affected Area

Port Victoria *Source: SAPPA*

Overlays

Affordable Housing

(Retain existing)

Hazards (Bushfire – Urban Interface)

Hazards (Flooding – Evidence Required)

Native Vegetation

LEGEND

Affected Area

Port Victoria *Source: SAPPA*

Technical & Numeric Variations

Finished Ground and Floor Levels

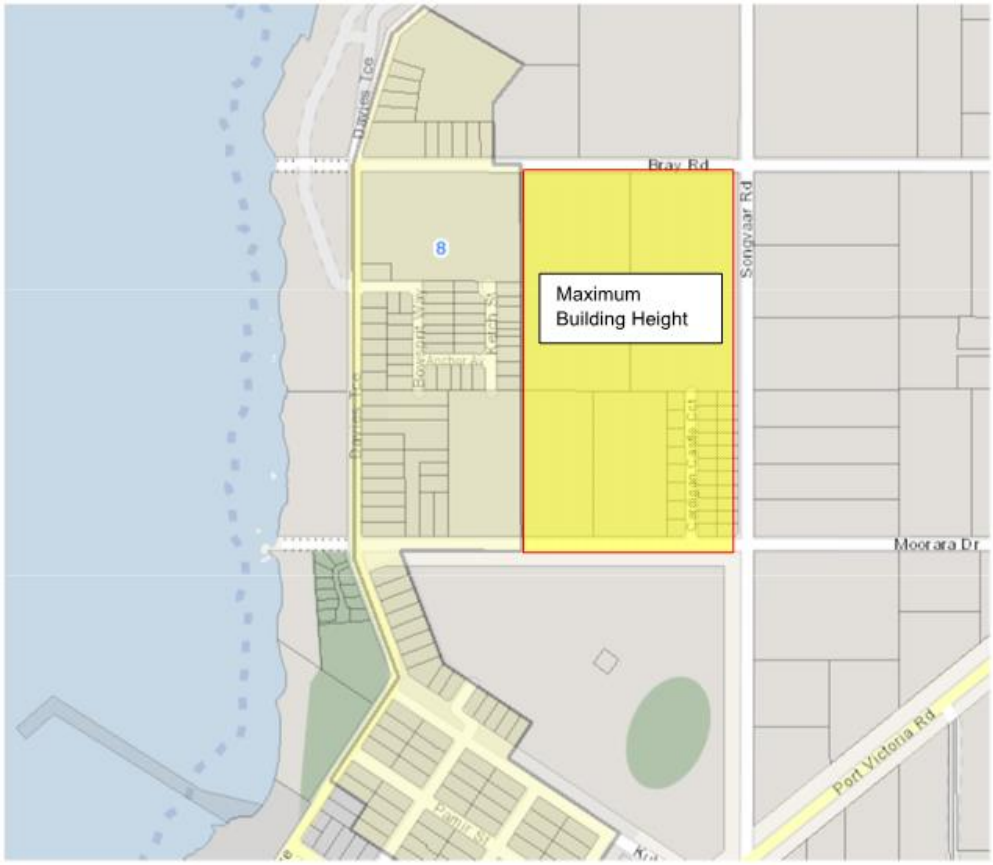
(Minimum finished ground level is 3.1m AHD;

Minimum finished floor level is 3.35m AHD)

LEGEND

Affected Area

29



Port Victoria *Source: SAPPA*

Technical & Numeric Variations

Maximum Building Height (Metres)

(Maximum building height is 8m)

LEGEND

Affected Area

Port Victoria *Source: SAPPA*

Technical & Numeric Variations

Minimum Frontage

(Minimum frontage is 15m)

LEGEND

Affected Area

Port Victoria *Source: SAPPA*

Technical & Numeric Variations

Minimum Site Area

(Minimum site area is 450 sqm)

LEGEND

Affected Area

ATTACHMENT D – STRATEGIC PLANNING OUTCOMES

1. State Planning Policies

The State Planning Policies (SPPs) require that the Principles of Good Planning are considered in the preparation of any designated instrument, including a Code Amendment.

SPP Key Principles

There are 16 SPPs that include Objectives, Policies and Principles for Statutory Instruments (including the Planning and Design Code). The most critical SPPs in the context of this Code Amendment are:

State Planning Policy (SPP)	Code Amendment Outcome
State Planning Policy 1: Integrated Planning	
1.1 An adequate supply of land (well serviced by infrastructure) is available that can accommodate housing and employment growth over the relevant forecast period.	The code amendment will rezone existing deferred urban land to allow for residential development and provide for an increase in housing to satisfy demand for new dwellings, holiday, and workers accommodation.
1.2 Provide an orderly sequence of land development that enables the cost-effective and timely delivery of infrastructure investment commensurate with the rate of future population growth.	The affected areas are both contiguous with existing residential areas. Infrastructure is already in place for both areas and will be able to upgrade to accommodate growth as needed.
1.4 Protect areas of rural, landscape character, environmental importance, mining or food production significance from the expansion of urban areas, towns and settlements.	The rezoning of the deferred urban zone which has already been identified for expansion of residential zones will increase the land supply without any encroachment into valuable primary production and conservation areas.
State Planning Policy 4: Biodiversity	
4.1 Minimise impacts of development on areas with recognised natural character and values, such as native vegetation and critical habitat so that critical life-supporting functions to our state be maintained.	The rezoning of the deferred urban zone which has already been identified for expansion of residential zones will avoid any urban sprawl in to sensitive areas.

State Planning Policy 5: Climate Change	
5.5 Avoid development in hazard-prone areas or, where unavoidable, ensure risks to people and property are mitigated to an acceptable or tolerable level through cost-effective measures.	The rezoning of the deferred urban zone which has already been identified for expansion of residential zones will avoid any urban sprawl into high risk and hazard prone areas.
State Planning Policy 6: Housing Supply and Diversity	
6.2 The timely supply of land for housing that is integrated with, and connected to, the range of services, facilities, public transport and infrastructure needed to support liveable and walkable neighbourhoods.	The land divisions that have been established in both affected areas are nearing completion so the opening up of the adjacent land will be a timely supply of land.
6.4 The growth of regional centres and towns within the existing footprint or outside towns where there is demonstrated demand and the land is serviced with infrastructure.	The proposed amendment will allow expansion of the townships populations without extending the towns boundaries and will utilise existing town infrastructure.
6.11 Residential development that does not fragment valuable primary production land, create land use conflicts or encroaches on sensitive environmental assets and places or high landscape value.	The rezoning of the deferred urban zone which has already been identified for expansion of residential zones will avoid any urban sprawl into valuable farming land.
State Planning Policy 13: Coastal Environment	
13.2 Development that is not at risk from current and future coastal hazards (including sea-level rise, coastal flooding, erosion, inundation, dune drift and acid sulfate soils) consistent with the hierarchy of 'avoid', 'accommodate' and 'adapt'.	The rezoning of the deferred urban zone which has already been identified for expansion of residential zones will avoid any urban sprawl in to sensitive and potentially flood prone coastal areas.
State Planning Policy 15: Natural Hazards	
15.6 Avoid development in high or extreme hazard risk areas (such	The rezoning of the deferred urban zone which has already been identified for

as bushfire risk areas) that will necessitate the removal	expansion of residential zones will avoid any urban sprawl into high bushfire risk areas.

2. Regional Plans

The Regional Plan

The key policies and targets of The Yorke Peninsula Regional Plan dated December 2007 which are most relevant to this Code Amendment are detailed in the table below.

The investigations undertaken to date and outlined in this Code Amendment, will ensure that the proposed rezoning is largely consistent with the key policies and targets of the Regional Plan as described below.

Regional Plan Identified Priorities or Targets	Code Amendment Alignment with Regional Plan
Objective 17: Reinforce the role, functionality and vibrancy of towns and settlements	The rezoning of the affected areas is consistent with the desire to reinforce the role, functionality, and vibrancy of towns like Port Victoria and settlements like Point Turton.
Objective 18: Strategically plan and manage township growth, with master planning for coastal areas a priority	The rezoning of the already identified deferred urban growth areas is aligned to strategic growth of the affected coastal townships.
Objective 20: Provide residential land to enable a supply of diverse, affordable, and sustainable housing to meet the needs of current and future residents and visitors	The rezoning will provide residential land which will enable a supply of diverse, affordable, and sustainable housing to meet the needs of current and future residents and visitors.

3. Other Strategic Plans

The following table identifies other documents relevant to the proposed Code Amendment:

Other Relevant Document	Code Amendment Alignment with Other Relevant Document
Yorke Peninsula Council 2021-2025 Strategic Management Plan	The code amendment aligns with the goal of an economically prosperous peninsula which seeks to attract more residents and visitors and recognises

	success as the revitalisation of towns and retaining young, active and working future generations.

ATTACHMENT E – INVESTIGATIONS

The extent of the investigations that have been undertaken as part of the Code Amendment process have been agreed by the Minister on the Proposal to Initiate, and include the following:

- **Infrastructure Analysis** – Identify all future infrastructure works required in order to accommodate the development of the affected areas as proposed by the Code Amendment and provide a strategy which offers a funding and delivery solution for all required infrastructure works.

- **Land Supply and Demand** - A review of land supply and demand for both affected areas.
- **Aboriginal Sites and Objects Register (Taa wika) Search** - to identify relevant Aboriginal heritage considerations including any identified cultural sites and objects.

- **Concept Plans** - Investigate and provide a concept plan for both areas to enable integrated road networks and land division planning, noting rural living would not be supported.

Infrastructure Analysis

Background

Point Turton

In 2006 an 89 allotment land division was approved under the *Development Act 1993*, the area divided was 53.22 hectares with1.5 hectares set aside for Reserve. The land was zoned Holiday Settlement (Deferred) at the time and was assessed against the planning provisions of the Yorke Peninsula (DC) Development Plan Consolidated 16 December 2004 which had two objectives the first being that *Land be kept free of residential development until required for such purposes* and that *Land used so as not to prejudice its future orderly and economic development for urban purposes*. Assessments were guided by the relevant Principles of Development Control one of which stated that land could be divided if water, power and a common effluent drainage scheme were provided.

The applicant sought approval for a Community Wastewater Management Scheme (CWMS) from the South Australian Health Commission and ensured power connections were provided as well as allotment sizes large enough to accommodate on site retention and use of stormwater as a water supply which the policy at the time indicated 45 000 litres being the appropriate amount. Certificate of Approval plans were lodged and cleared in 2009, all of the allotments created through this division have now been developed or have been sold and being held for future development.

Port Victoria

In 2010 a 30 allotment land division was approved under the *Development Act 1993*, the area divided was 2 hectares being the first of two stages. The land was zoned Residential (Deferred) and was assessed against the planning provisions of the Yorke Peninsula (DC) Development Plan Consolidated 8 February 2007 which had two objectives the first being *A zone established to accommodate future residential growth when existing residential zoned land has been substantially developed* and *The prevention of development likely to be incompatible with long term housing, or likely to be detrimental to the orderly and efficient servicing and conversion of the land to urban use*. Assessments were guided by the relevant Principles of Development Control one of which stated that development should be provided with a reticulated water supply and effluent disposal system and these along with power connection were provided to the proposed allotments. Clearance for the allotments was granted in five stages with the final stage being granted in May 2021, all of the allotments created through this division have now been developed or have been sold and being held for future development.

Current situation

Point Turton

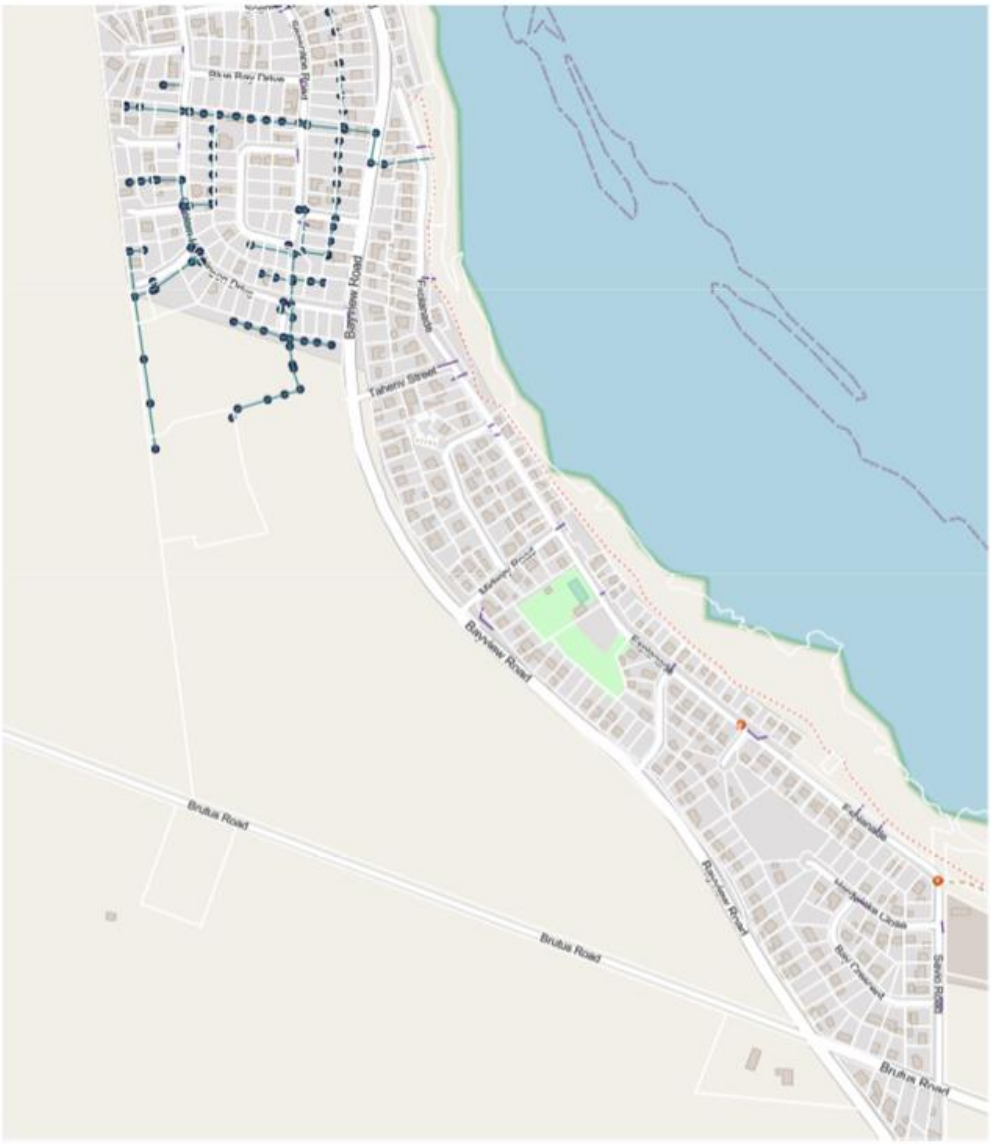
Wastewater

The affected area in Point Turton is serviced by a Community Wastewater Management System which is a gravity fed sewer system that doesn't require onsite septic tanks. The existing treatment plant was designed to accommodate the development of all of the affected land and a deed was entered into with the developer/landowner in July 2011 when Council took control of the system that the irrigation area would be developed by the landowner as future stages of the land division was established. The current system is shown below with the area set aside for the expansion of the treated water disposal area.

Point Turton Community Wastewater Management System

Stormwater

Similarly, the stormwater management system is all in place and just needs to be extended and a detention basin needs to be designed and installed to cater for the future land release stages.



Point Turton Stormwater Infrastructure

Potable Water

SA Water has a mains that run along the edge of the affected land, however, potable water has not been provided to the existing allotments within the most recent land division which extends on to the affected land due to a lack of capacity. All future allotments will be required to have on site water retention in the vicinity of 45 to 50 000 litres. The allotments are large enough to accommodate the required tanks and it is common practise in many towns across Yorke Peninsula.

Point Turton SA Water Mains *Source: SAPPA*

Electricity

SA Power Networks provides electricity to Point Turton and underground cabling has been installed in the first stages of the development that extends to the affected area and this would continue.

Point Turton SA Power Networks *Source: SAPPA*
Overhead Lines
Underground Cable

Gas

No reticulated gas is provided in Point Turton and property owners currently source bottled gas which is stored on-site. The affected areas are both serviced by bottled gas distributors.

Telecommunications

The affected land in Point Turton can be connected to the National Broadband Network via Fixed Wireless Technology.

Road Network

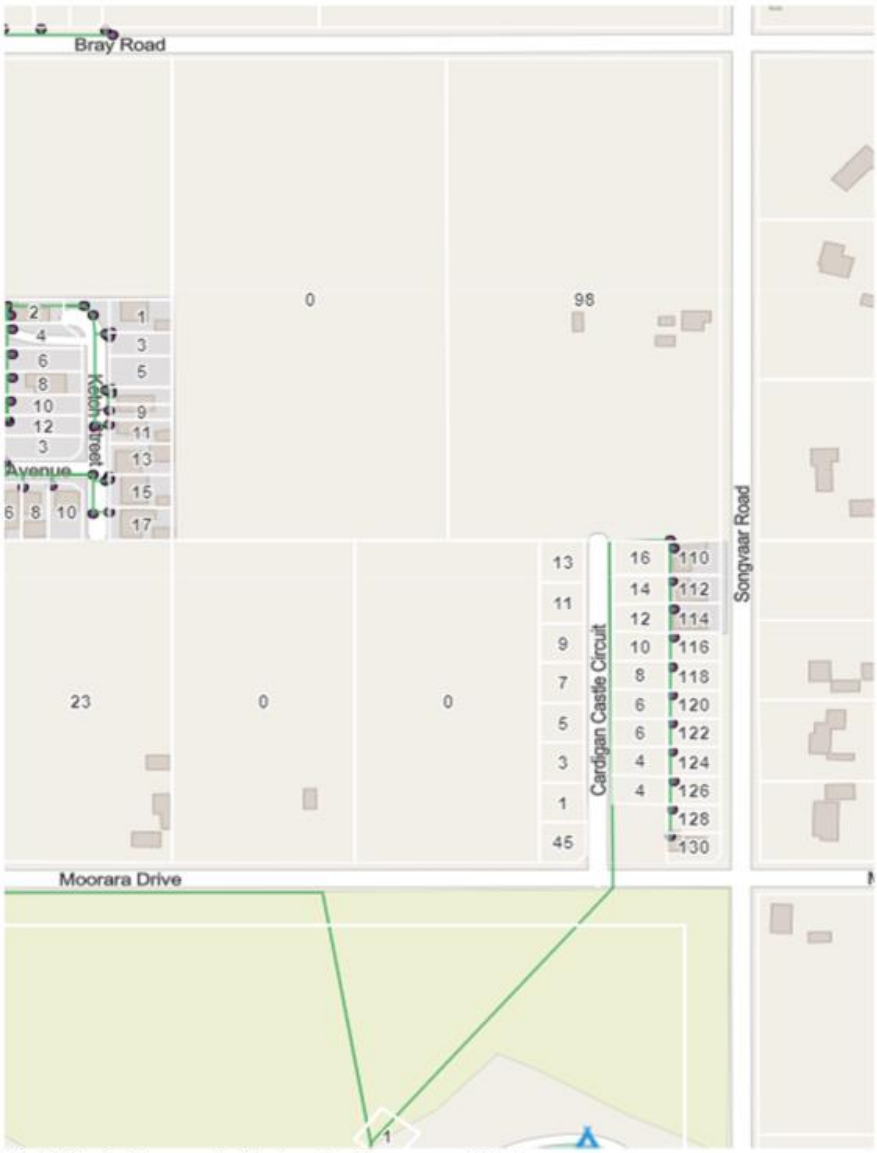
The two roads adjacent to the affected area are local roads, Bayview Road which runs along the eastern boundary of the affected area and Brutus Road along the southern boundary. Bayview Road runs off Brutus Road and provides access through from the Yorke Highway to North Coast Road which traverses the coastline until it comes inland and reunites with Brutus Road. It also links through to the service town of Warooka via Point Turton Road which is also a sealed local road. Brutus Road connects through from the Yorke Highway to Corny Point Road.

The section of Bayview Road bounding the affected area is fully sealed and the section of Brutus Road is currently half sealed and half unmade road. The unsealed section of Brutus Road has a current average daily traffic count of 51-100 and Bayview Road has an average daily traffic count of 501-1000. The majority of the additional traffic flow that would be generated from any future development of the affected area would be directed on to Bayview Road. The residential nature of the development and the light vehicles it is has been assessed that the safety and efficiency of movement on local roads is unlikely to be compromised. Further assessment would be undertaken as part of any land division development application.

Port Victoria

Wastewater

The affected area in Port Victoria is serviced by Council's Community Wastewater Management System which is a full sewer system that doesn't require onsite septic tanks. The current development on the affected land involved funding from the landowner/developer to contribute to the extension of the system and it will be a requirement with any further land division authorisation should it be required.



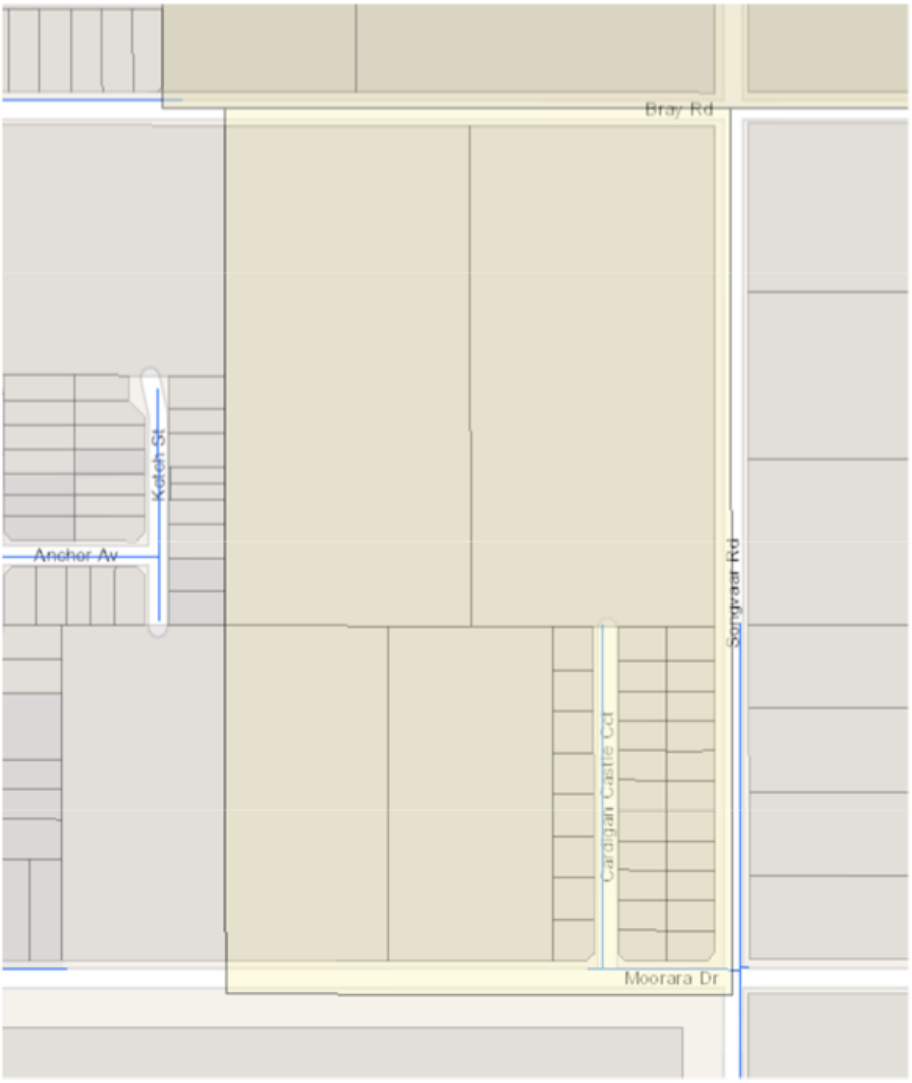
Port Victoria Community Wastewater Management System

Stormwater

Similarly, the stormwater management system is all in place and just needs to be extended with the future land release stages. Importantly the next stage will include extend and finalise the initial stormwater infrastructure with the installation of a detention basin north of the current development.

Potable Water

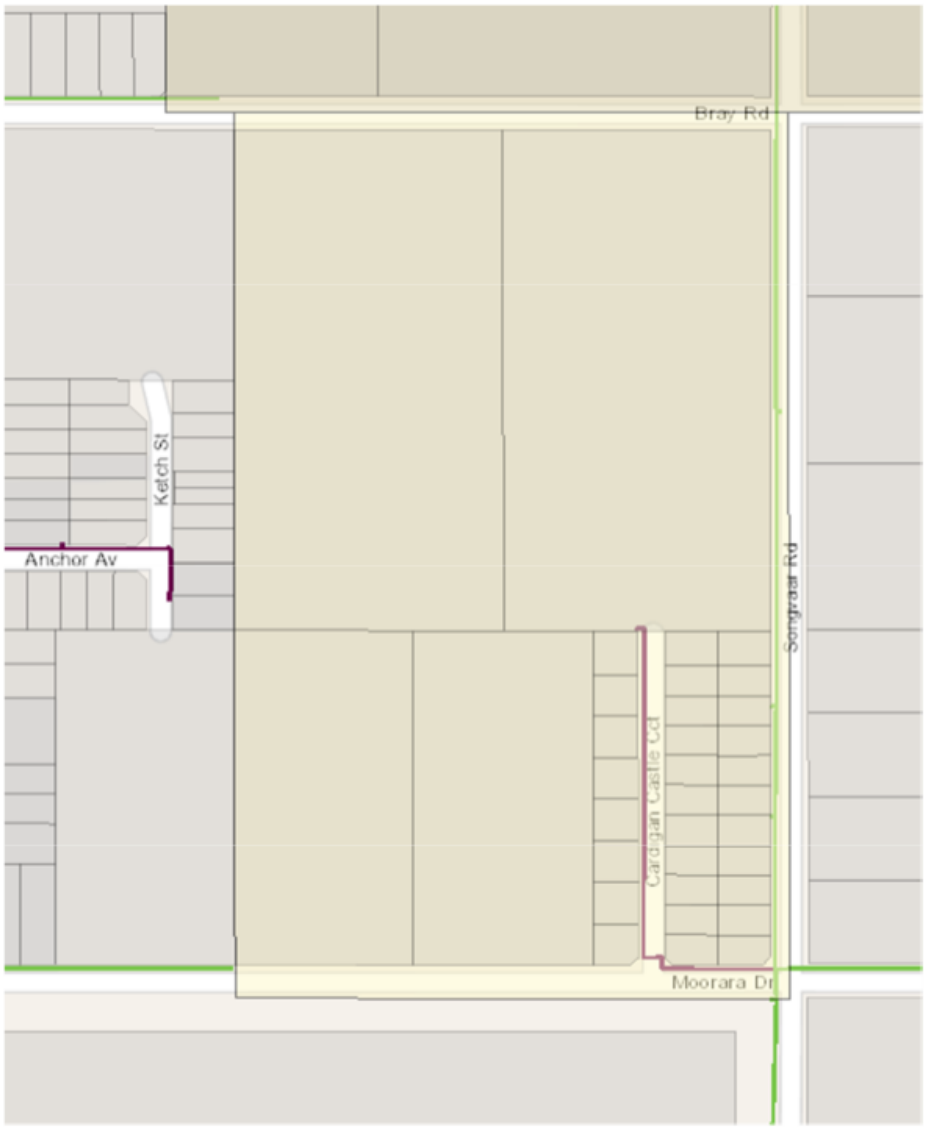
SA Water connection and capacity is available and will extend from the existing as shown below.



Port Victoria SA Water Mains *Source: SAPPA*

Electricity

SA Power Networks provides electricity to Port Victoria and underground cabling has been installed in the first stages of the development within the affected area and this would just be extended.



Port Victoria SA Power Networks *Source: SAPPA*
Overhead Lines
Underground Cable

Gas

No reticulated gas is provided in Port Victoria and property owners currently source bottled gas which is stored on-site. The affected areas are both serviced by bottled gas distributors.

Telecommunications

The affected land in Port Victoria is able to be connected to the National Broadband Network via Fixed Wireless Technology.

Road Network

The three roads adjacent to the affected area are local roads, Songvaar Road which runs along the eastern boundary of the affected area, Moorara Drive Road along the southern boundary and Bray Road to the north. All of these roads are unmade roads which have very low traffic volumes of local traffic connecting through to the town centre or to the Port Victoria Road which is the arterial road connecting Port Victoria to the larger service town of Maitland.

The additional light vehicle traffic flow from any future development would be spread evenly between the three roads with future road upgrades as required. Importantly future development south of the existing on the affected land will allow extension of the road network to enable easier manoeuvring for the waste collection vehicles.

Future Infrastructure works required and Strategy for Funding and Delivery

Point Turton and Port Victoria

The upgrades required to infrastructure as mentioned above in regards to management of wastewater and stormwater can be economically provided to the affected areas as part of future land division development applications and through existing infrastructure provision agreements.

Aboriginal Sites and Objects Register (Taa wika) Search

We were advised that the central archive, which includes the Register of Aboriginal Sites and Objects (the Register), administered by Aboriginal Affairs and Reconciliation (AAR), has no entries for Aboriginal sites at any of the Affected Areas for the Code Amendment.

ABORIGINAL HERITAGE SITES

Government of South Australia
Department of the Premier and Cabinet

Jodie Terp
Yorke Peninsula Council
PO Box 57
Maitland 5573 South Australia

Dear Jodie

Thank you for the search request dated 15 Jul 2022. The search was based on the title details - Title Type: CT, Volume: 6043, Folio: 658. The address for this parcel is: 1 BAYVIEW RD POINT TURTON SA 5575. Your reference is 3718.

I advise that the central archive, which includes the Register of Aboriginal Sites and Objects (the Register), administered by Aboriginal Affairs and Reconciliation (AAR), has no entries for Aboriginal sites at this location.

The applicant is advised that sites or objects may exist in the proposed development area, even though the Register does not identify them. All Aboriginal sites and objects are protected under the *Aboriginal Heritage Act 1988* (the Act), whether they are listed in the central archive or not. Land within 200 metres of a watercourse (for example the River Murray and its overflow areas) in particular, may contain Aboriginal sites and objects.

Pursuant to the Act, it is an offence to damage, disturb or interfere with any Aboriginal site, object or remains (registered or not) without the authority of the Premier. If the planned activity is likely to damage, disturb or interfere with a site, object or remains, authorisation of the activity must be first obtained from the Premier under Section 23 of the Act. Section 20 of the Act requires that any Aboriginal sites, objects or remains, discovered on the land, need to be reported to the Premier. Penalties apply for failure to comply with the Act. It should be noted that this Aboriginal heritage advice has not addressed any relevant obligations pursuant to the *Native Title Act 1993*.

Please be aware in this area there are Aboriginal groups/organisations/traditional owners that may have an interest. These may include:

Narungga Nations Aboriginal Corporation
Chairperson: Ann Newchurch
Address: SANTS Level 4 345 King William Street Adelaide SA 5000
Telephone: 0458440313
Email: annewchurch@hotmail.com
Contact Officer: Osker Linde
Telephone: 08 81102800
Email: info@nativetitlesa.org

If you require further information, please contact the Aboriginal Heritage Team on telephone (08) 8303 0738 or send to our generic email address dpc-aar.heritagesites1@sa.gov.au

Yours sincerely,

HERITAGE INFORMATION TEAM
ABORIGINAL AFFAIRS & RECONCILIATION

2 August 2022

Aboriginal Affairs and Reconciliation| Date: Tue Aug 02 2022 17:05:54 GMT+0930 (ACST)
Level 16, 30 Wakefield Street | GPO Box 2343 Adelaide SA 5001
Tel (+61) 08 8303 0738 | www.dpc.sa.gov.au | ABN 83 524 915 929

ABORIGINAL HERITAGE SITES

Government of South Australia
Department of the Premier and Cabinet

Jodie Terp
Yorke Peninsula Council
PO Box 57
Maitland 5573 South Australia

Dear Jodie

Thank you for the search request dated 15 Jul 2022. The search was based on the title details - Title Type: CT, Volume: 6096, Folio: 839. The address for this parcel is: 98 SONGVAAR RD PORT VICTORIA SA 5573. Your reference is 3718.

I advise that the central archive, which includes the Register of Aboriginal Sites and Objects (the Register), administered by Aboriginal Affairs and Reconciliation (AAR), has no entries for Aboriginal sites at this location.

The applicant is advised that sites or objects may exist in the proposed development area, even though the Register does not identify them. All Aboriginal sites and objects are protected under the *Aboriginal Heritage Act 1988* (the Act), whether they are listed in the central archive or not. Land within 200 metres of a watercourse (for example the River Murray and its overflow areas) in particular, may contain Aboriginal sites and objects.

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Yours sincerely,

HERITAGE INFORMATION TEAM
ABORIGINAL AFFAIRS & RECONCILIATION

2 August 2022

Aboriginal Affairs and Reconciliation| Date: Tue Aug 02 2022 17:06:00 GMT+0930 (ACST)
Level 16, 30 Wakefield Street | GPO Box 2343 Adelaide SA 5001
Tel (+61) 08 8303 0738 | www.dpc.sa.gov.au | ABN 83 524 915 929

ABORIGINAL HERITAGE SITES

Government of South Australia
Department of the Premier and Cabinet

Jodie Terp
Yorke Peninsula Council
PO Box 57
Maitland 5573 South Australia

Dear Jodie

Thank you for the search request dated 15 Jul 2022. The search was based on the title details - Title Type: CT, Volume: 5440, Folio: 98. The address for this parcel is: BRAY RD PORT VICTORIA SA 5573. Your reference is 3718.

I advise that the central archive, which includes the Register of Aboriginal Sites and Objects (the Register), administered by Aboriginal Affairs and Reconciliation (AAR), has no entries for Aboriginal sites at this location.

The applicant is advised that sites or objects may exist in the proposed development area, even though the Register does not identify them. All Aboriginal sites and objects are protected under the *Aboriginal Heritage Act 1988* (the Act), whether they are listed in the central archive or not. Land within 200 metres of a watercourse (for example the River Murray and its overflow areas) in particular, may contain Aboriginal sites and objects.

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Please be aware in this area there are Aboriginal groups/organisations/traditional owners that may have an interest. These may include:

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Yours sincerely,

HERITAGE INFORMATION TEAM
ABORIGINAL AFFAIRS & RECONCILIATION

2 August 2022

Aboriginal Affairs and Reconciliation| Date: Tue Aug 02 2022 17:06:13 GMT+0930 (ACST)
Level 16, 30 Wakefield Street | GPO Box 2343 Adelaide SA 5001
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ABORIGINAL HERITAGE SITES

Government of South Australia
Department of the Premier and Cabinet

Jodie Terp
Yorke Peninsula Council
PO Box 57
Maitland 5573 South Australia

Dear Jodie

Thank you for the search request dated 15 Jul 2022. The search was based on the title details - Title Type: CT, Volume: 5464, Folio: 538. The address for this parcel is: MOORARA DR PORT VICTORIA SA 5573. Your reference is 3718.

I advise that the central archive, which includes the Register of Aboriginal Sites and Objects (the Register), administered by Aboriginal Affairs and Reconciliation (AAR), has no entries for Aboriginal sites at this location.

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If you require further information, please contact the Aboriginal Heritage Team on telephone (08) 8303 0738 or send to our generic email address dpc-aar.heritagesites1@sa.gov.au

Yours sincerely,

HERITAGE INFORMATION TEAM
ABORIGINAL AFFAIRS & RECONCILIATION

2 August 2022

Aboriginal Affairs and Reconciliation| Date: Tue Aug 02 2022 17:06:25 GMT+0930 (ACST)
Level 16, 30 Wakefield Street | GPO Box 2343 Adelaide SA 5001
Tel (+61) 08 8303 0738 | www.dpc.sa.gov.au | ABN 83 524 915 929

ABORIGINAL HERITAGE SITES

Government of South Australia
Department of the Premier and Cabinet

Jodie Terp
Yorke Peninsula Council
PO Box 57
Maitland 5573 South Australia

Dear Jodie

Thank you for the search request dated 15 Jul 2022. The search was based on the title details - Title Type: CT, Volume: 5464, Folio: 312. The address for this parcel is: MOORARA DR PORT VICTORIA SA 5573. Your reference is 3718.

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Yours sincerely,

HERITAGE INFORMATION TEAM
ABORIGINAL AFFAIRS & RECONCILIATION

2 August 2022

Aboriginal Affairs and Reconciliation| Date: Tue Aug 02 2022 17:06:37 GMT+0930 (ACST)
Level 16, 30 Wakefield Street | GPO Box 2343 Adelaide SA 5001
Tel (+61) 08 8303 0738 | www.dpc.sa.gov.au | ABN 83 524 915 929

Land Supply and Demand

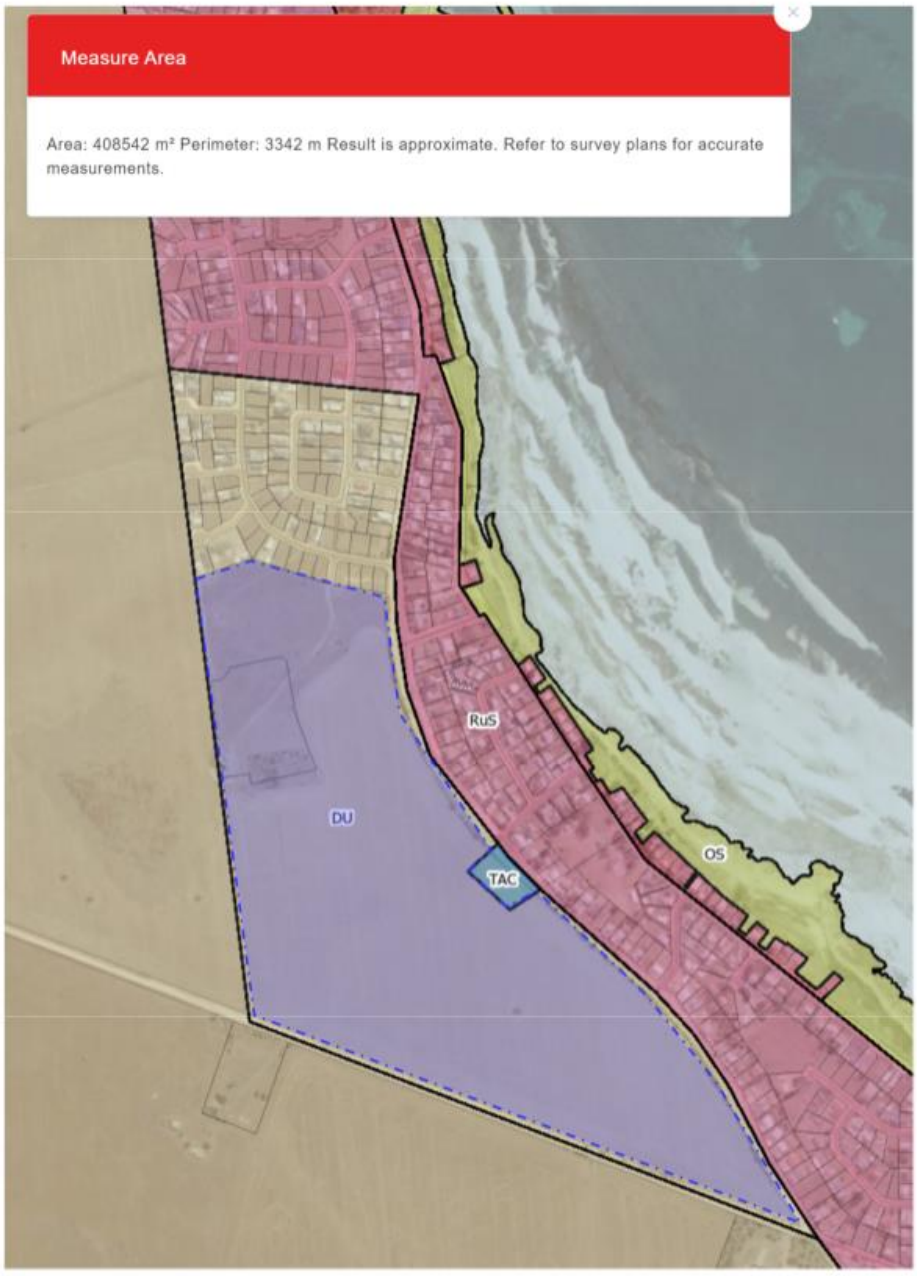
Point Turton

An analysis of the land supply in Point Turton shows that all existing allotments have been sold and developed or held for future development and the only land zoned for future residential land use is the affected area the subject of this Code Amendment and another small portion of a larger rural allotment on the southern edge of the township.

The portion as shown below is zoned Deferred Urban so would require a Code Amendment to be approved for land division to occur and the area zoned is 4.66 hectares in area which allowing 10% for supporting infrastructure such as roads and minimum allotment sizes of 1200 square metres anticipating no available wastewater connection would yield approximately 35 allotments.

Point Turton – Deferred Urban Zones *Source: SAPPA*

The only other land zoned for future residential land use is the undeveloped portion of the affected area of the proposed code amendment shown below. A concept plan has been developed for this area which proposes approximately 338 allotments which would be developed in stages starting with approximately 59 residential allotments.



Point Turton – Deferred Urban Zone – Affected Area *Source: SAPPA*

Port Victoria

An analysis of the land supply in Port Victoria shows that all existing allotments have been sold and developed or held for future development. The current developable land zoned Neighbourhood as shown in Figure 1 below has been divided in to north and south, with the area already zoned Neighbourhood and undeveloped to the south being approximately 296.4 hectares which allowing 32.5% of this land to allow for supporting infrastructure such as roads, stormwater retention/detention and public open space up to 87 allotments at a minimum of 1200 square metres could be created. The land already zoned Neighbourhood to the north is approximately 87.6 hectares and allowing the same 32.5% to support infrastructure provision would yield 24 allotments with a minimum site area of 1200 square metres or 63 allotments if connections to the community wastewater system were made available. It is unlikely that all developable land will be developed.

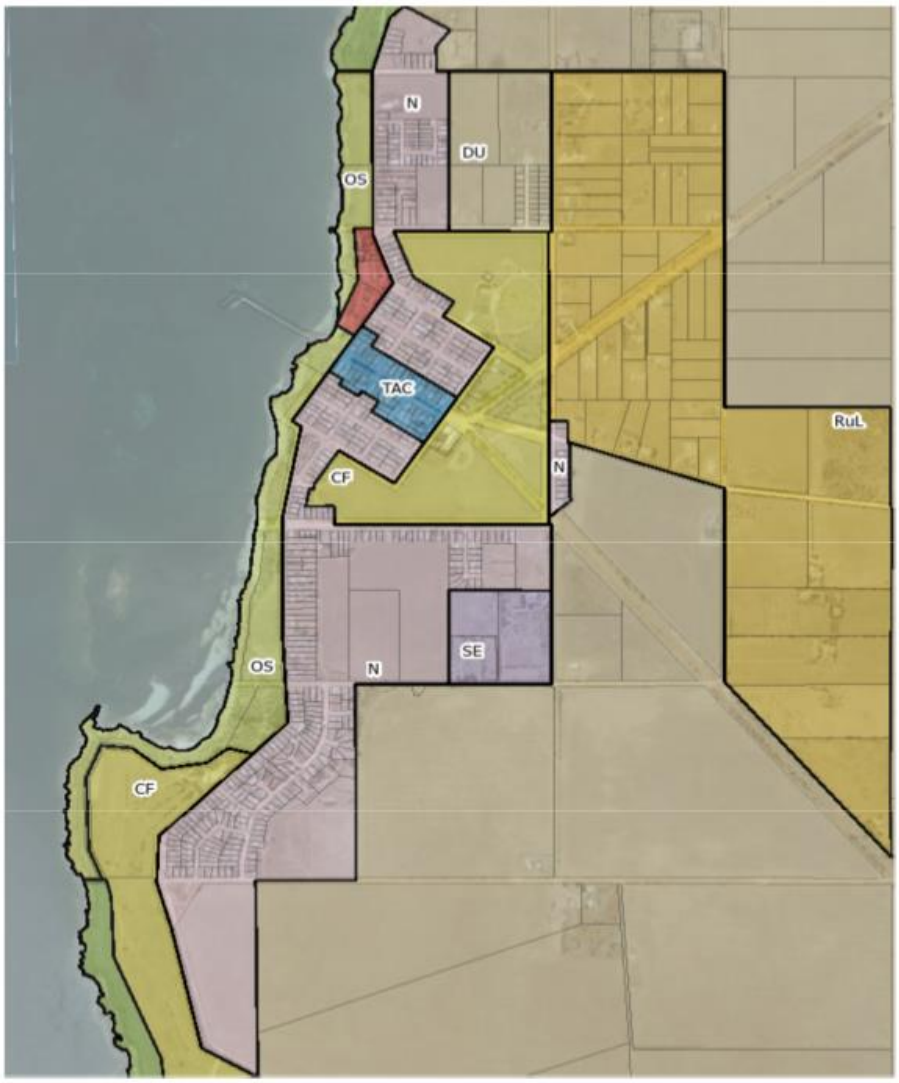
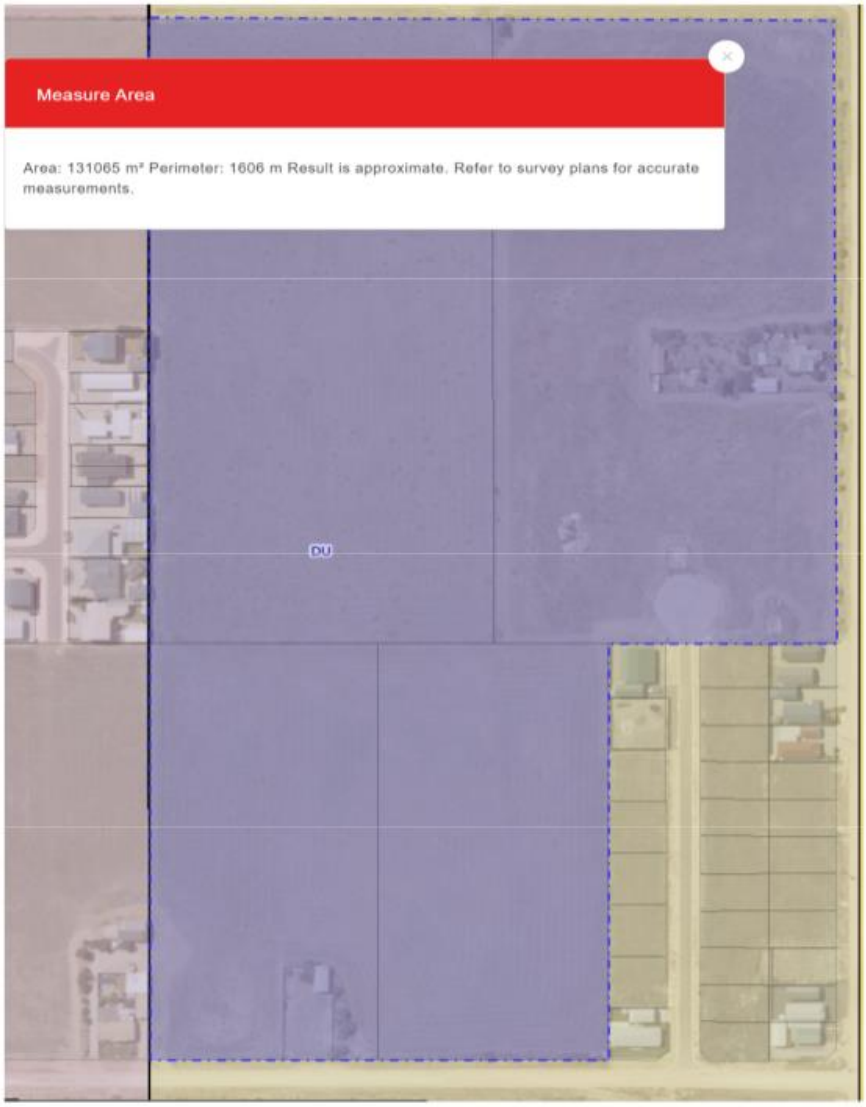


Figure 1– Port Victoria –Current Neighbourhood Zone *Source: SAPPA*

The only other land zoned for future residential land use is the undeveloped portion of the affected area of the proposed code amendment shown below. A concept plan has been developed for the portion of the affected area directly north of the currently developed land which proposes 33 allotments which would be developed in stages starting with 8 residential allotments and the finalisation of the stormwater system with the installation of a detention basin and new pump station.



Port Victoria – Affected Area *Source: SAPPA*

Concept Plans (to be provided)