



I hereby give notice that an Ordinary Meeting of Council will be held on:

Date: Wednesday, 12 April 2023
Time: 5.30pm
Location: Council Chamber
Minlaton Town Hall
57 Main Street
Minlaton

AGENDA

Ordinary Council Meeting

12 April 2023

Andrew Cameron
CHIEF EXECUTIVE OFFICER

CONFLICT OF INTEREST

Members are reminded of the requirements for disclosure by Members of direct or indirect pecuniary benefit or detriment and non-pecuniary benefit or detriment in relation to a material conflict of interest in accordance with Section 73, or an actual or perceived conflict of interest in accordance with Section 75 of the Local Government Act in items listed for consideration on the Agenda. Section 74 and 75A of the Local Government Act 1999 requires that Elected Members declare any interest and provide full and accurate details of the relevant interest to the Council. In relation to actual or perceived conflicts of interest a member has an obligation to outline how they propose to deal with the actual or perceived conflict of interest prior to consideration of that item on the Agenda.

This requirement does not apply to Ordinary Business Matters prescribed by regulation 8AAA Local Government Act (General) (Accountability and Governance) Variation Regulations 2016.

Each Member of a Council has a duty to vote at all meetings unless excepted by legislation.

The major exception being where a Member has a material conflict of interest.

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1 WELCOME AND ACKNOWLEDGEMENT OF COUNTRY BY MAYOR

Meeting declared open

2 OPENING PRAYER

3 PRESENT

4 LEAVE OF ABSENCE

Nil

5 APOLOGIES

Nil

6 CONFLICT OF INTEREST

7 MINUTES OF PREVIOUS MEETING – FOR CONFIRMATION

Ordinary Council Meeting - 8 March 2023

Confidential Council Meeting - 8 March 2023

- Southern Yorke Peninsula Community Childcare Centre – Proposed Lease Agreement
- Community Wastewater Management Schemes, Section 91 Order – Minute Reference 062/2022 (13/04/2022)

8 MOTIONS ON NOTICE

Nil

9 QUESTIONS ON NOTICE

Nil

10 QUESTIONS WITHOUT NOTICE

11 PETITIONS

Nil

12 MAYOR**12.1 MAYOR'S MONTHLY REPORT MARCH 2023****Document #:** 23/30550**Department:** Executive Services**PURPOSE**

To keep Elected Members updated on Mayoral activities during the month of March 2023.

RECOMMENDATION

That the report be received.

DISCUSSION

- | | |
|----------|--|
| 1 March | Attend Central Yorke School – Leaders Induction and Morning Tea – Maitland. |
| 3 March | Legatus Roads Forum – Maitland. |
| 8 March | Reconciliation Action Plan Working Group - Inaugural Meeting – Minlaton.
Monthly Council Meeting – Minlaton. |
| 14 March | Narungga Nation – Consent Determination Hearing – Port Victoria. |
| 22 March | Roads Working Party Meeting – Minlaton.
Information and Briefing Session – Minlaton. |
| 23 March | Water tank mural interview with Spencer Gulf Nightly News - Minlaton. |
| 24 March | Meet and greet – Minlacowie Water Tank Completion. |
| 29 March | Meeting with Pas Forgione (Digital Inclusion) – Edithburgh.
Information and Briefing Session – Budget – Minlaton. |
| 31 March | Northern and Yorke Regional Forum – Tanunda. |

ATTACHMENTS**Nil**

13 COUNCILLORS' REPORT

Nil

INFORMATION AGENDA

INFORMATION AGENDA

14 ITEMS FOR EXCLUSION

15 RECEIPT OF INFORMATION REPORTS

16 CHIEF EXECUTIVE OFFICER**16.1 ACTION LIST REPORT****Document #:** 23/34655**Department:** Executive Services**PURPOSE**

To keep Elected Members updated on the status of the Action List.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN**Goal:** 5 Responsible Governance and Leadership**Strategy:** 5.5 Undertake effective risk and emergency management**BACKGROUND**

The Action List is implemented to keep Council informed regarding the current status and outcomes of Council decisions.

DISCUSSION

The Action Lists included in the Council Agenda each month will incorporate action items from Council along with their current status.

ATTACHMENTS

1. **Action List - April 2023** [!\[\]\(74b79100900fb9c2d2bf26a3e7e89183_img.jpg\) !\[\]\(0d80902132933aad4b83a1deb6a11266_img.jpg\)](#)
2. **Completed Action List - April 2023** [!\[\]\(93f7cf73881fc70d0bda5ba82b43a69e_img.jpg\) !\[\]\(8afb6a57e34232e37523c592fb22a7c8_img.jpg\)](#)

Council Meeting Action List

Meeting	Responsible Department	Agenda Item	Minute Number	Task	Due Date
12/10/2022	Development Services	25.2	211/2022	Arrange for the Mayor and CEO to sign and affix Council's Common Seal to execute the lease documents for the Port Vincent Sailing Club Incorporated with a lease period of five (5) years with two (2) by five (5) year rights of renewal. Documents have been signed by the Minister and are now with the Port Vincent Sailing Club for signing and to be returned to Council.	10/05/2023

Council Meeting Completed Action List

Meeting	Responsible Department	Agenda Item	Minute Number	Task	Due Date
12/10/2022	Development Services	25.1	210/2022	The Mayor and CEO have signed and affixed Council's Common Seal to execute the lease documents for the Western United Sports & Community Club Incorporated for a period of five (5) years with one (1) by five (5) year right of renewal.	12/04/2023
8/03/2023	Executive Services	11.1	046/2023	Council has received the petition in relation to erecting a shade sail over the Port Vincent foreshore playground at Port Vincent.	22/03/2023
8/03/2023	Executive Services	22.1	049/2023	Coobowie Progress Association have been informed that Cr Kylie Gray is their Council liaison officer and Foul Bay Progress Association has been informed that Cr Michael O'Connell is now their Council liaison officer.	22/03/2023
8/03/2023	Executive Services	22.2	050/2023	Policy PO015 Access to Council and Committee Meetings and Documents Code of Practice has been sent out for public consultation as endorsed by Council.	22/03/2023
8/03/2023	Executive Services	22.3	051/2023, 052/2023	Speed Limits on South Australia Beaches - Council has provided its submission to the Department for Infrastructure and Transport by letter dated 16 March 2023 endorsing a default beach speed limit of 25km/h.	22/03/2023
8/03/2023	Corporate and Community Services	22.4	053/2023	Council endorsed the Draft Long Term Financial Plan (LTFP) 2024-2033 for public consultation. Advertisement commenced Thursday, 9 March 2023.	22/03/2023
8/03/2023	Executive Services	22.5	055/2023	Nomination to SA Country Arts Trust - The Chief Executive Officer executed the LGA Appointments and Nominations to Outside Bodies – Nomination Form recommending Mayor Darren Braund for the role as local government representative to the SA Country Arts Trust.	22/03/2023
8/03/2023	Corporate and Community Services	23.1	056/2023	Council endorsed the updated PO027 Business Continuity Policy and the updated Business Continuity Plan 2023 as presented in the report.	22/03/2023
8/03/2023	Corporate and Community Services	23.2	057/2023	Council received the financial report and capital projects update report as at 28 February 2023.	22/03/2023

Meeting	Responsible Department	Agenda Item	Minute Number	Task	Due Date
8/03/2023	Assets and Infrastructure Services	24.1	058/2023	Port Vincent Wharf and Edithburgh Jetty Structural Assessment. Council will write to the state government in due course to request the state government fund additional strengthening works consistent with commercial use on identified leased state government owned jetties/wharfs within the Council area.	22/03/2023
8/03/2023	Development Services	25.1	059/2023	Council received the Minutes of the Access Advisory Working Party meeting held on 3 February 2023.	22/03/2023
8/03/2023	Development Services	25.2	060/2023	Council commenced the community engagement process for the proposed amendment to the Community Land Management Plans (CLMPs) to reclassify land more commonly known as the Port Vincent Wharf and Jetty area, Section 207 PLN: 131400, Crown Record Volume 5848 Folio 650 from Category 3 – Public and Community Facilities to Category 4 - Business and Commercial.	22/03/2023
8/03/2023	Development Services	25.3	061/2023	Council commenced the community engagement process for the Point Turton and Port Victoria Urban Growth Code Amendment.	22/03/2023

16.2 CEO ACTIVITIES - MARCH 2023**Document #:** 23/30579**Department:** Executive Services**PURPOSE**

To keep Elected Members informed of meetings during the month of March 2023.

RECOMMENDATION

That the report be received.

DISCUSSION

- | | |
|----------|---|
| 1 March | Meeting with Patrick Goldsmith – YP Country Times – Maitland. |
| 2 March | Attend Legatus Regional Management Group Meeting – Balaklava. |
| 3 March | Legatus Roads Forum – Maitland. |
| 6 March | Meeting re CEOs Briefing – LG Safe Project update (via Zoom). |
| 7 March | Meeting with Jess Greatwich – YP Tourism – Maitland. |
| 8 March | Monthly Council Meeting – Minlaton. |
| 9 March | Meeting with Patrick Goldsmith – YP Country Times – Maitland. |
| 10 March | Meeting with Peter Villis – Port Vincent Marina – Maitland. |
| 14 March | Narungga Nation – Consent Determination Hearing – Port Victoria. |
| 15 March | CHG/LGAWCS Senior Management Workshop – “Healthy Connections” – Minlaton. |
| 16 March | Meeting with SA Power Networks and Powerline Environment Committee representatives re PLEC Project Proposal – Yorketown – (via Teams).
Corporate Management Team Meeting – Maitland. |
| 17 March | Meeting with DIT re divested jetties (via Teams).
Meeting with Peter Villis re Port Vincent Marina (Via Teams). |
| 20 March | Outside Staff EBA Meeting. |
| 21 March | ERP Presentation – Maitland. |
| 22 March | Inside Staff EBA Meeting.
Roads Working Party Meeting – Minlaton.
Information and Briefing Session – Minlaton. |
| 23 March | State/Local Government Economic Partnership Forum – Civic Reception – Adelaide. |
| 24 March | State/Local Government Economic Partnership Forum – Adelaide. |
| 27 March | Corporate Management Team Meeting – Maitland. |
| 28 March | ERP Presentation – Maitland. |

- 29 March Information and Briefing Session – Budget 2023/2024.
- 31 March Northern and Yorke Regional Forum – Tanunda.

ATTACHMENTS

Nil

16.3 CORRESPONDENCE RECEIVED FROM THE PREMIER OF SA - COUNTRY CABINET APPRECIATION**Document #:** 23/29228**Department:** Executive Services**PURPOSE**

To provide Elected Members with a copy of correspondence received from the Premier of South Australia, the Hon Peter Malinauskas MP.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN**Goal:** 5 Responsible Governance and Leadership**Strategy:** 5.2 Effective leadership and informed decision making**BACKGROUND**

Country Cabinet visits are a chance for members of the community, the Premier and the government to come together at a forum to discuss the challenges and opportunities unique to the different areas of our state.

Country Cabinet was held on the Yorke Peninsula on 15 and 16 February 2023.

DISCUSSION

Correspondence has been received from the Premier of South Australia thanking Council for supporting the recent event.

The Premier acknowledged Council's effort and coordination of the presentation given and appreciated the opportunity to discuss topics of significance to the region, in particular the region's jetties and crown land beaches. A copy of this correspondence is attached for your information.

ATTACHMENTS

1. **Correspondence from the Premier - Country Cabinet** [↓](#) 

23 29043
16 MAR 2023

BY:.....



THE HON PETER MALINAUSKAS MP

PREMIER OF SOUTH AUSTRALIA

His Worship the Mayor of Yorke Peninsula Council
Mr Darren Braund
Yorke Peninsula Council
PO Box 57
MAITLAND SA 5573

fb336182

Your Worship

I write to thank you, Mr Andrew Cameron and your office for supporting the recent Country Cabinet.

I appreciated the opportunity to meet and speak with your constituents whilst in the region, in addition to hearing their thoughts and ambitions.

The region has and will continue to play an important role in our state's economic future.

During the program, my Ministers and I spoke to a wide range of local community members, businesses, and stakeholders to get a better understanding of the issues that are important to the region.

I acknowledge Council's effort and coordination of the presentation given to myself and the Cabinet Ministers. The opportunity to discuss topics of significance to the region, in particularly the region's jetties and crown land beaches, was appreciated.

I look forward to updating you again on the progress we have made the next time I am visiting your community.

Thank you again for providing me with the opportunity to meet.

Yours sincerely

Peter Malinauskas
PREMIER

13/3 / 2023

State Administration Centre 200 Victoria Square Adelaide SA 5000
GPO Box 2343 Adelaide South Australia 5001
+61 8 8429 3232 | premier@sa.gov.au
premier.sa.gov.au

16.4 ADVICE FROM LOCAL GOVERNMENT ASSOCIATION AND THE ELECTORAL COMMISSIONER IN RELATION TO CASUAL VACANCIES BILL

Document #: 23/30508

Department: Executive Services

PURPOSE

To provide Elected Members with advice received from the Local Government Association and Electoral Commissioner in relation to the Casual Vacancies Bill passing in parliament.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN

Goal: 5 Responsible Governance and Leadership

Strategy: 5.2 Effective leadership and informed decision making

BACKGROUND

Elected Members would be aware the Electoral Commissioner, Mick Sherry, notified the Chief Executive Officer by letter dated 9 February 2023 that two Yorke Peninsula Councillors were no longer members of the council due to their failure to lodge their second campaign donation form in time in accordance with the Local Government (Elections) Act 1999.

DISCUSSION

The Local Government Association provided advice on 9 March 2023 (prepared in conjunction with their legal partner, Norman Waterhouse) confirming that the Local Government (Casual Vacancies) Amendment Bill 2023 (the Bill) was passed through the Legislative Council and was awaiting Assent by the Governor (Attachment 1).

The Bill will, among other things:

- effectively mean the office held by the *defaulting member* was never vacant (s.54(1a)(a); and
- provide that nothing done or purportedly done by the *defaulting member* in the performance or discharge of official functions or duties during the *defaulting period* is invalid or unlawful (s.54(1a)(b)(i));and
- provide that no allowances or other entitlements paid or payable to a *defaulting member* during the *defaulting period* is to be recovered or withheld (s.54(1a)(b)(ii)).

Correspondence was subsequently received from the Electoral Commissioner of South Australia, Mick Sherry, advising that the Bill came into operation on 9 March 2023 (Attachment 2).

ATTACHMENTS

1. **Special Update - Casual Vacancies Bill - LGA** [↓](#) 
2. **Correspondence from Electoral Commissioner - Casual Vacancies Bill** [↓](#) 

Natalie McDonald

Subject: FW: Advice for members on Casual Vacancy Bill

From: LGA President Dean Johnson <lgapresident@lga.sa.gov.au>

Sent: Thursday, 9 March 2023 10:00 AM

To: Andrew Cameron <Andrew.Cameron@yorke.sa.gov.au>

Subject: Advice for members on Casual Vacancy Bill

No images? [Click here](#)

Advice for members after Casual Vacancies Bill passes SA Parliament

On Wednesday, the *Local Government (Casual Vacancies) Amendment Bill 2023* (the Bill) passed through the Legislative Council of State Parliament.

The Bill is now awaiting Assent by the Governor, which is expected to occur later this week.

This is a pleasing outcome that avoids the need for costly and unnecessary legal proceedings, supplementary elections or mandatory countbacks and honours the votes cast by ratepayers.

In conjunction with our legal partner Norman Waterhouse Lawyers, we have prepared the below information to assist councils with the return to office of those elected members currently impacted by the non-lodgement of returns.

The Casual Vacancies Bill provides the following definitions:

- **Defaulting member** means a member of a council who failed to submit a prescribed return before the expiration of 1 month from the end of the relevant period for the member;
- **Defaulting period**, in relation to a defaulting member, means the period commencing on the expiration of 1 month from the end of the relevant period for the member and ending on the commencement of the *Local Government (Casual Vacancies) Amendment Act 2023*.

The Casual Vacancies Bill will, when enacted:

- effectively mean the office held by the **defaulting member** was never vacant (s.54(1a)(a)); and
- provide that nothing done or purportedly done by the **defaulting member** in the performance or discharge of official functions or duties during the **defaulting period** is invalid or unlawful (s.54(1a)(b)(i)); and
- provide that no allowances or other entitlements paid or payable to a **defaulting member** during the **defaulting period** is to be recovered or withheld (s.54(1a)(b)(ii)).

On commencement of the *Local Government (Casual Vacancies) Amendment Act 2023*, (Casual Vacancies Act) defaulting members must, within 10 business days submit any outstanding return, if they have not already done so.

All defaulting members, regardless of whether or not they have already lodged their return with the Electoral Commission SA, will be deemed to never have lost office, with effect from the date of commencement of the Casual Vacancies Act.

Any defaulting member who fails to submit a required return within the extended deadline will lose office automatically (as a matter of law) for the first time.

In preparation for the commencement of the Casual Vacancies Act, the following actions should be considered by defaulting members:

- if not already done, lodge the outstanding campaign donation return with the Electoral Commission SA
- if return has been lodged, confirm with the Electoral Commission SA, ideally in writing (if confirmation has not already been provided) that the returns lodged are correct, have been received/accepted and no further action is required.

In preparation for the commencement of the Casual Vacancies Act, the following actions should be considered by defaulting members:

- if not already done, lodge the outstanding campaign donation return with the Electoral Commission SA
- if return has been lodged, confirm with the Electoral Commission SA, ideally in writing (if confirmation has not already been provided) that the returns lodged are correct, have been received/accepted and no further action is required.

We have also [developed a template of actions](#) that should be taken by council CEOs (and Mayors where relevant), including the tabling of a council report, once defaulting members have lodged their outstanding returns and obtained confirmation of receipt.

We are pleased to reach this outcome and we look forward to council members being able to return their focus to the important duty of serving their communities.



148 Frome Street, Adelaide SA 5000 | Phone: 8224 2000 | Email: lgasa@lga.sa.gov.au

[Unsubscribe](#)

In reply please quote: ECSAF21/00132
Your ref:



9 March 2023

Mr Andrew Cameron
Chief Executive Officer
Yorke Peninsula Council

Level 6, 60 Light Square
Adelaide SA 5000
GPO Box 646
Adelaide SA 5001
T +61 8 7424 7400
W ecsa.sa.gov.au
ABN 99 891 752 468

By email andrew.cameron@yorke.sa.gov.au

Dear Mr Cameron

Re: 2022 Local Government Periodic Elections – Casual Vacancy

I refer to my previous correspondence concerning casual vacancies created in your council area as a result of the failure by certain members to lodge campaign disclosure returns on time.

The *Local Government (Casual Vacancies) Amendment Act 2023* (the Amendment Act) came into operation today. It provides for the reinstatement of members whose positions had become vacant and additional time for the lodgement of required returns by any members who have not yet done so.

I confirm that as at the date of this letter, Richard William Carruthers and Kristin Louise Murdock have lodged two campaign donation returns required under the *Local Government (Elections) Act 1999*.

The Office of Local Government and the Local Government Association will be providing guidance on the effect and implementation of the Amendment Act and the reinstatement of members whose offices had become vacant.

A letter advising the members in question of the status of their disclosure returns will also be issued.

If you have any queries concerning these disclosure returns, please contact Mr Nicholas Evans, Manager Funding Disclosure & Registrations (tel: 8429 3084, email: ecsa.returns@sa.gov.au).

Yours sincerely

A handwritten signature in blue ink, appearing to be "M Sherry".

Mick Sherry
ELECTORAL COMMISSIONER

16.5 SUBMISSION TO THE DEPARTMENT FOR INFRASTRUCTURE AND TRANSPORT - SPEED LIMIT ON BEACHES**Document #:** 23/29956**Department:** Executive Services**PURPOSE**

To provide Elected Members with a copy of a submission to the Department for Infrastructure and Transport in relation to speed limit on beaches.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN**Goal:** 3 Valued and Restored Environment**Strategy:** 3.4 Partner with other tiers of government and non-government organisations to improve environmental outcomes**BACKGROUND**

The Department for Infrastructure and Transport wrote to Council seeking feedback on options for the default vehicle speed limit to apply to all South Australian beaches that allow vehicle access (Attachment 1). The aim is to improve safety for all beach users. The Department provided a discussion paper (Attachment 2) outlining four options for a new default speed limit on South Australian beaches.

At its meeting held on Wednesday, 8 March 2023 Council resolved to endorse a default speed limit of 25km/hour as its preferred default speed limit.

DISCUSSION

Council has provided its submission to the Department for Infrastructure and Transport by letter dated 16 March 2023 (Attachment 3).

ATTACHMENTS

1. **Advice - Speed Limits on South Australian Beaches - Department for Infrastructure and Transport** [↓](#) 
2. **Discussion Paper - Speed Limits on South Australian Beaches - Department for Infrastructure and Transport** [↓](#) 
3. **Submission - Department for Infrastructure and Transport - Speed Limit on Beaches** [↓](#) 

OFFICIAL

*Enquiries to Heath Newberry
Phone / MS Teams +61 8 7133 2027*



Government of South Australia
Department for Infrastructure
and Transport

83 Pirie Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

ABN 92 366 288 135

Dear Road Safety Stakeholder

SPEED LIMITS ON SOUTH AUSTRALIAN BEACHES

The Department for Infrastructure and Transport (the Department) is seeking feedback on options to manage vehicle speeds on South Australian beaches to improve safety for all beach users. This feedback will inform any decision to change the default speed limit on beaches.

Vehicle access to South Australian beaches is highly valued but can raise safety concerns for some beach users. Driving on a beach is less predictable than driving on a road and accordingly can present different challenges.

A Discussion Paper has been prepared by the Department that details four options for a new default speed limit on South Australian beaches. It is envisioned that any new default beach speed limit will apply to all beaches accessible by vehicles across the state, unless otherwise signposted.

Further information, including a copy of the Discussion Paper, an Online Survey, and Frequently Asked Questions can be access via the yourSAy web page here <https://yoursay.sa.gov.au/speed-limits-on-beaches>.

Your feedback and comments will be greatly valued and will contribute to future decisions relating to speed limits on South Australian beaches. We encourage you to have your say by:

- Completing the online survey
- Emailing any comments to DIT.RoadSafety@sa.gov.au
- Posting any written feedback or comments via:

Speed Limits on Beaches

Road Safety Policy and Research
Department for Infrastructure and Transport
GPO BOX 1533
Adelaide SA 5001

Knet #195227732

OFFICIAL

Sharing the yourSAy web link can encourage your community to provide their input. All surveys, comments and feedback are due by 5pm Friday 17 March 2023.

Enquiries may be directed to Mr Heath Newberry, Principal Policy Officer, Road Safety, Policy and Research via +61 8 7133 2027.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in blue ink that reads "Emma Kokar". The signature is fluid and cursive, with a long horizontal stroke at the end.

Emma Kokar
Executive Director
Road and Marine Services

13 February 2023

Knet #195227732

Speed limits on South Australian Beaches

February 2023

dit.sa.gov.au

Follow us on:    



Government of South Australia
Department for Infrastructure
and Transport

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Executive Summary

The Department for Infrastructure and Transport (the Department) is seeking feedback on options to manage vehicle speeds on South Australian beaches to improve safety for all beach users.

Beaches in South Australia are considered a 'road-related area' under road traffic legislation. This means that where no speed limit is set, the default speed limit applies. As such, many South Australian beaches are subject to the default speed limit of 100 kilometres (km) per hour that applies outside built up areas. In built up areas, the default speed limit of 50 km/h applies.

Vehicle crashes on beaches are recorded as part of road safety statistics. Over the five years (2017-2021) there were 29 reported crashes on South Australian beaches resulting in the loss of one life, 15 serious injuries and 13 minor injuries. During this period, speed was identified as a contributing factor in approximately 50% of all reported crashes that occurred on a beach.

The need for a lower default speed limit for South Australian beaches is being considered to improve safety for all beach users, especially given the impracticality of formal road infrastructure to separate vehicles from pedestrians and the changing nature of driving conditions on a beach.

Purpose

This discussion paper proposes four options for speed limits on South Australian beaches.

Options under consideration include:

- Option 1: A default beach speed limit of 40 km/h.
- Option 2: A default beach speed limit of 25 km/h.
- Option 3: A default beach speed limit of 40 km/h and 25 km/h when passing or within 100 metres of a pedestrian.
- Option 4: No change to current default speed limits.

Any new default beach speed limit will apply to all beaches accessible by vehicles across the state, unless otherwise signposted.

Recognising that the impacts of vehicles on the coastal environment and wildlife is an area of concern to many, this paper does not consider:

- Restricting or changing any access arrangements to South Australian beaches that are accessible by vehicle.
- Any environmental impacts from vehicles accessing a range of South Australian beaches.

This is because the primary purpose of a management framework for speed limits is to provide for the safe movement of people and vehicles on roads, and road related areas.

Background

Speed limits on South Australian beaches

Beaches in South Australia are considered a 'road-related area' under road traffic legislation and the Australian Road Rules apply, including rules related to speed limits.

The Department is responsible for managing speed limits within South Australia in accordance with the Speed Limit Guideline for South Australia.

There are two types of default speed limits, which exist in the absence of signposted speed limits:

- A default urban speed limit of 50 km/h which applies in built-up areas ¹, and
- A default rural speed limit of 100 km/h which applies elsewhere in non-built-up areas.

The default speed limit on most beaches in South Australia is 100 km/h due to the definition of a built-up area.

Nonetheless, a person must not drive a vehicle without due care or attention or without reasonable consideration for other persons using the road ², including beaches as road related areas.

Some beaches in South Australia have signposted speed limits. Several Adelaide metropolitan beaches such as Moana, Aldinga and Sellicks Beach, have a 10 km/h speed limit. A 40 km/h limit applies where beaches are within a National Park, and no speed limit has been fixed by the relevant authority, in accordance with the *National Parks and Wildlife (National Parks) Regulations 2016*.

Generally, local councils are responsible for managing beaches in South Australia where they have care and control of beaches (down to the low tide water mark). They can manage access to beaches via the enactment of by-laws under section 246 of the *Local Government Act 1999*. Any signposted speed limits on beaches under the care and control of local councils must be approved via the Department as the authorising body.

South Australia Police (SAPOL) are responsible for enforcement of traffic offences relating to vehicles being driven on roads and road-related areas. Enforcement is often very difficult, given the resourcing requirements, terrain and geographic challenges presented by beaches throughout South Australia.

¹ A **built-up area**, in relation to a length of road, is defined within the Australian Road Rules (ARR) as an area in which either of the following is present for a distance of at least 500 metres or, if the length of road is shorter than 500 metres, for the whole road:

- Buildings, not over 100 metres apart, on land next to the road.
- Streetlights not over 100 metres apart.

² Section 45 of the Road Traffic Act 1961

Safety Concerns

One of the main concerns raised with vehicles accessing South Australian beaches is the safety of vulnerable beach goers (pedestrians) and the potential conflict between vehicles driving on a beach and pedestrians.

Beaches represent a unique driving environment that is less predictable than a more conventional road environment³. The absence of any formal road infrastructure means there is no separation between vehicles and beach goers.

Over five years (2017-2021) there were 29 reported crashes on South Australian beaches resulting in the loss of one life, 15 serious injuries and 13 minor injuries⁴. Travelling at an inappropriate speed was as a contributing factor in approximately 50% of all reported crashes on South Australian beaches.

Speed limits on beaches were highlighted as a concern during a 2020 Natural Resources Committee (NRC) Parliamentary Inquiry into 'the use of off-road vehicles in South Australia'.

Speed limits on beaches interstate

In New South Wales, some councils have enacted their own speed limits via their council by-laws, with a variety of speed limits being applied across a range of different locations. Variations range from 30 to 40 km/h, with some speed limits including a further reduction when in close proximity of a pedestrian, or another vehicle.

In Victoria, off road and recreational vehicles are not permitted on any Victorian public beaches, except for private access.

In Western Australia, recreational vehicles on beaches are managed in accordance with the Western Australian Road Traffic Act and local by-laws. For example, in the Shire of Broom, drivers can be fined \$175 for exceeding the 15 km/h speed limit under their Local Government Property and Public Places by-law.

In Queensland, the 100 km/h default speed limit applies unless there is a lower posted speed limit.

Movement and Place

Movement and Place is a framework that is increasingly being applied to guide transport planning in delivering a more integrated transport system to support a range of customer outcomes and user groups.

Movement and Place recognises that streets are not just about moving goods and people, but that they are also places for people to live, work, and spend time.

³ All responsibility, no care: a systems analysis case study of beach driving stakeholders in Australia, Page 8, Nicholas J. Stevens, Paul M. Salmon, *Centre for Human Factors and Sociotechnical Systems, University of the Sunshine Coast, Maroochydore, 4558, Australia*

⁴ Note: Crashes on beaches are only reported where the beach is accessible to vehicles.

Movement and Place is an approach that takes into account the local context and road function in road design and operation.

This approach informs speed management and road design and can be used to inform decisions, including those about speed management. Accordingly, consideration is being given to the needs of all beach users and the sense of ‘place’ associated with a beach, particularly from a recreational and experiential perspective.

Safe Systems Approach

As outlined, in South Australia’s Road Safety Strategy to 2031 ⁵, the Safe System approach adopts a holistic view of the road transport system and the interactions between people, vehicles, and the road environment. It recognises that people will always make mistakes and may have road crashes – but those crashes should not result in death or serious injury.

The Safe System model is regarded as international best practice and is the framework for improving road safety across Australia. It is built upon several key principles.



There are four overarching pillars under the Safe System approach that influence road safety outcomes as outlined in the diagram below. They include safe roads (infrastructure), safe vehicles, safe speeds at which people travel and safe people (road user behaviour).

⁵ Department for Infrastructure and Transport, South Australia’s Road Safety Strategy to 2031, page 19



Source: Adapted from Safer Roads, Safer Queensland: Queensland's Road Safety Strategy 2015–21
<http://roadsafety.gov.au/nrss/safe-system.asp>

Austroroads, is Australia’s foremost transport industry organisation who provide impartial advice to transport agencies. They advise that the Safe System speed limit for vehicles, within an environment where they are interacting with pedestrians, is 30 km/h. Impact speeds above this value are understood to result in a rapid rise in the risk of severe injury, or even death, to the struck pedestrian or cyclist ⁶.

It is however, challenging to provide the appropriate infrastructure required to encourage compliance with a 30 km/h speed limit. In a beach environment, where no road infrastructure exists, this is particularly challenging.

Where vehicles are permitted on beaches it is not practical to use infrastructure to provide a safe environment for pedestrians through physical separation or barriers. This means that other measures such as vehicle speed need to be considered.

⁶ Austroroads, Feb 2020, Integrating Safe Systems with Movement and Place for Vulnerable Road Users, page 24

DISCUSSION

Default beach speed limit options

Four options for a default speed limit on beaches are set out below. These have been informed by current best practice speed management principles and interstate approaches.

Any change to the default speed limit on beaches would require a variation to existing regulations, and feedback is sought on the following options prior to any decision for this to occur.

Option 1: A default beach speed limit of 40 km/h.

This option is consistent with similar speed limits applied to roads within other recreational areas, such as parks, reserves, sporting fields, or large parking areas.

A 40 km/h speed limit currently applies on beaches in National Parks (where no speed limit has been fixed by the relevant authority) and has for some time.

This speed limit allows for some improvement in road safety, including a likely reduction in casualty crash rates experienced across South Australian beaches.

Option 2: A default beach speed limit of 25 km/h.

This option recognises that 25 km/h is typically applied in a road environment where there is an increased emphasis on pedestrians, such as at locations where school children cross, or where there are road works.

It provides for a more substantial reduction in speed, and significant improvement in road safety, accommodating a higher level of protection for vulnerable beach users.

In some circumstances, a beach speed limit of 25 km/h may not provide sufficient speed (or momentum) to avoid vehicles getting bogged in soft sand beach environments.

Option 3: A default beach speed limit of 40 km/h and 25 km/h when passing or within 100 metres of a pedestrian.

This option is a combination of option 1 and 2. It allows for a higher speed limit at most times, with a part-time reduced speed limit that improves safety for vulnerable beach users.

The 25 km/h temporary speed limit is consistent with other existing part-time speed limits, such as school zones "25 when children present".

The level of compliance and enforcement may be difficult, given the increased complexities associated with a part-time speed limit.

Option 4: No change to current default speed limit.

This option maintains the current situation, with posted speed limits used on some South Australian beaches.

It does not provide the same road safety benefit as the other options, as it is not practical to install speed limit signage on all beaches. The existing default speed limit of 100 km/h would therefore continue to apply, unless posted otherwise.

Extent of a beach

Feedback is also sought on how a beach will be defined for the purposes of applying the default speed limit, which could include:

- The area of the coast (pebble, sand or mudflats) that falls between the mean high-water mark and the mean low-water mark, commonly referred to as the **beach face** ⁷
- The **backshore**; the part of the beach lying between the beach face and the front of the dune, and
- Any **coastal dune environments** (sandy or vegetated) that extend inland to non-coastal land.

⁷ The beach face is the part of the beach which is wetted due to the varying tide and waves under normal conditions.

Next steps

We invite comments and feedback on the options outlined in this discussion paper for speed limits on South Australian beaches.

Have your say

Community input is important, so please have your say:

- Complete the online survey via our yourSAy webpage:

<https://yoursay.sa.gov.au/speed-limits-on-beaches>

- Email any comments to DIT.RoadSafety@sa.gov.au
- Post any written feedback or comments to:

Speed Limits on Beaches
Road Safety Policy and Research
Department for Infrastructure and Transport
GPO BOX 1533
Adelaide SA 5001

Sharing the yourSAy web link can encourage others to provide their input.

dit.sa.gov.au

Follow us on:    



Government of South Australia
Department for Infrastructure
and Transport

YORKE PENINSULA COUNCIL

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16 March 2023

Record No: 23/29293

Speed Limits on Beaches
Road Safety Policy and Research
Department for Infrastructure and Transport
GPO Box 1533
Adelaide SA 5001
By Email: DIT.RoadSafety@sa.gov.au

Dear Sir/Madam

Speed Limits on Beaches

Yorke Peninsula Council (Council) supports a reduction to the default speed limit on South Australian beaches to improve safety for beach users. At its meeting on Wednesday 8th March 2023, Council resolved to endorse a default speed limit of **25 km/hour** as its preferred default speed limit, to be included in this submission (refer to Item 22.3, page 7 <https://yorke.sa.gov.au/content/uploads/2023/03/Minutes-Council-Meeting-8-March-2023-Including-Confidential-Minute-Release-9-March-2022.pdf>)


Council identifies the beaches that fall within its local government area as the beaches that are relevant when responding to the questions of the survey. Of particular concern (as per attached letter sent November 2022) are the western beaches at Corny Point, Flaherty's Beach, Hardwicke Bay (township), Parsons Beach, Wauraltee Beach and Cape Elizabeth.

Regarding the application of the speed limit to all areas of the beach, in particular any coastal dune environments, we wish to raise the following as considerations:

- Council By-Law 2 – 2020 – Local Government Land, prohibits carry out of any activity which may threaten the integrity of sand dunes, coastal slopes and cliffs in the area (this would include the driving of vehicles);
- On Yorke Peninsula, significant sections of sand dunes are privately-owned, however due to no fencing, are accessible to the public from the beach. The application of a speed limit can only be applied to public road-related areas;
- Council is actively rehabilitating unauthorised sand dune tracks on its land, to prevent vehicle access and subsequent threats to the integrity of the sand dunes.

The Elected Members of Council, and staff, thank you for undertaking this review of default speed limits on beaches, to improve beach safety.

Yours sincerely


Darren Braund
Mayor


Andrew Cameron
Chief Executive Officer

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16.6 CORRESPONDENCE TO BLAIR BOYER MP, MINISTER FOR EDUCATION, TRAINING AND SKILLS**Document #:** 23/30452**Department:** Executive Services**PURPOSE**

To provide Elected Members with correspondence recently directed to the Minister for Education, Training and Skills, Blair Boyer MP seeking an exemption to the two year requirement to obtain a Funded Activities Agreement.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN**Goal:** 5 Responsible Governance and Leadership**Strategy:** 5.2 Effective leadership and informed decision making**BACKGROUND**

Elected Members would be aware the construction of the SYP Community Childcare Centre (Centre) is currently underway. At the Council meeting held on 18 January 2023, Council endorsed Jawbem Group (operating under the business name of Adelaide Family Learning and Care Services) as the selected childcare provider for the Centre and the Maitland Childcare Facility.

The Maitland Childcare Facility will also have the ability to be utilised as a training site to prepare the workforce needed for both facilities.

DISCUSSION

Council, jointly with Workforce Australia – Local Jobs Mid North, have written to the Minister seeking an exemption to the two year requirement to obtain a Funded Activities Agreement to enable ELC Training Australia Ltd to develop and apply for funding for a place-based training and workforce development initiative through Training Priority Projects to support the workforce needs of the two new childcare centres. A copy of this correspondence is attached for Elected Members' information.

ATTACHMENTS

1. Letter to Minister for Education, Training and Skills [↓](#) 

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16 March 2023

Record No: 23/29170

Minister for Education, Training and Skills
GPO Box 1563
ADELAIDE SA 5001

By Email: Minister.Boyer@sa.gov.au



Dear Minister

Request for exemption to provide a Funded Activities Agreement to support workforce and training needs of two new Yorke Peninsula childcare facilities

The Yorke Peninsula Council reached an agreement this month with Jawbem Pty Ltd (trading as Adelaide Family Learning and Care) to operate a new childcare facility currently being constructed in Minlaton, resulting from a successful application by the Yorke Peninsula Council to the Black Summer Bushfire Recovery Grants Program. The need for new childcare services in the Southern Yorke Peninsula was identified as the result of a close partnership between the Council and the SYP Childcare Feasibility Group, a collection of local mums, who undertook significant market research and feasibility into the lack of childcare services in the Southern Yorke Peninsula and demand for services.

In addition to operating the new Minlaton facility, Adelaide Family and Learning Centre will re-open a disused centre at Maitland which will provide further childcare places in the region. It will also provide the ability to utilise this as a training site to prepare the workforce needed to deliver both these new facilities through their Registered Training Organisation, **ELC Training Australia Pty Ltd**.

Combined, these centres will add over 100 childcare places to the Yorke Peninsula Council's municipality where currently the only operating childcare provider in the Southern Yorke Peninsula (based at Yorketown) offers only 14 places with a wait list exceeding 60 children. In addition to the benefits to families of having access to childcare places, the economic, social and wellbeing benefits are far reaching and documented in an independent cost benefit analysis.

The integrated workforce development model proposed by Adelaide Family Learning Care is an innovative approach to ensuring the region has the people and skills required to operate both centres. There are currently no childcare training programs being offered in the region, and the ability for this model to develop ongoing regional capability through workplace-based training programs will result in the development of a high quality and work ready pool of childcare workers for the region both now and into the future.

A key enabler in preparing a workforce in thin, regional markets is access to affordable training such as through funding available via the subsidised training list, and bespoke project approaches

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such as those through Training Priority Projects. While financially viable and currently delivering quality accredited training to the early childhood sector, as ELC Training Australia Pty Ltd has not yet operated their Registered Training Organisation for the minimum required period of two years, they are unable to obtain a Funded Activities Agreement (FAA) with the State Government to access Government subsidies for the delivery of accredited vocational training, and therefore also unable to apply for project funding for a bespoke regional solution through Training Priority Projects.

We are seeking the Minister's consideration for an exemption to the two year requirement to obtain a Funded Activities Agreement to enable ELC Training Pty Ltd to develop and apply for funding for a place-based training and workforce development initiative through Training Priority Projects for these two new centres.

While additional partnerships could be sought through other funded training providers, developing local workforce and training capability through this approach where there is a direct connection between the training provider and childcare provider will greatly enhance local capability and provide a more streamlined and efficient model of workforce development. We also do not feel an alternate training provider providing one time support for this project then establishes the longer term commitment that will be required to maintain workforce capability for the services into the future. This is particularly relevant in the Southern Yorke Peninsula where there is no existing workforce to draw upon, and no childcare training programs are being offered or delivered by other providers.

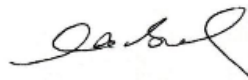
The Maitland site (which will provide a training site for both centres) is expected to commence operation in May 2023 and the Minlaton site in January 2024.

As the ability to deliver on these childcare services is critically reliant on a sufficiently trained and qualified workforce, we appreciate your timely consideration of this request.

Yours faithfully



Andrew Cameron
Chief Executive Officer
Yorke Peninsula Council
E: Andrew.cameron@yorke.sa.gov.au



Lisa Brock
Employment Facilitator
Workforce Australia – Local Jobs Mid North
E: lisa@usgemployment.com.au

Jawbem Pty Ltd and ELC Training Pty Ltd Contact:

Michael French
M: 0419 746 709
E: mfrench@rangeselc.sa.edu.au

16.7 CORRESPONDENCE SEEKING COMMITMENT TO THE FUTURE OF SA SUPPLEMENTARY ROAD FUNDING**Document #:** 23/30691**Department:** Executive Services**PURPOSE**

To provide Elected Members with correspondence sent to various Members of Parliament advocating for the continuation of the SA Supplementary Road Funding for the Yorke Peninsula and South Australia.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN**Goal:** 5 Responsible Governance and Leadership**Strategy:** 5.2 Effective leadership and informed decision making**BACKGROUND**

Council has received correspondence from the Federal Member for Grey, Rowan Ramsey MP raising his concerns over the lack of clarity and commitment by the Minister for Infrastructure, Transport, Regional Development and Local Government, Catherine King, towards the future of the Special Local Roads Grants (Attachment 1).

Rowan Ramsey MP sought Council's assistance in contacting the Government (through South Australian members of the Labor Government), advocating for the continuation of the funding.

DISCUSSION

Council has written (Attachment 2) to the following Federal Labor Members seeking their assistance in advocating for the continuation of the funding:

Mr Matt Burnell MP, Hon Mark Butler, MP, Mr Steve Georganas, MP, Ms Louise Miller-Frost MP, Hon Amanda Rishworth MP, Mr Tony Zappia MP, Senator Marielle Smith, Senator the Hon Penny Wong, Senator the Hon Don Farrell, Senator Karen Grogan.

The loss of supplementary road funding for South Australia is significant, for Yorke Peninsula Council alone it is equivalent to a 2% loss in general rate revenue.

ATTACHMENTS

1. **Correspondence from Rowan Ramsey MP**  
2. **Letter to Federal Members**  



ROWAN RAMSEY MP
 PARLIAMENT OF AUSTRALIA • HOUSE OF REPRESENTATIVES
 Federal Member for Grey



Mr D Braund
 Mayor of the Yorke Peninsula Council
 Via email: darren.braund@yorke.sa.gov.au

Dear Darren,

The Local Roads and Community Infrastructure program introduced by the Coalition Government in May 2020 at a time of great uncertainty in our communities, has proven to be a hugely successful initiative for local governments to plan and implement necessary infrastructure upgrades. Innovative and timely, the program allowed regional and rural local governments to plan with confidence and meet the expectations of their local communities for safe and well-resourced communities. Although the LRCI was introduced initially to help stimulate local economies through COVID 19, the previous Government committed to continue the program based on its outstanding success.

I am pleased the current Government has announced its intention to continue the program as well, and although belated, Minister for Infrastructure, Transport, Regional Development and Local Government Catherine King has released funding allocations for Phase Four of the highly successful program. Councillors and staff are now able to plan and implement their capital works projects and community infrastructure investment. In your case, the allocated grant amount is \$903,914.

However, of great concern is the lack of clarity and commitment by the Minister towards the future of the Special Local Roads Grants, due to expire at the end of June 2023.

Member for Barker Tony Pasin and I worked hard to firstly bring the project back and then get it extended in the 2021 Budget.

It is essential if we are to convince the Government to continue this program, that councils assist by contacting the Government especially through the South Australian members of the Labor Government.

Yours sincerely,

ROWAN RAMSEY MP
 Federal Member for Grey
 February 17th, 2023
 RR:fd

Postal Address	Offices	Port Pirie	Whyalla	Kadina
PO Box 296 Port Pirie SA 5540 Fax (08) 8633 1749 rowan.ramsey.mp@aph.gov.au		104 Ellen Street Tel (08) 8633 1744 1300 301 742	45a Playford Avenue Tel (08) 8645 4255 1300 301 651	43 Taylor Street Kadina SA 5554 Tel (08) 8821 4366

YORKE PENINSULA COUNCIL

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16 March 2023

Dear Minister

South Australian Supplementary Road Funding – 2023/24 Federal Budget

Further to recent submissions from the Local Government Association of South Australia (LGA) and the Australian Local Government Association (ALGA), I am writing to highlight the importance of SA Supplementary Road Funding for Yorke Peninsula Council and our community.

Since 2004, South Australian councils have received supplementary local road funding in recognition that they collectively manage 11 per cent (75,000km) of the nation's local road network, have over 7 percent of the nation's population, and yet receive only 5.5 percent of the Identified Local Roads component of Commonwealth Financial Assistance Grants (FAGs).

Most recently, the 2020-21 Federal Budget committed \$20 million to continue supplementary road funding for two years, which is due to expire on 30 June 2023. We are not seeking new money, just a clear commitment to lock-in the funding that successive Australian Governments have provided for over 15 years.

Yorke Peninsula Council received \$405,549 in 2021-22 and \$405,495 in 2022-23 in supplementary road funding (excluding the Special Local Road component). This has directly supported Council to maintain our roads to an acceptable standard. Our Council has the largest road network of all South Australian Councils at 3,890km. However, due to our small population and therefore rate base, this Council would not be able to adequately maintain or renew our road network without Commonwealth support.

Our road network is vital for the economic prosperity of our region. The Yorke Peninsula essentially has two key industries– agriculture and tourism. Without a satisfactory road network, both these industries would suffer.

SA local road funding is a core component of the Commonwealth Government's significant work program to improve infrastructure and strengthen regional and urban communities. The long-term benefits of federal stimulus funding will only be realised if core funding through the SA Supplementary Road Funding is ongoing.

Yorke Peninsula Council and our local community truly appreciate every single dollar received from the Commonwealth through Financial Assistance Grants and other funding programs.

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I look forward to being able to show our appreciation for a renewed SA supplementary road funding and continuing to work in close partnership with the Commonwealth Government.

Yours sincerely



Darren Braund
MAYOR

16.8 CORRESPONDENCE PROVIDED TO THE PREMIER OF SA FOLLOWING COUNTRY CABINET**Document #:** 23/33737**Department:** Executive Services**PURPOSE**

To provide Elected Members with a copy of correspondence addressed to the Premier of South Australia, the Hon Peter Malinauskas MP in relation to follow up of Yorke Peninsula Council significant issues (previously discussed at Country Cabinet) – the Aboriginal ranger program and state's divested jetties.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN**Goal:** 5 Responsible Governance and Leadership**Strategy:** 5.2 Effective leadership and informed decision making**BACKGROUND**

Country Cabinet visits are a chance for members of the community, the Premier and the government to come together at a forum to discuss the challenges and opportunities unique to the different areas of our state.

Country Cabinet was held on the Yorke Peninsula on 15 and 16 February 2023.

DISCUSSION

Following the Country Cabinet visit and discussion with various Ministers, Council wrote to the Premier of South Australia, the Hon Peter Malinauskas MP, informing the Premier that Council have progressed the matter in relation to Crown Land beaches by developing a possible Aboriginal ranger program and arrangements were afoot for a future meeting with the Deputy Premier in relation to same.

Council also requested that the Premier adopt a collaborative approach to manage the state's divested jetties (in which Yorke Peninsula Council holds 12 under lease) into the future. Council discussed that the level of expenditure currently required on these divested jetties is unattainable for Council.

A copy of this correspondence is attached for Elected Member information.

ATTACHMENTS

1. **Correspondence to Premier of South Australia** [↓](#) 

YORKE PENINSULA COUNCIL

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28 March 2023

Record No: 23/30330

The Honourable Peter Malinauskas MP
Premier of South Australia
GPO Box 2343
ADELAIDE SA 5001

By email: premier.sa.gov.au

Dear Premier

I would like to personally thank you and your cabinet for visiting our region and integrating with our local community, businesses and stakeholders.

Following our presentation and discussions with various Ministers, we have progressed one of our significant issues (being crown land beaches) and are in the midst of developing a possible Aboriginal ranger program with a future meeting being scheduled with the Deputy Premier.

The other significant issue we raised with cabinet is the state's divested jetties, in which Yorke Peninsula Council holds 12 under lease, being one third of the state's divested jetties.

As flagged, Council would like to investigate a collaborative approach with the state on how these state-owned assets are managed into the future. Unfortunately, past governments over the last decade have not been willing to even sit down and discuss any matters relating to these structures.

The level of maintenance and asset renewal required is far outstripping Council's capacity to fund these projects, noting that Council's annual maintenance budget is close to \$200,000 per year, and this year alone Council spent near on this amount on one small structure, that being the Port Vincent Wharf, replacing ten of the 35 piles. The Port Vincent jetty adjacent to the wharf has collapsed into the water and is now temporarily closed. Some members of the community are currently advocating for commercial fishing use of these facilities with the Port Vincent Wharf being one.

The much larger and extensive structures like Ardrossan and Stansbury jetties are expected to present liabilities well beyond Council's means and Council needs state help if we are to continue to work collaboratively to see tourism amenity and history preserved.

Three leased structures (ie Port Vincent Wharf, Point Vincent Jetty and Point Turton Jetty can be handed back to the state in November/December of 2023) and the balance of Council's nine divested jetties can be returned to the state in 2025, if Council cannot broker a fair and sustainable outcome for the Yorke Peninsula community.

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Council at its meeting held on 8 March 2023 tabled a debate report in relation to a request to upgrade the Port Vincent Wharf for commercial use, however with so many uncertain factors at hand, resolved the following:

RESOLUTION

Moved: Cr Naomi Bittner
Seconded: Cr Scott Hoyle

That Council endorse:

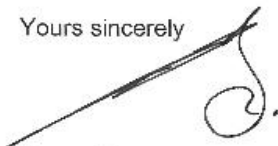
1. Halting any further Council expenditure on leased state government owned jetties within the Council area until state government funded WSCAM inspection reports are made available this financial year, and until after the state government commits to funding WSCAM load rating of all the jetties/wharfs it has leased to Council.
2. Requesting the state government fund additional strengthening works consistent with commercial use.
3. Handing back the Port Vincent Wharf and Port Vincent Jetty in November 2023, as per Clause 43 of the Memorandum of Lease between the state government and Council, and other state leased jetties in 2025, unless the state government commits to a sustainable maintenance funding arrangement that translates into Council's annual contribution not exceeding its current jetty maintenance expenditure of \$200,000 per year.

CARRIED 058/2023 (8/03/2023)

We formally request that the Labor government please give attention to the above as soon as possible and provide feedback and movement on the three aspects of Council's resolution.

We looking forward to working with you.

Yours sincerely



Darren Braund
Mayor

16.9 UPDATE - SOUTHERN YORKE PENINSULA COMMUNITY CHILDCARE CENTRE**Document #:** 23/30202**Department:** Executive Services**PURPOSE**

To provide Elected Members with a progress report in relation to the construction of the Southern Yorke Peninsula Community Childcare Centre at Minlaton.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN**Goal:** 1 Economically Prosperous Peninsula

2 Community Connected through Infrastructure

4 Community Engaged and Supported

5 Responsible Governance and Leadership

Strategy: 1.5 Partner and build positive relationships with key stakeholders to progress tourism and business growth

1.7 Explore opportunities for 'missing or sub-standard' infrastructure (e.g. freight movement, function centre, large accommodation etc.)

1.9 Seek out, develop and deliver on economic development opportunities

4.9 Engage and advocate for improvements to community health and social outcomes

5.2 Effective leadership and informed decision making

BACKGROUND

The Southern Yorke Peninsula Community Childcare Centre (Centre) is the outcome of co-efforts between Council and the community across several years. Council successfully secured \$2,250,000 to construct the Centre through the Black Summer Bushfire Recovery Grants Program (Grant).

A tender for the construction of the Centre at 11 North Terrace, Minlaton opened via the Tenders SA website on 2 September 2022 and closed on 10 October 2022, with Romaldi Constructions being the successful tenderer. The project includes demolition of the old tennis courts and clubrooms, the construction of the new 730 square-metre centre, carpark, external service yard, landscaping, septic soakage area and stormwater management. The Centre will have the capacity for 80 long-day care places for children aged zero (0) to five (5) and will require approximately 20 full-time equivalent employees. Construction began on the Centre on Monday, 9 January 2023.

Elected Members endorsed the terms and conditions of the proposed lease agreement between Council and Jawbem Group for the SYP Community Childcare Centre (11 North Terrace, Minlaton SA 5575) and Maitland Childcare Facility (15 Kilkerran Terrace, Maitland SA 5573) at the Ordinary Council Meeting on 8 March 2023.

DISCUSSION

Jawbem Group have had a steady number of Expressions of Interests for both enrolments and staff since being announced as the operator on 10 March 2023.

The organisation has 41 enrolment enquiries and 11 staff enquiries for the Maitland facility, and 55 enrolment enquiries and 16 staff enquiries for Minlaton (as of Monday, 20 March). Jawbem Group, operating under the business name Yorke Peninsula Learning and Care, are hopeful the Maitland facility can open in May subject to being able to recruit sufficient staff.

They are currently working with regional employment agencies and providers to help recruit staff. Council has assisted by promoting recruitment efforts, and advocating for subsidised training of staff.

Romaldi Constructions have provided the following update for progress on site (past month, as of 20 March 2023):

- Earthworks complete
- Underfloor services complete
- Raft slab poured
- Structural steelwork erected
- Timber wall framing complete
- Brickwork commenced 20 March and expected to be complete within 7-10 days
- Roof Trusses being delivered Monday, 27 March, with immediate installation

ATTACHMENTS

1. **Photos - Childcare Centre Construction** [!\[\]\(f2fdbbba686c1099e6b2b8779766e2d3_img.jpg\)](#) 







17 CORPORATE AND COMMUNITY SERVICES

17.1 AUDIT AND RISK COMMITTEE MINUTES - 21 FEBRUARY 2023

Document #: 23/21952

Department: Corporate and Community Services

PURPOSE

To keep Council informed with regards to regular Audit and Risk Committee Meetings.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN

Goal: 5 Responsible Governance

Strategy: 5.1 Openness and transparency of reporting Council's performance

5.2 Effective leadership and informed decision making

5.3 Meet all legislative requirements and compliance with Council's internal controls

5.5 Undertake effective risk management

5.8 Continuous improvement of Council processes

BACKGROUND

The Audit and Risk Committee is a Section 41 Committee of Council. A copy of the minutes from the meeting held on 21 February 2023 are attached.

DISCUSSION

Business discussed at the meeting centred around:

- Audit and Risk Committee Work Plan 2023
- Audit and Risk Committee Annual Review and Self Assessment 2022
- December Quarterly Budget Review
- Policy and Procedure Reviews
- National Disability Insurance Scheme Surveillance Audit Follow Up
- Updated Business Continuity Policy and Business Continuity Plan

ATTACHMENTS

1. **Audit and Risk Committee Minutes - 21/02/2023** [↓](#) 



MINUTES

Audit and Risk Committee Meeting

(Subject to confirmation)
21 February 2023

AUDIT AND RISK COMMITTEE MEETING MINUTES

21 FEBRUARY 2023

**MINUTES OF YORKE PENINSULA COUNCIL
AUDIT AND RISK COMMITTEE MEETING
HELD AT THE COUNCIL CHAMBERS , MINLATON TOWN HALL, 57 MAIN STREET,
MINLATON
ON TUESDAY, 21 FEBRUARY 2023 AT 3:04PM**

1 WELCOME BY CHAIRPERSON

Chair Rob Reiman welcomed everyone to the meeting and declared the meeting open.

2 PRESENT

Chair Rob Reiman, Member Hussain Rafeeu and Cr Alan Headon

In Attendance

Andrew Cameron (CEO), Ben Thompson (Director Corporate & Community Services), Amanda Pitt (Business Improvement Officer), Mary Herrmann (Governance Officer), Bobbi Pertini (Manager People, Culture & Safety), Daniel Griffin (Manager Financial Services), Chloe Brown (Accountant – Financial Management), Adele Wyatt (Executive Services Support Officer) and Lauren McSkimming (Minute Secretary).

3 LEAVE OF ABSENCE

Nil

4 APOLOGIES

Cr Tania Stock, Cr Adam Meyer, Andre Kompler (Director Assets & Infrastructure Services) and Mayor Darren Braund.

5 CONFLICT OF INTEREST

Chair Rob Reiman reminded all Elected Members of the requirement to disclose any conflict of interest in relation to any matters before Council.

Nil

6 MINUTES OF PREVIOUS MEETING – FOR CONFIRMATION

COMMITTEE RESOLUTION

Moved: Cr Alan Headon
Seconded: Chair Rob Reiman

That the minutes of the Audit and Risk Committee Meeting held on 6 December 2022 be confirmed.

CARRIED 001/2023 (21/02/2023)

AUDIT AND RISK COMMITTEE MEETING MINUTES

21 FEBRUARY 2023

COMMITTEE RESOLUTION

Moved: Cr Alan Headon
Seconded: Chair Rob Reiman

That the minutes of the Confidential Audit and Risk Committee Meeting held on 6 December 2022 be confirmed.

CARRIED 002/2023 (21/02/2023)

7 VISITORS TO THE MEETING

Nil

REPORTS

8 NEW BUSINESS

8.1 MINUTES OF 25 OCTOBER 2022 MEETING FOR CONFIRMATION

PURPOSE

To seek Audit and Risk Committee endorsement to lift item 6. *Minutes of Previous Meeting – For Confirmation* from the table and resume processing at the point preceding resolution 044/2022, made at the Audit and Risk Committee meeting held on 6 December 2022 and confirm the minutes of the 25 October 2022 meeting.

COMMITTEE RESOLUTION

Moved: Chair Rob Reiman
Seconded: Member Hussain Rafeeu

That the Audit and Risk Committee lift the matter, item 6. Minutes of Previous Meeting – For Confirmation, from the table for further consideration and resume proceedings at the point preceding the following resolution:

Moved: Cr Adam Meyer
Seconded: Cr Alan Headon

That the minutes of the Audit and Risk Committee Meeting held on 25 October 2022 be laid on the table for confirmation.

CARRIED 044/2022 (6/12/2022)

CARRIED 003/2023 (21/02/2023)

and

COMMITTEE RESOLUTION

Moved: Member Hussain Rafeeu
Seconded: Chair Rob Reiman

That the Audit and Risk Committee confirm the minutes of the 25 October 2022 meeting.

CARRIED 004/2023 (21/02/2023)

AUDIT AND RISK COMMITTEE MEETING MINUTES**21 FEBRUARY 2023****8.2 AUDIT AND RISK COMMITTEE WORK PLAN 2023****PURPOSE**

To consider and endorse an updated work plan for 2023.

COMMITTEE RESOLUTION

Moved: Cr Alan Headon

Seconded: Member Hussain Rafeeu

That the Audit and Risk Committee endorse the updated 2023 Work Plan.

CARRIED 005/2023 (21/02/2023)

Chair Rob Reiman questioned whether the Strategic Plan was held up due to LG Audit, as it's due for review in two years. Staff confirmed it will be reviewed in 2024. Member Hussain Rafeeu suggested to have this reflected in the work plan. Staff to consider.

Member Hussain Rafeeu recommended staff include a schedule in the work plan as to which Policies and Procedures are due to come to the Audit and Risk Committee (ARC) for review so members are aware. Staff to implement and present to the ARC at the next meeting.

Council's CEO suggested the Long Term Financial Plan (LTFP) be presented to the Audit and Risk Committee at the November 2023 meeting instead of February 2024. Manager Financial Services and CEO to review and discuss bringing forward the LTFP.

Council's CEO advised the ARC that Council received the ESCOSA embargoed copy of their advice on 20 February 2023. Council is reviewing for any errors of facts and has until 28 February 2023 to advise ESCOSA of any corrections required.

3.43pm- Bobbi Pertini left the meeting.

3.48pm - Bobbi Pertini returned to the meeting.

8.3 AUDIT AND RISK COMMITTEE ANNUAL REVIEW AND SELF ASSESSMENT 2022**PURPOSE**

For the Audit and Risk Committee to review and self-assess its performance for the 2022 calendar year, in accordance with clause 13 of the Audit Committee Terms of Reference (TOR).

COMMITTEE RESOLUTION

Moved: Cr Alan Headon

Seconded: Member Hussain Rafeeu

That the Audit and Risk Committee endorse:

1. The 2022 Audit and Risk Committee self-assessment results as presented; and
2. The updated Terms of Reference as amended.

CARRIED 006/2023 (21/02/2023)

AUDIT AND RISK COMMITTEE MEETING MINUTES**21 FEBRUARY 2023**

Chair Rob Reiman questioned the suggested inclusion of Section 130A of the Act "proposing, and reviewing, the exercise of powers" in the updated Terms of Reference (TOR). Member Hussain Rafeeu agreed with the comments made by the Chair and that the TOR should contain this. Council's Governance Officer provided comment to the Audit and Risk Committee (ARC) that the ARC have the power to engage external auditors to review what they feel necessary. Whilst the TOR doesn't go into great detail, this authority included. The LGA are soon to release a new template for TOR, a lot of the wording will be tidied up when this is released. The current TOR is based on historical wording, with the LGA releasing a new template, it's timely to wait and update the whole TOR when it's released.

Chair Rob Reiman suggested that under "membership" of the TOR, the panel should consist of two Elected Members and two Council Officers, to have a good balance. Panels normally consist of three to four people, and in his view five is too many. Staff to consider and Council to make decision on the composition of the Committee following legislative changes requiring the number of independent members to be greater than Elected Members.

Chair Rob Reiman suggested a small edit to the TOR under section 4.4. adding "and presenting" to the sentence "be responsible for preparing papers 'and presenting' for the Committee".

The ARC agreed to wait until the LGA template is released to do a complete review which will also include the composition of the ARC. From a governance perspective, the current TOR as presented doesn't limit what the ARC can do.

8.4 DECEMBER QUARTERLY BUDGET REVIEW 2022/2023**PURPOSE**

To receive Council's endorsed December quarterly budget review (as at 31 December 2022) for Council's 2022/2023 Budget and associated financial statements, ratios and amendments.

COMMITTEE RESOLUTION

Moved: Cr Alan Headon
Seconded: Member Hussain Rafeeu

That the Audit and Risk Committee receive the Council endorsed 2022/2023 December Budget Review changes as presented in the attached Summary of Changes, Statement of Comprehensive Income and Uniform Presentation of Finances and receive the updated Statement of Financial Position, Statement of Cash Flows, Statement of Changes in Equity and Financial Indicators (Ratios).

CARRIED 007/2023 (21/02/2023)**8.5 INTERNAL AUDIT ACTIVITY REPORT****PURPOSE**

To provide the Audit and Risk Committee with an update on the recent Internal Audit activity.

COMMITTEE RESOLUTION

Moved: Cr Alan Headon

AUDIT AND RISK COMMITTEE MEETING MINUTES**21 FEBRUARY 2023**

Seconded: Member Hussain Rafeeu

That the report be received.

CARRIED 008/2023 (21/02/2023)

Member Husain Rafeeu questioned the timeline for Internal Audit Activities that are due to be reported at the next scheduled meeting, as there are three projects as well as a review on expiations. Council's Business Improvement Officer advised Council is meeting with the new External Auditors next week to discuss what Internal Audit might need to cover, so this schedule might change depending what the External Auditors will cover.

4.03pm - Ben Thompson left the meeting.

4.05pm - Ben Thompson returned to the meeting.

8.6 PROCEDURE REVIEW - PR150 INTERNAL AUDIT PROCEDURE**PURPOSE**

To seek Audit and Risk Committee endorsement of the updated PR150 Internal Audit Procedure.

COMMITTEE RESOLUTION

Moved: Member Hussain Rafeeu

Seconded: Cr Alan Headon

That the Audit and Risk Committee defers the updated PR150 Internal Audit Procedure until more information from the LGA becomes available.

CARRIED 009/2023 (21/02/2023)

Member Hussain Rafeeu and Chair Rob Reiman questioned the rationale behind the change from "Internal Auditor" to "Internal Audit" throughout the procedure. Staff explained it was to take it from singular to plural, it's not just one person but a functioning team within Council. Member Hussain Rafeeu provided comment that given the amendments to come in November 2023 in regards to the Internal Audit function, it could be premature to implement a procedure review due to not knowing what is coming. Staff will defer the update of this procedure and await more information from the LGA when it becomes available.

8.7 POLICY REVIEW - PO156 INTERNAL FINANCIAL CONTROL POLICY**PURPOSE**

To seek Audit and Risk Committee endorsement of the updated PO156 Internal Financial Control Policy.

COMMITTEE RESOLUTION

Moved: Member Hussain Rafeeu

Seconded: Cr Alan Headon

That the Audit and Risk Committee receive the updated PO156 Internal Financial Control Policy and recommend to Council that it be adopted as presented, with the recommended changes.

CARRIED 010/2023 (21/02/2023)

AUDIT AND RISK COMMITTEE MEETING MINUTES**21 FEBRUARY 2023**

Member Hussain Rafeeu questioned why a control assessment methodology or assessment matrix isn't included in the Policy. The Policy talks about it but it doesn't show the matrix. Council's Business Improvement Officer explained that Council does have an assessment matrix that the finance team use when completing their assessments and would be happy to include this in the Policy.

8.8 POLICY UPDATE - PO015 ACCESS TO COUNCIL AND COMMITTEE MEETINGS AND DOCUMENTS CODE OF PRACTICE**PURPOSE**

To seek endorsement for the proposed update of PO015 Access to Council and Committee Meetings and Documents Code of Practice for public consultation.

COMMITTEE RESOLUTION

Moved: Chair Rob Reiman

Seconded: Cr Alan Headon

1. That the Audit and Risk Committee endorse the proposed updated PO015 Access to Council and Committee Meetings and Documents Code of Practice and recommend to Council it proceed to public consultation.
2. Subject to there being no public objection to the Policy after public consultation and there are no further major changes, the Audit and Risk Committee endorse that the Policy proceed straight to Council for endorsement, bypassing the Audit and Risk Committee.

CARRIED 011/2023 (21/02/2023)

Member Hussain Rafeeu questioned why section 90(3) of the act was completely removed from the Policy and what the definition of "electronic" meant for public viewing. Council's Governance Officer, explained that section 90(3) has been moved to the definitions section instead to allow the Policy to read easily.

Chair Rob Reiman advised the meeting that staff had expedited this matter following his request to the Director Corporate & Community Services for this Policy to be urgently updated due to the fact that this committee cannot meet via Zoom. This followed from the fact that both independent members could not personally participate in the December meeting even though they were available to do so via Zoom.

This resulted in an email to Audit and Risk Committee members requesting consideration be given to the endorsement of this amended Policy going straight to public consultation with the final draft coming back to the Audit and Risk Committee for endorsement to Council so that this matter could move forward urgently.

While members indicated by email that their preference was for this Policy to come before the Audit and Risk Committee, it appeared to the Chair that this position was taken having regard to other matters (i.e. Elected Members' access to documents) which are unrelated to this Policy and emails continued to be sent to all members under the heading of this Policy when those matters were unrelated to the Policy and the issue under consideration thereby stalling the progress of the matter.

Chair Rob Reiman asked that when dealing with specific issues and policies, members confine themselves to the core matter on hand and not confuse the issue by raising unrelated matters. Any other unrelated issues that members wish to raise can be dealt with separately and can be included in the general business section of the agenda.

As a result of the Chair's comments, it was suggested to include part two of the recommendation.

Member Hussain Rafeeu expressed his concern for this additional recommendation due to two Elected Members not being present. Chair Rob Reiman was happy to proceed and move forward due to the nature and urgency of the Policy and the fact that it had been circulated to members twice,

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AUDIT AND RISK COMMITTEE MEETING MINUTES**21 FEBRUARY 2023**

the first being well before the agenda was circulated and members had ample opportunity to provide comments. Staff advised that no commentary was received from either Elected Members not present about the Policy or suggested changes.

Present members agreed to include part two of the recommendation.

4.43pm - Andrew Cameron left the meeting.

4.46pm - Andrew Cameron returned to the meeting.

8.9 FOLLOW UP NATIONAL DISABILITY INSURANCE SCHEME AUDIT**PURPOSE**

To consider the follow up close out report and special audit report provided by the external auditor in relation to the degree of compliance with relevant National Disability Insurance Scheme (NDIS) criteria for the Yorke Peninsula Leisure Options (YPLO) programme.

COMMITTEE RESOLUTION

Moved: Member Hussain Rafeeu

Seconded: Cr Alan Headon

That the SAI Global Surveillance Follow Up Close Out Report and Special Audit Report be received.

CARRIED 012/2023 (21/02/2023)

8.10 UPDATED BUSINESS CONTINUITY POLICY AND BUSINESS CONTINUITY PLAN**PURPOSE**

To consider and endorse the updated PO027 Business Continuity Policy and Business Continuity Plan 2023.

COMMITTEE RESOLUTION

Moved: Cr Alan Headon

Seconded: Member Hussain Rafeeu

That the Audit and Risk Committee endorse:

1. The updated PO027 Business Continuity Policy.
2. The updated Business Continuity Plan 2023 noting that the operating sub plans for each critical service have been completed as part of this work.

CARRIED 013/2023 (21/02/2023)

Member Hussain Rafeeu questioned the IT Disaster Recovery Plan and what is in place for the interim. Staff provided comment that it's on the internal audit action plan and is sitting with IT to develop. Council have lots of processes in place but nothing currently in writing. Director Corporate & Community Services advised he has met with the IT team to discuss this.

AUDIT AND RISK COMMITTEE MEETING MINUTES**21 FEBRUARY 2023****9 NEW AND EMERGING RISKS / ISSUES**

Council's CEO advised the Audit and Risk Committee that the office of ward councillor for the Kalkabury Ward, formerly occupied by Richard Carruthers, and the office of ward councillor for the Innes Pentonvale Ward, formerly occupied by Kristin Murdock, become vacant by operation of section 54(1)(h) of the Local Government Act 1999. They have both appealed to SATAC to be reinstated and are currently awaiting response.

10 GENERAL BUSINESS

Director Corporate & Community Services advised the present members of upcoming training available for Audit and Risk Committee Members on 24 March 2023. A handout with the training information was provided. Chair Rob Reiman highly recommended members to attend, the information and interaction is very useful. Director Corporate & Community Services will provide the training information to members not present, via email.

Manager Financial Services presented Council's Long Term Financial Plan to the Committee.

4.56pm – the presentation commenced.

4.59pm – Mary Herrmann left the meeting.

5.02pm – Mary Herrmann returned to the meeting.

5.07pm – Adele Wyatt left the meeting.

5.10pm – Adele Wyatt returned to the meeting.

5.21pm – Bobbi Pertini left the meeting.

5.24pm – Bobbi Pertini returned to the meeting.

5.34pm – the presentation concluded.

Chair Rob Reiman questioned what is happening in relation to the composition of the Audit and Risk Committee. In November 2023 the Committee needs to be majority of independent members. Council's CEO advised Council's preference would be to have three independent members and two elected members. Council's Governance Officer advised the Committee that the Financial Management Regulations allow a maximum of five members, so Council's preference is the best option. Chair Rob Reiman suggested to go out for Expression of Interest (EOI) for an independent member and appoint this person in advance. Staff will put a report to Council requesting to commence the EOI process at the April 2023 meeting.

11 NEXT MEETING

Tuesday 30 May 2023

12 CLOSURE

The Meeting closed at 5.34pm.

The minutes of this meeting were confirmed at the Audit and Risk Committee Meeting held on 30 May 2023.

.....
CHAIRPERSON

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18 ASSETS AND INFRASTRUCTURE SERVICES**18.1 CONSTRUCTION AND MAINTENANCE WORKS REPORT****Document #:** 23/34593**Department:** Assets and Infrastructure Services**PURPOSE**

To provide a summary of the capital and maintenance works undertaken within Assets and Infrastructure Services throughout the month preceding the April 2023 meeting of Council.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN**Goal:** 2 Community Connected through Infrastructure**Strategy:** 2.4 Explore provision of new infrastructure

2.5 Install and upgrade appropriate traffic control device management

2.6 Upgrade and beautification of open (recreation) spaces (e.g. playgrounds, water parks, BBQ areas etc.)

BACKGROUND

This report provides Council with a summary of the capital and maintenance works undertaken within Assets and Infrastructure Services throughout the month preceding the Council meeting.

DISCUSSION

- Roadside vegetation maintenance activities undertaken by Council are detailed in the table below:

Road Name	Start Point	End Point	Status
South			
Beegoodye Wells Road	Cockle Beach Road	Moores Drive	Completed
Coringle Road	Oaklands Road	Wool Bay Township	Ongoing
Cudoorowie Road	Cutline Road	Pookawarowie Road	Programmed
North			
Piggery Corner Road	Sandy Church Road	James Well Road	Completed
Piggery Corner Road	Sandy Church Road	McFarlane Road	Completed
Pine Point Road	Yarrum Road	Piggery Corner Road	Completed

- Construction works forming part of the Heavy Vehicle Access Upgrade – Gardner Street and Fowler Terrace, Price are nearing completion, with minor sealing work, and the SA Power Networks pole relocation, to be completed.
- The North Coast Road Upgrade is ongoing, with earthworks being undertaken, and drainage and kerbing works nearing completion. Stage One of the North Coast Road Upgrade is on track to be completed between April 2023 and May 2023, weather permitting.

- Attention to parks, gardens and reserves is ongoing, in accordance with available resources and programming.
- The status of road construction and maintenance requirements is summarised in the table below, complementing 2022/2023 budget allocations and 2021/2022 carry forwards:

Road	Description of Works	Status / Comments	Estimated Start Date	Estimated Completion Date
Reconstructing and Resheeting				
Dump Road	Reconstruct and resheet a 6.7 km section from Minlaton Road to Sundown Lake Road.	Ongoing	March 2023	April 2023
Micky Flat Road	Reconstruct and resheet an 8.7 km section from the end of the bitumen seal to Powerline Road.	Ongoing	November 2022	May 2023
New Honiton Road	Reconstruct and resheet a 4.5 km section from West Street, Edithburgh to Goldsmith Beach Road.	Ongoing	March 2023	May 2023
Sandy Church Road	Reconstruct and resheet a 3.4 km section from Piggery Corner Road to North South Road.	Ongoing (material delivered to site)	April 2023	May 2023
Sandy Church Road	Reconstruct and resheet a 4.4 km section from North South Road to Yorke Valley Road.	Completed		

- Staff from Operations North completed a tidy-up of Point Pearce in the lead up to the Federal Court Native Title Determination.
- Staff from Operations South removed three truckloads of Norfolk Island pine needles from the Stansbury township.
- Patrol Grading is ongoing throughout the district, aligned with the current circuit, technique, and available resources. The following matrix provides percentage output over the 24 day period for respective areas (sectors):

Area	Output (%)	Factors Influencing Productivity
North	94	Operators – 1 day Personal Leave / 1/2 day TOIL
Maitland	46	Operators – 1 day Personal Leave / 12 days Work Cover
Minlaton	81	Operators – 2 days Personal Leave / 1 day TOIL / 1 and 1/2 days Other Projects
South	92	Operators – 1 and 1/2 days Annual Leave Machinery – 1/2 day Maintenance

Patrol Grading productivity in the North, Maitland, Minlaton and South sectors has been impacted by the following factors:

North

- Personal Leave – during this reporting period one Patrol Grader Operator had one day of personal leave.
- TOIL – during this reporting period one Patrol Grader Operator had a half day of TOIL.

Maitland

- Personal Leave – during this reporting period one Patrol Grader Operator had one day of personal leave.
- Work Cover – during this reporting period one Patrol Grader Operator spent 12 days under work cover.

Minlaton

- Personal Leave – during this reporting period one Patrol Grader Operator had two days of personal leave.
- TOIL – during this reporting period one Patrol Grader Operator had one day of TOIL.
- Other Projects – during this reporting period one Patrol Grader Operator spent one and a half days using the magnet in their area.

South

- Annual Leave – during this reporting period one Patrol Grader Operator had one day of annual leave and the other Patrol Grader Operator had half a day of annual leave.
 - Machinery – during this reporting period half a day of maintenance work was carried out on the grader.
- Jetpatching activities were undertaken in the northern sector of the Council area.
 - Street sweeping activities have been undertaken in the southern townships.
 - Staff from Operations North installed a new shelter shed at the Balgowan playground.
 - Staff from Operations South scarified and top-dressed the Edith Street, Edithburgh medium strip.
 - Staff from Operations South undertook an upgrade of the Mozzie Flat bush camping site. As part of the upgrade, staff constructed four additional camp sites, trimmed trees around the existing sites, and brought in fill to consolidate the sandy tracks. The levelling of the pad for the toilet tank is still to be completed.
 - Staff from Operations Central have continued tree trimming and clearance work for a new fence that will be installed along the western side of Esplanade, Hardwicke Bay.
 - Staff from Operations North worked with a contractor to install a new enviro toilet at The Bamboos bush camping site.
 - Staff from Operations Central have cleared and prepared the garden beds in Minlaton ready for autumn planting.
 - Staff from Operations South installed a new ladder, and removed broken steps, from the Edithburgh jetty.
 - Approximately 55 Customer Service Requests (CSRs) have been attended to by staff throughout March, with activities including:
 - Cemetery maintenance
 - Coastal infrastructure maintenance
 - Maintenance to public buildings
 - Maintenance to public conveniences
 - Playground equipment maintenance
 - Repairs to and replacement of signage
 - Repairs to footpaths

- Repairs to ticket machines
- Response to acts of vandalism
- Sealed and unsealed road maintenance
- Stormwater infrastructure maintenance
- Tree trimming
- Weed spraying
- Eight projects funded under Local Roads and Community Infrastructure Program Phase Three are completed, with the remaining in progress. Council has received notification from the Australian Government of a nation-wide extension to the due date for the Phase Three projects to 30 June 2024. For Council there may be three or four projects that will benefit from the extension past 30 June 2023, due to contractor availability; however, they remain on track to be completed in 2023. Further details are below:
 - Funding agreement executed:
 - Yorketown Area School Entrance Upgrade (**NB:** This project is managed by the school).
 - Preliminary works (design/approvals/procurement):
 - Salt Lake Tourist Trail Upgrades.
 - Contractors engaged:
 - Arthurton Main Street Beautification.
 - Maitland West Terrace Dam.
 - Minlaton Rest Centre Exterior Upgrades.
 - Walking Trail Upgrades.
 - Bush Camp Toilets.
 - Lookout and Shelter – Hardwicke Bay.
 - Corny Point Township Walking Trail.
 - Port Victoria Barbecues.
 - Port Victoria Boat Ramp Car Park Extension.
 - Campground Road Upgrade (Port Julia).
 - Beach Shelters Port Moorowie.
 - Coastal Management Strategy Projects.
 - Marion Bay Desalination Plant User Pays System.
 - SYP Water Tower Upgrades.
 - SYP Water Tower Extension Project.
 - Ardrossan Town Hall Salt Damp Repairs.
 - Disability Access to Port Vincent Institute.
 - Township Road Reseals.
 - Completed:
 - Balgowan Playground Shelters.
 - Ardrossan Clifftop Playground Equipment Upgrade.
 - Edithburgh Jetty Stone Seawall Repairs.

- Maitland Town Hall Upgrades.
 - Stansbury Cemetery Fence Replacement.
 - Stansbury Grandstand Repairs.
 - Minlaton Town Hall Fire Panel.
 - Corny Point Hall Ceiling and Window Repairs.
- The following works/upgrades have been applied to Council's Community Wastewater Management Systems (CWMS) and Water Schemes.

CWMS

- New flowmeter and flush point installed at the Bridge Road pump station **Ardrossan**
- Repairs to drainage line and irrigation network under Dinham Drive **Ardrossan**
- WWTP control switchboard repaired **Ardrossan**
- Tiddy Widdy Beach pump station rising main repairs completed **Ardrossan**
- New odour filter installed to pump station three vent pipe **Black Point**
- Boundary box collection scheme repairs carried out **Foul Bay**
- New concrete valve chamber and flowmeter installed at pump station one **Hardwicke Bay**
- New gravity line installed along Seaview Road **Maitland**
- Irrigation site cleaned up **Sultana Point**
- New control switchboard installed at Jacob Street pump station **Yorketown**
- New flowmeter wand flush valve installed at Jacob Street pump station **Yorketown**
- New control switchboard installed at Memorial Drive pump station **Yorketown**

Water Schemes

- Installation of new user pays water dispenser system **Desalination Plant**
continuing

(All CWMS, Water Schemes and Stormwater Harvesting Schemes are monitored with water quality testing in accordance with SA Health and Environmental Protection Authority (EPA) licence conditions.)

ATTACHMENTS

Nil

19 DEVELOPMENT SERVICES

19.1 CORRESPONDENCE RECEIVED FROM THE HON NICK CHAMPION MP - COUNCIL LEADERSHIP ON STRATEGIC PLANNING - REGIONAL PLANS

Document #: 23/29459

Department: Development Services

PURPOSE

To provide Elected Members with a copy of correspondence from the Minister for Planning, the Hon Nick Champion MP, regarding the State Planning Commission progressing the Regional Planning Program.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN

Goal: 1 Economically Prosperous Peninsula

Strategy: 1.2 Deliver strategic and responsible land use planning

BACKGROUND

The Yorke Peninsula and Mid North Regional Plan has been formally initiated by the State Planning Commission. The Regional Plan (the Plan) will have a strong focus on how the Yorke Peninsula and Mid North region will look and function over the next 30 years, focusing on land use, transport infrastructure and the public realm.

DISCUSSION

Correspondence dated 17 March 2023, from the Minister for Planning, the Hon Nick Champion MP, commends and acknowledges Council's progression of strategic planning for our local area and encourages Council to continue to work to drive and support the further strategic planning which will occur through the development of the plan. The Department is committed to working collaboratively with Councils in developing the Plan and is taking a partnership approach.

The Minister also advises that Councils are in a position to proactively advocate for their communities through other proponent led Code Amendments. This is supported through Practice Directions which require early engagement with the Council administration before a Code Amendment is initiated.

Councils are encouraged to recommend key community interest groups or actively participate in proposed Code Amendments which are of strategic importance to a local area.

ATTACHMENTS

1. Correspondence - Minister for Planning - Hon Nick Champion [!\[\]\(dfca7b7ba04af5e0fd8f631088951778_img.jpg\) !\[\]\(bf1925d4ff0ffe3d685948333cd87bdf_img.jpg\)](#)

Hon Nick Champion MP

23MP40068

Mr Darren Braund
Mayor
Yorke Peninsula Council

By email: darren.braund@yorke.sa.gov.au



Government
of South Australia

Minister for Trade and
Investment

Minister for Housing and
Urban Development

Minister for Planning

GPO Box 11032
ADELAIDE SA 5001

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Council Leadership on Strategic Planning

Dear Mayor Braund

I am writing regarding the crucial role of Councils in strategic planning for the future growth, development and management of their local government areas.

Regional Plan

As you are aware, the State Planning Commission (the Commission) is currently progressing its Regional Planning Program, which will include delivery of a new Regional Plan (the Plan) for your region.

Part of the core business of Councils is to lead strategic planning for their local areas. Councils have an important role to play in understanding the scope for future growth and change and proactively planning for where and when that growth and change should occur. Councils have historically fulfilled these functions, and this has not changed with the implementation of the new planning system.

Further to the letters to the Council's Mayor and Chief Executive Officer in March 2022, the more work the Council has done in strategic planning for its local area, the more collaborative the preparation of the Plan can be.

I commend the work of your Council to date, and I am advised you are well progressed in strategic planning for your local area. I strongly encourage you to build on this work and continue to drive and support the further strategic planning which will occur through the development of the Plan.

The Department is committed to working collaboratively with Councils in developing the Plan and is taking a partnership approach. In particular, the Regional Planning Team in the Department will be looking to Councils to contribute insights about where they want growth to occur within their Council areas.

Code Amendments

As noted above, the role of Councils in actively planning for growth and change has not changed through transition to the new planning system.



For the first iteration of the Planning and Design Code (the Code), the majority of policy content was transitioned from existing policy in the (former) Development Plans to the closest "like for like" policy available within the Code library. Through this implementation process, a number of Councils sought application of different zones which were not possible at the time, as they would have effected a rezoning (which in turn would have warranted more targeted consultation with impacted communities).

While Councils are able to initiate and lead Code Amendments under the new planning system, I acknowledge that many Regional Councils do not have sufficient resources available to do so. As such, the delivery of Regional Plans is also a valuable opportunity for Regional Councils to provide a pathway for contemporary Code policy to support future growth and change. Development of a comprehensive Regional Plan would open the door to a streamlined Code Amendment pathway for future changes to the Code which comply with the Regional Plan.

In addition, Councils are also in a position to proactively advocate for their communities through other proponent-led Code Amendments. This is supported through Practice Directions which require early engagement with the Council administration before a Code Amendment is initiated. In providing pre-initiation comment, I encourage Councils to recommend key community interest groups or stakeholders who may benefit from targeted engagement, and to offer the sharing of information and other documentation to assist in both the formulation of the proposal and the engagement process itself. I encourage Councils to actively participate in proposed Code Amendments which are of strategic importance to a local area.

I trust this information is of assistance. Should you have any questions regarding the matters outlined in this letter, please contact the PlanSA Helpdesk on 1800 752 664 or via email at PlanSA@sa.gov.au.

Yours sincerely



Hon Nick Champion MP
Minister for Planning

17 March 2023

19.2 INSPECTORIAL REPORT

Document #: 23/31104

Department: Development Services

PURPOSE

To inform Elected Members of the activities of the Inspectorial Team.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN

Goal: 4 Community Engaged and Supported

Strategy: 4.4 Continue delivering compliance and environmental health services and inspections

BACKGROUND

This report provides Elected Members with information relating to the activities of Inspectorial staff.

DISCUSSION

During the past month, Council's Rangers have dealt with many routine matters including By-law compliance, abandoned vehicles, nuisance complaints and dog and cat management issues.

Dog Attacks/Harassment

Visitors to Port Clinton were walking their dog on the beach when their dog was attacked by another dog that had escaped from a nearby residence. As a result of the attack, the dog required veterinary treatment. The owner of the offending dog was very remorseful and has reimbursed all associated veterinary costs to the victim in relation to the incident. The owner of the offending dog has been advised of Council's intention to place a Nuisance Dog Control Order on the dog.

Wandering and Nuisance Dogs

A property owner at Point Turton contacted Council after a dog had wandered onto their property. As a result of the dog wearing an expired registration tag, the owner was contacted to collect the dog. This dog was subject to a Nuisance Dog Control Order. The owner of the dog was exiated for owning an unregistered dog and breaching the Nuisance Dog Control Order.

Barking dog complaints are being dealt with in The Pines, Minlaton, Edithburgh and Price.

Three separate dog owners have been issued with an Expiation Notice for keeping an unregistered dog.

Bush Camping

Rangers conducted regular patrols of the bush camping reserves. The number of campers using the facilities in the past month have been relatively low, apart from the March long weekend, when the number of permits issued exceeded 600. Generally the campers in the camp rounds were compliant, however campers are consistently located in undesignated areas. Expiation Notices have been issued to persons on Flahertys Beach, Hickeys Drive, Coobowie and Tiddy Widdy Beach for camping in an undesignated area.

Boat Ramps

Routine patrols of boat ramps were undertaken to ensure that users are paying for the use of the facilities. Ten show-cause notices were issued where the launch permit/ticket could not be observed or confirmed on the EasyPark system. Users who produced a valid permit/ticket and a reason as to why the ticket was not displayed are generally cautioned for failing to display the ticket.

Five Expiation Notices have been recently issued in relation to boat ramp usage.

Traffic Management

Rangers routinely patrol all townships for traffic management, including foot patrols, paying particular attention to disabled parking bays and vehicles parking on yellow lines and footpaths.

Two Expiation Notices have been issued to long vehicles which were parallel parked in designated angle parking areas in Main Street, Minlaton.

Local Nuisance and Litter Control

As a result of a complaint received in relation to wandering poultry, a Price resident has been contacted and advised of her obligations to not create a Local Nuisance pursuant to the Local Nuisance and Litter Control Act. She was advised to contain her poultry on her property otherwise she may be liable to a \$500 Expiation Notice.

Council Rangers continue to liaise with property owners at Port Clinton and Corny Point to ensure they remedy the unsightly condition of their land. Failure to address the unsightly condition of their properties, may result in an Abatement Notice being issued.

The cormorant control program has again been conducted in Port Vincent. The numbers roosting in Stansbury have been relatively low, but it is expected the program will also be conducted at that location in the near future.

Cat complaints have been dealt with in Edithburgh, Minlaton and Port Julia.

General

A complaint was received in relation to a mobile food vendor operating in Point Turton. The operator of the van did not have a permit and the van had not received approval to operate by Council's Environmental Health Officer. They were subsequently issued with an Expiation Notice for operating without a permit.

Fire Prevention

Council's Fire Prevention Officers (FPO) continue to monitor the fuel loads in the district. Section 105 Bushfire Prevention Notices are being issued to properties that require fuel reduction. The burning off season for farmers to prepare their land for the coming season commenced on 1 March 2023. Council's FPO randomly inspects the burn offs to ensure compliance with the permit conditions.

ATTACHMENTS

Nil

19.3 BUILDING FIRE SAFETY COMMITTEE**Document #:** 23/31413**Department:** Development Services**PURPOSE**

This report is to keep Elected Members up to date with the activities and inspections of the Yorke Peninsula Building Fire Safety Committee.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN**Goal:** 5 Responsible Governance and Leadership**Strategy:** 5.3 Meet all legislative requirements and compliance with Council's internal controls**BACKGROUND**

Local Government play an important role in protecting the ongoing safety of building occupants and users through the provision of the Planning, Development and Infrastructure Act 2016 (PDI Act).

Section 157 of the PDI Act establishes the power for councils to investigate whether building owners are maintaining sufficient levels of fire safety in their buildings for the protection of all occupants, whether they be residents and or workers who use them regularly, or clients and visitors who only use them occasionally.

DISCUSSION

Council has previously resolved to form the Yorke Peninsula Building Fire Safety Committee pursuant to Section 157(17) of the PDI Act.

The role of this committee includes the following: -

- Develop appropriate building fire safety policies.
- Scrutinising the fire safety of buildings that have been identified as having inadequate fire safety provisions.
- Issuing Notices of Fire Safety Defects to building owners, which identify fire safety provisions that need to be upgraded to an extent that provides a reasonable level of safety for occupants.
- Forwarding information on Section 157 fire safety notices to Council's administration for Section 7 enquiries (made by a vendor when a building is available for sale or lease).
- Where appropriate, negotiate a cost effective performance solution with a building owner to reduce fire safety risks to an acceptable level.
- Issuing Notices of building work required, scheduling prescribed works that must be carried out in order to raise the building fire safety to a reasonable level of safety.
- Initiating enforcement or other actions to ensure a building owner complies with a Notice of building work required; and
- Revoking or varying fire safety notices when appropriate.

The Membership of the Committee for the reporting period was: -

Mr Peter Harmer (Presiding Member)	Peter Harmer Consulting
Mr Julian Aggiss	SA Country Fire Service (CFS)
Mr Roger Brooks	Yorke Peninsula Council
Mr Dustin Guthberg	Yorke Peninsula Council
Mr Paul Gates	Yorke Peninsula Council

The Committee met three times in 2022 and undertook inspections of the following premises:

- Arthurton Town Hall
- Arthurton Sports Club
- Arthurton Hotel
- Maitland Hotel
- Yorke Valley Hotel
- Maitland Bowling club
- Maitland Town Hall
- Maitland Golf Club
- Ardrossan Caravan Park
- Yorketown Bowling Club
- Yorke Hotel
- Melville Hotel
- Minlaton Bowls Club
- Watsacowie Brewery
- Minlaton Hotel

Matters dealt with by the BFSC are often commercially sensitive and as such details of inspections are confidential.

ATTACHMENTS

Nil

19.4 ENVIRONMENTAL HEALTH OFFICER'S REPORT**Document #:** 23/31675**Department:** Development Services**PURPOSE**

To inform Council of the activities of the Environmental Health Officer.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN**Goal:** 4 Community Engaged and Supported**Strategy:** 4.4 Continue delivering compliance and environmental health services and inspections**BACKGROUND**

This report provides Elected Members with information relating to activities of Council's Environmental Health Officer and matters relating to public health and food safety.

DISCUSSION

The Environmental Health Officer is responsible for carrying out measures for protecting the public health of the Yorke Peninsula community. This is done by assessing risk and enforcing and monitoring Laws and Regulations within the following areas:

Food Safety

- Council uses the voluntary Food Safety Rating Scheme (Scores on Doors) developed by SA Health to guide food inspections.
- Registering new permanent and temporary food businesses.
- Address food safety complaints lodged by the public.

Wastewater Applications, Installations and Management

- Ensuring all applications and installations of on-site wastewater disposal and community wastewater management system connections are compliant with state regulations.
- Management of any failing effluent disposal systems/illegal wastewater discharge.
- Assistance with the location of septic tanks and effluent disposal areas on site.

Asbestos Management

- Maintenance of Council's Asbestos Register detailing asbestos in Council owned facilities.
- Managing appropriate asbestos removal.
- Advice to the public in relation to risks associated with asbestos and the methodology for removal and disposal of asbestos.

Living Conditions

- Managing insanitary conditions as they arise to ensure there is no public health risk.

Hygiene of Beauty and Skin Penetration Practices

- Routine inspections to ensure all businesses are compliant with the South Australian Public Health Act 2011.

Investigating Public Health Complaints/Issues

- Food Safety recalls issued by SA Health.
- Pest and vermin issues.

ENVIRONMENTAL HEALTH ACTIVITY STATISTICS (1 January – 23 March 2023)

	January	February	March
Food Business Routine Inspections	2	1	1
Food Business Follow up Inspections	1	4	2
Food Recalls	0	2	3
Complaints	1	1	0
Non-Compliant Wastewater Systems	2	2	2
Notices Issued	0	0	0
COVID-19 related external enquiries	0	0	0

ATTACHMENTS

Nil

19.5 DEVELOPMENT APPLICATION DECISIONS**Document #:** 23/35014**Department:** Development Services**PURPOSE**

To inform the Elected Members of Development Application decisions for the period 25 February to 31 March 2023.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN**Goal:** 1 Economically Prosperous Peninsula**Strategy:** 1.1 Provide easier, streamlined development approval application process**BACKGROUND**

To keep Elected Members informed of Development Application decisions under delegated authority.

DISCUSSION

There were 53 Development Applications processed on the SA Planning Portal for the period 25 February to 31 March 2023 (refer Attachment 1).

ATTACHMENTS

1. **Council Report Attachment - Development Application Decisions - 25/02/2023 - 31/03/2023** [↓](#) 

DEVELOPMENT APPROVALS – DEVELOPMENT ASSESSMENT PORTAL – 25 FEBRUARY TO 31 MARCH 2023

ID	Owner	Location	Nature of Development	Relevant Authority	Lodged	Status
23005492	T Rieniets	9 LAWHILL ST PORT VICTORIA SA 5573	Verandah	Yorke Peninsula Council	25 Feb 2023	Development Approval Granted
23005219	T Jarvis	2 KOORINGA ST PORT VINCENT SA 5581	Attached Verandah	Yorke Peninsula Council	8 Mar 2023	Development Approval Granted
23005073	P Francis	12 PARSONS PDE PARSONS BEACH SA 5575	Outbuilding/carport (14.0m x 8.0m x 3.6m)	Yorke Peninsula Council	24 Feb 2023	Development Approval Granted
23004773	G Cook	75 DOWLINGVILLE SLANT RD DOWLINGVILLE SA 5571	Implement storage shed (22.6m x 36.0m x 5.1m)	Yorke Peninsula Council	21 Feb 2023	Development Approval Granted
23003793	J Voylas	11 LAWHILL ST PORT VICTORIA SA 5573	Replacement Outbuilding (15.1m x 7.62m x 3.6m)	Yorke Peninsula Council	14 Feb 2023	Development Approval Granted
23003081	V Smith	41 FIRST ST MINLATON SA 5575	Outbuilding (9m x 5m x 2.4m)	Yorke Peninsula Council	27 Feb 2023	Development Approval Granted
23002946	Yorke Peninsula Council	12 MARINE PDE PORT VINCENT SA 5581	Install a spa at managers residence	Yorke Peninsula Council	21 Feb 2023	Development Approval Granted
23002842	ERIN PARK PASTORALPTY LTD	19495 SPENCER HWY KOOLYWURTIE SA 5575	EXTENTION TO EXISTING MACHINERY SHED (3.0m x 15.0m x 6.0)	Yorke Peninsula Council	7 Feb 2023	Development Approval Granted
23001957	T Crown	LOT 482 PARKVIEW RD ARDROSSAN SA 5571	Fixed annex to existing caravan (Site 6)	Yorke Peninsula Council	9 Feb 2023	Development Approval Granted
23001746	J DUNN, R DUNN	34 SHEARWATER CR MARION BAY SA 5575	Outbuilding (shed)	Yorke Peninsula Council	6 Feb 2023	Development Approval Granted

ID	Owner	Location	Nature of Development	Relevant Authority	Lodged	Status
23001711	S Krndija	LOT 14 CARDIGAN CASTLE CCT PORT VICTORIA SA 5573	Outbuilding (8.0m x 4.5m x 3.5m)	Yorke Peninsula Council	14 Feb 2023	Development Approval Granted
23001537	Yorke peninsula council	LOT 405 PARK TCE STANSBURY SA 5582	Freestanding Verandah	Yorke Peninsula Council	31 Jan 2023	Development Approval Granted
23000692	D Clasohm	2028 SOUTH KILKERRAN RD MAITLAND SA 5573	Agricultural building for implement storage.	Yorke Peninsula Council	16 Jan 2023	Development Approval Granted
22043181	P Brady, F Brady	10 MAGAZINE BAY RD POINT TURTON SA 5575	Outbuilding - Garage	Yorke Peninsula Council	8 Feb 2023	Development Approval Granted
22043154	D Wilson	15257 SPENCER HWY MAITLAND SA 5573, 15257 SPENCER HWY MAITLAND SA 5573	Dwelling additions & alterations including verandahs.	Yorke Peninsula Council	4 Jan 2023	Development Approval Granted
22042779	P Brady	10 MAGAZINE BAY RD POINT TURTON SA 5575	Single storey detached dwelling	Yorke Peninsula Council	21 Dec 2022	Development Approval Granted
22041854	THE SANCTUARY @ COOBOWIE PTY. LTD. (ACN: 654 346 282) OF 88 BEACH ROAD COOBOWIE SA 5587	23 CAUSEWAY RD COOBOWIE SA 5583, LOT 352 PARRINGTON ST COOBOWIE SA 5583, LOT 352 PARRINGTON ST COO.,	Commercial Forestry - Biodiverse Native Planting for Carbon Sequestration	Yorke Peninsula Council	15 Dec 2022	Development Approval Granted
22041737	B Kohihagen	85 MOODY RD MAITLAND SA 5573	New implement storage shed	Yorke Peninsula Council	19 Dec 2022	Development Approval Granted
22041491	S Krndija, W Krndija	LOT 14 CARDIGAN CASTLE CCT PORT VICTORIA SA 5573	Single Storey Detached Dwelling	Yorke Peninsula Council	16 Dec 2022	Development Approval Granted
22039362	M Kenny	1121 GRAHAM RD MAITLAND SA 5573	Machinery shed	Yorke Peninsula Council	14 Dec 2022	Development Approval Granted

ID	Owner	Location	Nature of Development	Relevant Authority	Lodged	Status
22039008	R Stott, D STOTT	118 SONGVAAR RD PORT VICTORIA SA 5573	Outbuilding	Yorke Peninsula Council	19 Dec 2022	Development Approval Granted
22038819	Lalghside Proprietors Pty Ltd	18935 SPENCER HWY WAURALTEE SA 5573	Land Division (1 into 2)	Yorke Peninsula Council	23 Nov 2022	Development Approval Granted
22037986	A Rogers	16 FIFTH ST MINLATON SA 5575	Detached Dwelling	Yorke Peninsula Council	8 Nov 2022	Development Approval Granted
22037927	S McNeill, S O'Neill	155 BAYVIEW RD POINT TURTON SA 5575	Double Storey Detached Dwelling	Yorke Peninsula Council	18 Nov 2022	Development Approval Granted
22037754	S Coleman	14 THIRD ST ARDROSSAN SA 5571	Dwelling extensions , new verandah	Yorke Peninsula Council	11 Nov 2022	Development Approval Granted
22036193	W Sanderson	34 MATTA TCE CLINTON SA 5570	Outbuilding - Shed	Yorke Peninsula Council	2 Nov 2022	Development Approval Granted
22034943	C Wildash	9-11 MAITLAND RD MINLATON SA 5575	Service trade premises, including ancillary office, sales area, carparking, associated earthworks...	Yorke Peninsula Council	18 Oct 2022	Development Approval Granted
22034541	M Lazenby, A Lazenby	20 BERNO CR PORT JULIA SA 5580	Single storey detached dwelling.	Yorke Peninsula Council	21 Oct 2022	Development Approval Granted
22034465	YORKE PENINSULA COUNCIL	33 MAIN ST ARTHURTON SA 5572	Replacement shed (12.0m x 9.0m X 3.0m) to store equipment for oval maintenance.	Yorke Peninsula Council	5 Dec 2022	Development Approval Granted
22034242	D Maynard	21 HOSKING RD TIDDY WIDDY BEACH SA 5571	Two Storey Detached Dwelling	Yorke Peninsula Council	14 Oct 2022	Development Approval Granted

ID	Owner	Location	Nature of Development	Relevant Authority	Lodged	Status
22032779	B Abbott	51 BRIDGE RD ARDROSSAN SA 5571	Detached dwelling	Yorke Peninsula Council	3 Oct 2022	Development Approval Granted
22030872	P Werner	27 EDWARDES TCE PORT VICTORIA SA 5573	Outbuilding (12.0m x 9.0m x 4.2m)	Yorke Peninsula Council	23 Dec 2022	Development Approval Granted
22030088	T Pritchard, D Pritchard	6 MESNIL DR CLINTON SA 5570	Two storey detached dwelling.	Yorke Peninsula Council	30 Sep 2022	Development Approval Granted
22028387	James Honner Nominees Pty. Ltd, (ACN: 007 807 365)	LOT 2535 PROGRESS RD HARDWICKE BAY SA 5575	Land Division - 1 into 20	Yorke Peninsula Council	30 Aug 2022	Development Approval Granted
22028211	R Kerin	23 MARINE PDE PORT MOOROWIE SA 5576	Double Storey Detached Dwelling	Yorke Peninsula Council	23 Aug 2022	Development Approval Granted
22028204	M Minerds	LOT 7 CLIFT RD ARDROSSAN SA 5571	1 x industrial workshop & 1 storage building comprising 3 units.	Yorke Peninsula Council	2 Sep 2022	Development Approval Granted
22026549	S Lorenz	8 PARRINGTON ST COOBOWIE SA 5583	Single Storey Detached Dwelling	Yorke Peninsula Council	11 Aug 2022	Development Approval Granted
22026248	B Forrest	30 MARSHALL RD PORT VICTORIA SA 5573	Dwelling extension	Yorke Peninsula Council	8 Aug 2022	Development Approval Granted
22023370	M O'Leary	10 PEREGRINE DR MARION BAY SA 5575	Two Storey Detached Dwelling	Yorke Peninsula Council	14 Jul 2022	Development Approval Granted
22020276	L McWinnie	42 BEACH RD COOBOWIE SA 5583	Single Storey Detached Dwelling & Associated Earthworks	Yorke Peninsula Council	22 Jun 2022	Development Approval Granted

ID	Owner	Location	Nature of Development	Relevant Authority	Lodged	Status
22018181	B Campbell, J Green	32 DEV PATTERSON DR EDITHBURGH SA 5583	Single Storey Detached Dwelling & Outbuilding (Garage)	Yorke Peninsula Council	24 Aug 2022	Development Approval Granted
22015651	D Schmidt	7 BAKER ST WAROOKA SA 5577	Single Storey Detached Dwelling & Associated Earthworks	Yorke Peninsula Council	10 May 2022	Development Approval Granted
22015545	Yorke Peninsula Council	10-20 SLOW ST MARION BAY SA 5575	Shade Structure	Yorke Peninsula Council	11 May 2022	Development Approval Granted
22014650	J Miteloudis	33 SOUTHSORE RD HARDWICKE BAY SA 5575	Dwelling Additions and Alterations including Balcony and Garage	Yorke Peninsula Council	6 May 2022	Development Approval Granted
22014187	I Bishop	1 ANZAC PDE STANSBURY SA 5582	Single Storey Detached Dwelling	Yorke Peninsula Council	9 May 2022	Development Approval Granted
22011561	C Bowen, K Bowen	7 NORTH COAST RD POINT TURTON SA 5575	Two Storey Detached Dwelling & Outbuilding (Garage)	Yorke Peninsula Council	27 May 2022	Development Approval Granted
22010957	J Thorp	42 DIOSMA DR FOUL BAY SA 5577	Elevated Detached Dwelling	Yorke Peninsula Council	4 Apr 2022	Development Approval Granted
22008736	V NEWBERY	LOT 7 MARION BAY RD MARION BAY SA 5575	Single-storey detached dwelling, water storage tanks (two (2) x 22,500 litres and two (2) x 10,000..	Yorke Peninsula Council	11 May 2022	Development Approval Granted
21038239	T FERGUSON	194 GAP RD WEETULTA SA 5573	Dwelling alteration / additions.	Yorke Peninsula Council	3 Dec 2021	Development Approval Granted
21034397	C Martin, C Martin	18 DAVIT DR BLUFF BEACH SA 5575	Two storey detached dwelling with front balcony and outbuilding.	Yorke Peninsula Council	2 Nov 2021	Development Approval Granted
21031735	A Cook	173 DIDLYAMULKA RD KOOLYWURTIE SA 5575	Agricultural Building (Hay Shed)	Yorke Peninsula Council	27 Oct 2021	Development Approval Granted
20002322	The Synod of the Anglican Church of Australia in the Diocese of Willochra Inc.	29 MARINE PDE PORT VINCENT SA 5581	Establish a community garden, including a free-standing verandah.	Yorke Peninsula Council	5 May 2021	Refused
20001364	A Taylor	242 NORTH COAST RD POINT TURTON SA 5575	Detached Dwelling including Cellar, Garage and Verandah	Yorke Peninsula Council	10 Nov 2020	Development Approval Granted

19.6 WASTEWATER SYSTEM APPLICATION DECISIONS**Document #:** 23/35133**Department:** Development Services**PURPOSE**

To inform the Elected Members of Wastewater Application decisions for the period 25 February to 31 March 2023.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN**Goal:** 1 Economically Prosperous Peninsula**Strategy:** 1.1 Provide easier, streamlined development approval application process**BACKGROUND**

To keep Elected Members informed of Wastewater Application Decisions under delegated authority.

DISCUSSION

The following is a list of all Wastewater System applications processed for the period 25 February to 31 March 2023.

050/129/2022	050/196/2022	050/198/2022
050/201/2022	050/208/2022	050/209/2022
050/210/2022	050/213/2022	050/216/2022
050/218/2022	050/228/2022	050/229/2022
050/230/2022	050/231/2022	050/233/2022
050/234/2022	050/001/2023	050/002/2023
050/004/2023	050/006/2023	050/008/2023
050/009/2023	050/010/2023	

ATTACHMENTS

- Approval Listing - Wastewater System Applications - 27/02/2023 - 31/03/2023** [↓](#) 

**LIST OF WASTE CONTROL APPLICATIONS & DECISIONS ISSUED BY THE ENVIRONMENTAL HEALTH OFFICERS
UNDER DELEGATION FOR THE PERIOD 25 FEBRUARY TO 31 MARCH 2023**

Septic App. No.	Owner	Location	Proposal	Conditions	Assess. No	Decision Date	Applicant
050/129/2022	M A O'Leary 42 Old Mount Barker Road CRAFERS	(Lot 25) 10 Peregrine Drive MARION BAY	Aerobic System	18	428623	2 March 2023	Longridge Group
050/196/2022	JP Short 42 Edgcumbe Terrace ROSSLYN PARK	(Sec 342) 703 Beegoodye Wells Road MINLATON	Septic & Soakage	18	323485	9 March 2023	M Short
050/198/2022	RM & T Turnbull PO Box 311 PORT VINCENT	(Lot 7, 8, 9) 11 Edith Street EDITHBURGH	Septic & Soakage	15	210526	30 March 2023	M Tape
050/201/2022	D Maynard PO Box 7 BARABBA	(Lot 124) 21 Hosking Road TIDDY WIDDY BEACH	Septic & Soakage	14	8094	2 March 2023	D Maynard
050/208/2022	M Lazenby 20 Berno Crescent PORT JULIA	(Lot 74) 20 Berno Crescent PORT JULIA	Aerobic System	18	428227	8 March 2023	M Lazenby
050/209/2022	DA Coleman 14 Third Street ARDROSSAN	(Lot 135) 14 Third Street ARDROSSAN	Septic & Soakage	15	836	1 March 2023	S Palecek
050/210/2022	PG Strelan & WA March 97 Woolnough Road LARGS BAY	(Lot 17) 51 Moorowie Terrace PORT MOOROWIE	Aerobic System	18	226027	14 March 2023	Country Living Homes Pty Ltd
050/213/2022	SM Lorenz PO Box 549 TARWIN LOWER	(Lot 57) 8 Parrington Street COOBOWIE	Aerobic System	18	422154	1 March 2023	Peninsula Plumbing
050/216/2022	DK Schmidt 2 Jacaranda Drive CRAIGMORE	(Lot 3) 7 Baker Street WAROOKA	Septic & Soakage	16	420497	21 March 2023	Hart Bros
050/218/2022	ZB Leon 3 Springfield Avenue SPRINGFIELD	(Lot 117) Black Point Drive BLACK POINT	CWMS Connection	16	49833	31 March 2023	D Scott

050/228/2022	AM Rogers 1 Erong Avenue GILLES PLAINS	(Lot 5) 16 Fifth Street MINLATON	Aerobic System	20	303230	27 February 2023	Construction Services Australia
050/229/2022	S & W Krndija 36 Mary Street GLENELG NORTH	(Lot 14) 12 Cardigan Castle Circuit PORT VICTORIA	CWMS Connection	12	437962	27 February 2023	Longridge Group
050/230/2022	P & F Brady PO Box 309 COCKATOO VALLEY	(Lot 27) 10 Magazine Bay Road POINT TURTON	Septic & Soakage	16	407346	14 March 2023	Rivergum Homes Pty Ltd
050/231/2022	R Kleeman & K Muirhead PO Box 155 STANSBURY	(Lot 48) 95 Marine Parade PORT MOOROWIE	Septic & Soakage	16	227108	15 March 2023	Longridge Group
050/233/2022	C Gunning 5/6 Hill Street KENSINGTON	(Lot 64) 6 Belmont Crescent MAITLAND	Septic & Soakage	19	13201	30 March 2023	T Gunning
050/234/2022	T & D Pritchard 29 Diagonal Road ARDROSSAN	(Lot 7) 6 Mesnil Drive PORT CLINTON	Septic & Soakage	17	39263	16 March 2023	T Pritchard
050/001/2023	R Bishop 1D Freeman Avenue TRANMERE	(PTL 31) 31 Warooka Road YORKETOWN	CWMS Connection	14	203927	10 March 2023	Renowned Plumbing
050/002/2023	TJ Glazbrook PO Box 171 MINLATON	(Lot 10) Parsons Road BLUFF BEACH	Septic & Soakage	16	436436	31 March 2023	Renowned Plumbing
050/004/2023	S Palecek PO Box 61 ARDROSSAN	(Lot 69) 72 Hosking Road TIDDY WIDDY BEACH	CWMS Connection	12	6775	27 February 2023	S Palecek
050/006/2023	AG & MA Martin 9 Stephen Place HILLBANK	(Lot 29) 3 Compass Road EDITHBURGH	CWMS Connection	13	438440	17 March 2023	Longridge Group
050/008/2023	AC Vozzo 82 Frederick Street WELLAND	(Lot 41) 3 Cane Avenue ARDROSSAN	CWMS Connection	17	429779	20 March 2023	Longridge Group
050/009/2023	NA Ceravolo 7A Carnarvon Avenue REDWOOD PARK	(Lot 72) 15 Reef Crescent POINT TURTON	CWMS Connection	12	426478	27 March 2023	Ceravolo Plumbing Pty Ltd

050/010/2023	S Yalandzhieva 7 Nicolle Drive COROMANDEL VALLEY	(Lot 18) 42 Diosma Drive FOUL BAY	CWMS Connection	17	108134	21 March 2023	S Yalandzhieva
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20 VISITORS TO THE MEETING

Nil

DEBATE AGENDA

DEBATE AGENDA

21 MAYOR

Nil

22 CHIEF EXECUTIVE OFFICER**22.1 LEGATUS GROUP - ANNUAL BUSINESS PLAN AND BUDGET 2023/2024****Document #:** 23/30209**Department:** Executive Services**PURPOSE**

For Elected Members to consider and endorse the Legatus Group draft Annual Business Plan and Budget 2023/2024 prior to it being adopted by the Legatus Group.

RECOMMENDATION

That Council receive and note the Legatus Group Draft Annual Business Plan and Budget for 2023/2024.

LINK TO STRATEGIC PLAN**Goal:** 5 Responsible Governance and Leadership**Strategy:** 5.2 Effective leadership and informed decision making**BACKGROUND**

Elected Members would be aware that our Council is one of the fifteen Constituent Councils of the Legatus Group.

DISCUSSION

The Legatus Group is established under Section 43 of the Local Government Act 1999.

The Legatus Group Charter stipulates that draft documents must be prepared and provided to each Constituent Council for consideration before the Annual Business Plan and Budget can be formally adopted by the Legatus Group.

Legatus Group require that each constituent Council formally consider these documents prior to their online Special Meeting to be held on Friday, 2 June 2023.

A summary of key points within the Budget and Business Plan are listed below:

- 2023/2024 membership increase of 10% (noting an average increase of less than 1.5% over the last six years).
- 1% levy for member councils who receive SLRP funding (should Clinton Road be successful 2023/2024, Council would be invoiced approximately \$10,000 for the levy).
- Operating deficit 2023/2024, negated in future years by a reduction in CEO position by 20% and admin officer by 30%.
- Cash reserves reduced over the last three financial years to provide 18 months of operational expenses.

COMMUNITY ENGAGEMENT PLAN

Level 1 - Inform

CONSULTATION PROCESS

In preparing this report, the following Yorke Peninsula Council officers were consulted:

- Nil

In preparing this report, the following external parties were consulted:

- Legatus Group

POLICY IMPLICATIONS

Local Government Act (Section 43).

BUDGET AND RESOURCE IMPLICATIONS

Each Constituent Council makes an Annual Contribution to the Legatus Group – Yorke Peninsula Council is currently contributing \$12,749 in the 2022/2023 Financial Year.

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

It is imperative that Constituent Councils have the opportunity to formally consider and endorse annual documentation for the Legatus Group which imposes a legal and financial requirement upon the Constituent Councils.

The Legatus Group is established under the Local Government Act 1999.

Legatus Group Charter.

ATTACHMENTS

1. **Legatus Group - 2023-2024 Business Plan Draft (under separate cover)** 
2. **Legatus - Budget 2023-2024 (under separate cover)** 

22.2 LEGATUS GROUP - DRAFT STRATEGIC PLAN 2023-2027 AND LONG TERM FINANCIAL PLAN**Document #:** 23/30262**Department:** Executive Services**PURPOSE**

For Elected Members to consider and endorse the draft Legatus Group Strategic Plan 2023-2027 and associated Long Term Financial Plan prior to it being adopted by the Legatus Group.

RECOMMENDATION

That Council consider and endorse the draft Legatus Group Strategic Plan 2023-2027 and associated Long Term Financial Plan 2023-2027.

LINK TO STRATEGIC PLAN**Goal:** 5 Responsible Governance and Leadership**Strategy:** 5.2 Effective leadership and informed decision making**BACKGROUND**

Elected Members would be aware that Council is one of the fifteen constituent Councils of the Legatus Group.

The Legatus Group is established under Section 43 of the Local Government Act 1999.

DISCUSSION

The Legatus Group have provided their draft Legatus Group Strategic Plan for the period 2023-2027 and its associated Long-Term Financial Plan to Council for endorsement, which is a requirement under the Legatus Group's Charter. The Legatus Group Chair and CEO presented an overview of the Group's achievements and future vision to Council at its February Council meeting.

The Strategic Plan had a number of formatting and grammatical errors (picked up by member Councils), otherwise the Strategic Plan outlines the priorities as presented in February.

COMMUNITY ENGAGEMENT PLAN

Level 1 - Inform

CONSULTATION PROCESS

In preparing this report, the following Yorke Peninsula Council officers were consulted:

- Nil

In preparing this report, the following external parties were consulted:

- Legatus Group

POLICY IMPLICATIONS

Not applicable.

BUDGET AND RESOURCE IMPLICATIONS

Each constituent Council makes an annual contribution to the Legatus Group – Yorke Peninsula Council is currently contributing \$12,749 in the 2022/2023 Financial Year.

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

It is imperative that constituent Councils have the opportunity to formally consider and endorse strategic documentation for the Legatus Group which imposes a legal and financial requirement upon the constituent Councils.

Local Government Act 1999.

Legatus Group Charter.

ATTACHMENTS

1. **Legatus Group - Draft Strategic Plan 2023-2027 (under separate cover)** 
2. **Legatus Group - Long Term Financial Plan (under separate cover)** 

22.3 LONG TERM FINANCIAL PLAN 2024-2033**Document #:** 23/33393**Department:** Corporate and Community Services**PURPOSE**

To consider public submissions received and adoption of the Long Term Financial Plan 2024-2033 (LTFP).

RECOMMENDATION

That Council receive and consider any public submissions and adopt the Long Term Financial Plan 2024 – 2033 as presented.

LINK TO STRATEGIC PLAN**Goal:** 5 Responsible Governance and Leadership**Strategy:** 5.1 Openness and transparency of reporting Council's performance

5.2 Effective leadership and informed decision making

5.3 Meet all legislative requirements and compliance with Council's internal controls

5.4 Seek alternate income streams and ensure financial sustainability

BACKGROUND

As required by the Local Government Act 1999 and the Local Government (Financial Management) Regulations 2011, Council must annually review its Long Term Financial Plan (LTFP) in accordance with actual and budgeted financial results to be used as a tool in the decision making process. As part of this process Council consults with the community and considers all feedback prior to adoption of the revised LTFP.

Council currently has a LTFP for the period of 2023 – 2032 (adopted in April 2022) which has been reviewed and a revised LTFP covering the period from 2024 – 2033 has been prepared.

The revised LTFP is an updated version of the Council's current LTFP, reflecting up to date income and expenditure trends and indicators, impacts of any service level reviews, internal and external factors impacting Council operations, the current political and economic environment and latest available asset information.

As required by legislation the revised LTFP was advertised for public consultation from 16 March 2023 to 6 April 2023.

DISCUSSION

During the public consultation period, no submissions were received and the draft LTFP 2024-2033 remains unchanged from the time it was endorsed by Council for public consultation.

The revised LTFP 2024 – 2033 as presented builds on the financial and sustainability principles and strategies of the current adopted LTFP 2023 – 2032. It uses, as a base, the 2022/2023 September Quarter revised Budget estimates (and some significant December Quarter revised Budget estimates) and the 2021/2022 audited Annual Financial Statements.

In the preliminary stages of development, Council's Corporate Management Team (CMT) provided input and direction on the key objectives and outcomes expected of the LTFP. They endorsed key financial strategies and income and expenditure parameters for Council with the continued aim of achieving financial sustainability in the short to medium term (1 - 5 years).

The revised draft LTFP was presented to the Audit and Risk Committee and Elected Members in February 2023 where both concerns and questions were addressed. The presentations provided a high level overview of the LTFP and the major financial implications for Council over the next ten (10) years.

Goals and Desired Outcomes

The objectives of the revised draft LTFP continue the requirement that Council achieve financial sustainability in the short to medium term (1 - 5 years) and able to provide at least the current level of services and infrastructure over the next ten (10) years in line with Council's five (5) goals as stated in its 2021 - 2025 Strategic Management Plan (SMP) and Asset Management Plans (AMP's).

The revised LTFP updates the current LTFP adopted by Council in April 2022 and will replace it should Council adopt this version following community consultation. The revised LTFP has been developed considering current data (financial and service levels), cost indices, internal and external factors, forecast trends, current political and economic environment, revenue streams, updated asset management information, limitations and community needs.

The key targets in the revised 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) minimum 100% target 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.

Major Impacts

The current climate of “business as usual” has been impacted by global economic uncertainty and local inflationary pressure. The resultant financial impacts are expected to be felt across the LTFP and in particular in the short to medium term (Y1 – Y5).

The revised LTFP has also factored in the following major impacts:

- CPI assumptions reflective of increased inflation.
- Reduction in Financial Assistance Grants (general component).
- Cessation of Supplementary Local Road Funding (formula funding).
- Increased effort to secure an appropriate level rate revenue with due consideration to equity.
- IT Strategic Plan expenditure endorsed by Council.
- Inclusion of major operating and capital projects and associated assumptions around one-off grant funding opportunities.
- Current Enterprise Bargaining Agreement (EBA) negotiations.
- Annual allowance for dredging of boat ramps.
- Annual allowance for one-off operating projects.
- Variation in cost of utilities.
- Increased cost of insurance.
- Finance costs related to three (3) new loans for major capital projects all to be drawn down in 2024/2025.

Outcomes Achieved

The revised 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 for 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%.

For the purposes of the revised LTFP the table below shows the forecast CPI compared to the overall rate increases proposed.

	Y1 23/24	Y2 24/25	Y3 25/26	Y4 26/27	Y5 27/28	Y6 28/29	Y7 29/30	Y8 30/31	Y9 31/32	Y10 32/33
General Rate Increase	7.00%	6.00%	5.00%	4.50%	4.50%	4.50%	4.50%	4.00%	3.80%	3.50%
Forecast CPI	6.25%	4.25%	3.00%	2.75%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Variance	0.75%	1.75%	2.00%	1.75%	2.00%	2.00%	2.00%	2.00%	1.30%	1.00%

For full details on the annual proposed rate increases and how they compare to the current LTFP, refer to the 'Rates' section of the revised LTFP which is provided under separate cover as (Attachment 1) to this report.

Other sources of revenue continue to remain stagnant or diminish, when compared to inflation, except for user charge income which is forecast increase over the life of the plan. However, Council will in essence rely on increases to rate revenue to fund operations and achieve its strategic goals and objectives. Recurrent grants and subsidies from various levels of Government are anticipated to remain stagnant or in some cases decrease (i.e. – substantial reductions to the general purpose component of the Financial Assistance Grant due to significant increases in the value of primary production land).

Continuing with the increased focus on renewal of existing assets, Council over the life of this revised LTFP, is proposing to allocate \$146.9 million towards renewal and replacement of existing assets. An additional \$10.7 million over ten (10) years is allocated for upgrades to assets and acquisition of new assets. It should be noted that most of the anticipated expenditure on new/upgrade assets relate to major projects which are dependent on significant levels grant funding.

Financial Sustainability Indicators (Ratios)

The revised draft LTFP provided under separate cover shows the 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 achieve a clearer picture of Council's underlying financial performance an Adjusted Operating Surplus Ratio (AOSR) has been provided in addition to the OSR. In the revised draft LTFP the AOSR removes several one-off operating grant income amounts where that income is used to fund capital asset renewal projects. The resultant ratio outcome reveals poorer underlying financial performance

which will take additional time rectify. From 2027/2028 (Y5) 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 then to decline 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.

The reasons for variations to Council's financial sustainability ratios are detailed in the 'Measuring Our Performance' section of the revised LTFP which is provided under separate cover as (Attachment 1) to this report.

Overall Impact

The revised LTFP builds on the historical efforts to improve the financial performance of Council, taking greater strides towards securing the level of income require to achieve financial sustainability whilst seeking to manage expenditure in a responsible manner. The data, graphs and financial statements in the revised draft LTFP included under separate cover provides more detail on Council's financial position over the next ten (10) years.

If the revised LTFP is adopted as presented, and future annual Budgets continue in line with the revised 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 this LTFP.

COMMUNITY ENGAGEMENT PLAN

Level 2 - Consult

If the recommendation above is endorsed by Council the revised draft LTFP 2024 - 2033 will be advertised for public consultation commencing Thursday, 9 March 2023 and concluding Friday, 31 March 2023. Advertising will be facilitated by notices in the Yorke Peninsula Country Times, Council's web site and social media pages as well as letters/advice to key community groups throughout the district as indicated in the Community Engagement Plan included as (Attachment 2) to this report.

The outcome of the public consultation process will be reported to Council at its April 2023 meeting for consideration in formally adopting the revised LTFP 2024 - 2033.

CONSULTATION PROCESS

In preparing this report, the following Yorke Peninsula Council officers were consulted:

- Corporate Management Team
- Budget Managers
- Accountant – Financial Management

In preparing this report, the following external parties were consulted:

- Nil

POLICY IMPLICATIONS

PO142 Budget Reporting and Amendment Policy

The LTFP is part of the suite of Council's Strategic Management Plans.

BUDGET AND RESOURCE IMPLICATIONS

The budget and resourcing implications are as detailed in the attached (under separate cover) revised draft LTFP. As mentioned earlier, the LTFP is developed on a 'business as usual' model as far as practicable, considering foreseeable impacts of inflation, any recently completed service level reviews, asset revaluations and Council decisions.



RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS


Local Government Act 1999

Local Government (Financial Management) Regulations 2011

Not having an LTFP or having one that is outdated could result in Council making decisions without knowing the impact on its long term financial position. Further, there is a risk that Council may not know what financial strategies it needs to adopt and implement to achieve financial sustainability.

ATTACHMENTS

1. **Draft Long Term Financial Plan 2024-2033 (under separate cover)** 
2. **Community Engagement Plan - Updated - Draft Long Term Financial Plan 2024-2033** [↓](#) 

	COMMUNITY ENGAGEMENT PLAN						SF215
							Responsible Officer: Community Development & Engagement Officer
							Issue Date: 09/12/2021
							Next Review Date: December 2025
PROJECT NAME: Long Term Financial Plan 2024-2033							
Stakeholders	Level 2 CONSULT	Responsibility	Start Date	End Date	Status	Evaluation Method	
Entire community	Public Notice	Manager Financial Services	15/03/2023	15/03/2023	C	Nil responses	
Entire community	Public Notice	Manager Financial Services	28/03/2023	28/03/2023	C	Nil responses	
Entire community	Website	Manager Economic Development and Business Sustainability	10/03/2023	6/04/2023	C	102 863 reach, 59 post engagements, 3 reactions, 1 comment, 1 share	
Entire community	Social Media	Manager Economic Development and Business Sustainability	10/03/2023	6/04/2023	C		
Progress Associations	Personalised Letter	Manager Financial Services	9/03/2023	6/04/2023	C	Nil responses	
Progress Associations	Personalised Letter	Manager Financial Services	27/03/2023	6/04/2023	C	Nil responses	

22.4 RECONCILIATION ACTION PLAN WORKING PARTY**Document #:** 23/31775**Department:** Executive Services**PURPOSE**

For Council to receive the notes of Council's Reconciliation Action Plan Working Party meeting held on 8 March 2023, and seek endorsement of the Terms of Reference.

RECOMMENDATION

That Council:

1. Receive the notes of the Reconciliation Action Plan Working Party meeting held on 8 March 2023.
2. Endorse the draft Terms of Reference for the Reconciliation Action Plan Working Party.

LINK TO STRATEGIC PLAN**Goal:** 4 Community Engaged and Supported

5 Responsible Governance and Leadership

Strategy: 4.6 Continuous improvement in communicating with and engaging the community

5.6 Continuous improvement of Council processes

BACKGROUND

At the meeting of Council held on 8 February 2023, Council endorsed the formation and membership of the Reconciliation Action Plan Working Party.

The notes are provided to keep Council informed of regular Reconciliation Action Plan Working Party meetings, with the intent to develop a Reconciliation Action Plan.

DISCUSSION

Council has established the Reconciliation Action Plan Working Party to develop a Reconciliation Action Plan, that provides Council with structured approach to advance reconciliation.

Attached are the notes of the Reconciliation Action Plan Working Party meeting held on 8 March 2023 (Attachment 1), along with the Draft Reflect Action Plan, with action allocation (Attachment 2).

Draft Terms of Reference for the Reconciliation Action Plan Working Party have been developed by the Reconciliation Action Plan Working Party and are provided to Council for review and endorsement (Attachment 3).

COMMUNITY ENGAGEMENT PLAN

Level 1 - Inform

Agendas for and notes from Reconciliation Action Plan Working Party meetings are available on Council's website.

CONSULTATION PROCESS

In preparing this report, the following Yorke Peninsula Council officers were consulted:

- Environment Officer

In preparing this report, the following external parties were consulted:

- Nil

POLICY IMPLICATIONS

PO057 Community Engagement Policy




BUDGET AND RESOURCE IMPLICATIONS

Costs associated with the Draft Reconciliation Action Plan are budgeted for.

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Nil

ATTACHMENTS

1. **Notes - Reconciliation Action Plan Working Party Meeting - 8 March 2023** [↓](#) 
2. **Draft Reconciliation Action Plan** [↓](#) 
3. **Draft Terms of Reference - Reconciliation Action Plan Working Party** [↓](#) 



*Yorke Peninsula Council
Reconciliation Action Plan Working Party*

NOTES OF MEETING

Held on Wednesday 8th March 2023
at the Minlaton Office,
18 Main Street, Minlaton commencing at 4.00pm.
(Subject to confirmation)

NOTES

- ITEM 1 Yorke Peninsula Council Reconciliation Action Plan (RAP) Working Party
- 1.1 Welcome – Meeting declared open by Letitia Dahl-helm at 4.00pm. Acknowledgement of Country. Letitia to chair until item 4.3 Election of Chairperson.
- 1.2 Present
- Mayor Darren Braund
Councillor (Cr) Naomi Bittner
- | | |
|---------------------|---|
| Stephen Goldsworthy | Operations Manager |
| Adele Wyatt | Executive Services Support Officer |
| Sue Beech | Property Tenure Officer |
| Tanya Walsh | Leisure Options Coordinator (4.09pm) |
| Carina Congdon | Team Leader Human Resources and People Experience |
| Letitia Dahl-helm | Environment Officer |
- 1.3 Leave of Absence
- Nil
- 1.4 Apologies
- Cr Kylie Gray
- | | |
|---------------|---|
| Ben Thompson | Director Corporate and Community Services |
| Sonya Rankine | Arts and Cultural Facilitator (advisory) |
- 1.5 Notes of previous meeting – Inaugural meeting – not applicable

Yorke Peninsula Council
Reconciliation Action Plan Working Party

ITEM 2 VISITOR TO THE MEETING

Nil

ITEM 3 CORRESPONDENCE3.1 Reconciliation Australia

Review of newsletters, advice etc

Action: Letitia to distribute correspondence from Reconciliation Australia to Working Party as received, then note at subsequent meeting.

3.2 Reconciliation South Australia

Review of newsletters, advice etc

Action: Letitia to distribute correspondence from Reconciliation South Australia to Working Party as received, then note at subsequent meeting.

ITEM 4 DEBATE AGENDA4.1 Introduction to Reconciliation Action Plans

Review of documentation provided by Reconciliation Australia.

4.2 Working Party Terms of Reference

Review of draft Terms of Reference.

Action: Letitia to update the Terms of Reference (as per below) and distribute to the Working Party over email for approval:

- Include provision that consensus can be achieved over email or Microsoft Teams.
- Include provision to address a split vote (recommendation(s) to Council will not be made in instance of split vote due to even numbers, and decision will remain pending until next meeting).

Action: Once the Terms of Reference are approved by the Working Party, Letitia is to prepare a report to Council recommending Council endorsement.

4.3 Election of Chairperson

Nominated and endorsed Letitia as Chairperson.

Nominated and endorsed Tanya as Deputy Chairperson.

Nominated and endorsed Adele as note taker.

4.4 Reflect Template – assigning of tasks and timelines

Review of Reflect Action Plan Template and allocation of responsibilities and timelines. Note, the RAP is budgeted for, which will allow for delivery of the actions such as attendance at events or training.

The Reflect Action Plan with associated actions is attached.

Action: Letitia to include review of Reflect Action Plan as a standing item of the agenda.

4.5 Reference Group formation

Letitia explained that the Reconciliation Australia documentation outlines the purpose of a Reference Group (Advisory Committee). This will be included into a draft Terms of Reference for the Reference Group, using the Terms of Reference for the Working Party as a template.

Letitia proposes the following invitations to form the Reference Group:

- 2 representatives from Narungga Nation Aboriginal Corporation (NNAC);
- 1 representative from Nharangga Aboriginal Progress Association (NAPA);
- 1 representative from Point Pearce Aboriginal Corporation (PPAC); and
- 3 community representatives of Aboriginal and Torres Strait Islander descent, selected via an Expression of Interest process (as per Council's Community Engagement Policy).

The Reference Group will be remunerated for time (minimum 1 to maximum 3 hours each meeting) and travel. This is a budgeted item.

Letitia will coordinate the Reference Group as per her responsibility in the Reflect Action Plan.

It will be proposed to the Reference Group that not all Working Party members attend each of their meetings, rather the member with responsibility for an item to be discussed will be present. Additionally, it will be proposed that once per year, the Working Party and Reference Group meet together, which will include celebration of reconciliation activities.

Letitia, and Sonya as advisory and a Narungga woman, will attend each Reference Group meeting.

Action: Letitia to investigate Expression of Interest process conducted by other Council's, and how selections were made when capped numbers.

ITEM 5 GENERAL BUSINESS

Letitia overviewed the upcoming Nharangga Cultural Day on Sunday 7th May, 11.00am – 3.00pm. Council partners with NAPA and NNAC to deliver the event, with funding support from Northern and Yorke Landscape Board via their Grassroots Grant program, and Country Arts SA. All activities are delivered by Nharangga dhura (Narungga people), however, the planning committee is seeking volunteers from the Working Party to host the registration desk (distributing coloured wrist bands for guided walk allocation, and one ticket per person for kangaroo tacos).

All Working Party members are invited to the event.

Action: Cr Naomi and Carina to host registration desk. Goldy to assist with camp oven preparation as per last year.

Action: Letitia to check with Ben his availability to assist with set up and pack up on the day.

ITEM 6 NEXT MEETING

Meeting times were discussed, with preference for an end time of 4.30pm, to allow staff to return to the principal office before close of business. This should also allow the meeting to be held in the Council Chamber (avoiding conflict with set up of Council Meeting).

Next meeting **Wednesday 14th June**, time and location to be confirmed.

Action: Letitia to discuss proposed meeting time with Cr Kylie and Natalie McDonald.

ITEM 7 CLOSURE

5.05 pm

Last updated December 2021

REFLECT

Reconciliation Action Plan (RAP) template

Reflect RAP:

A Reflect RAP is used to lay the foundations and prepare your workplace for future RAPs and reconciliation initiatives. A Reflect RAP is a public commitment published on [Reconciliation Australia's website](#). A Reflect RAP has a 12-18 month duration.

Before you start:

Before you commit to developing a RAP, it is important that you read and understand the [RAP framework](#), consisting of the three core pillars (Relationships, Respect and Opportunities), [four RAP types](#) (Reflect, Innovate, Stretch and Elevate) and [mandatory actions and deliverables](#) that guide the development of RAPs. It is also important to read and understand the [RAP development, review and endorsement process](#), starting with assessing [whether a RAP is right for your organisation](#).

How to use this RAP template:

The Reflect RAP template is designed to provide workplaces with a roadmap to begin their reconciliation journey. As such, the Reflect RAP template is pre-filled with all the mandatory actions and deliverables that workplaces are required to commit to in order to receive Reconciliation Australia's endorsement. Please complete the template by addressing the questions outlined in the 'Our Business', 'Our RAP' and 'Our partnerships/current activities' sections, and assigning a responsibility and timeline to each deliverable provided in the template. Additional actions and deliverables specific to your workplace's unique [sphere of influence](#) may also be added, but are not required for Reconciliation Australia's endorsement.

Throughout this template, all *italicised* font is instructional only, whilst regular font indicates fixed text you need to include in your RAP. In addition, please review the following resources for good practice guidance on completing RAP templates.

- [Developing a S.M.A.R.T. RAP](#).
- [Demonstrating inclusive and respectful language](#).

RAP review and endorsement process:

Once you have completed your first draft RAP, please [submit for review](#) via Reconciliation Australia's website. A RAP team member will be in touch to provide feedback and tailored assistance within four weeks. Once Reconciliation Australia is satisfied your RAP meets requirements for endorsement, you will be provided endorsement in two stages.

1. **Conditional Endorsement** – Reconciliation Australia will provide in principle endorsement of your RAP (content only) allowing you to seek internal sign-off from your senior leadership with confidence. Reconciliation Australia will also provide you with the RAP logo and branding to include in final design of your RAP.
NB: RAP logos are trademarked through IP Australia and must not be used until you have received Reconciliation Australia's final endorsement.
2. **Final Endorsement** – Reconciliation Australia will check that your final designed document includes the conditionally endorsed content and the RAP logo and branding before providing final endorsement.

Yorke Peninsula Council

Reflect Reconciliation Action Plan [March, 2023] – [March, 2024]

<p>Our business (Carina)</p> <p><i>The purpose of this section is to provide staff and stakeholders with context about your workplace. In paragraphs, address the following questions as a minimum.</i></p> <ul style="list-style-type: none"> • What is your core business? • How many people does your workplace employ in Australia? • How many Aboriginal and Torres Strait Islander staff does your workplace currently employ (if known)? • What is your organisation’s geographic reach (regional, national, or global)? • How many office locations does your workplace have in Australia and where are they?
<p>Our RAP (Letitia)</p> <p><i>The purpose of this section is to provide readers of your RAP with background about your workplace’s interest in reconciliation. In paragraphs, address the following questions as a minimum.</i></p> <ul style="list-style-type: none"> • Why is your workplace developing a RAP? • How do you intend to approach implementing your RAP? • What is your workplace’s reconciliation journey to date (if applicable)?
<p>Our partnerships/current activities (if applicable) (Letitia)</p> <p><i>The purpose of this section is to highlight your engagement with reconciliation and Aboriginal and Torres Strait Islander peoples to date. In paragraphs, describe any partnerships or current reconciliation activities you have in place:</i></p> <ul style="list-style-type: none"> • Community partnerships • Internal activities/initiatives

Relationships			
Action	Deliverable	Timeline	Responsibility
1. Establish and strengthen mutually beneficial relationships with Aboriginal and Torres Strait Islander stakeholders and organisations.	<ul style="list-style-type: none"> Identify Aboriginal and Torres Strait Islander stakeholders and organisations within our local area or sphere of influence. 	Complete	Letitia
	<ul style="list-style-type: none"> Research best practice and principles that support partnerships with Aboriginal and Torres Strait Islander stakeholders and organisations. 	June 2023	Adele
2. Build relationships through celebrating National Reconciliation Week (NRW).	<ul style="list-style-type: none"> Circulate Reconciliation Australia's NRW resources and reconciliation materials to our staff. 	May 2023	Letitia
	<ul style="list-style-type: none"> RAP Working Group members to participate in an external NRW event. 	27 May-3 June, 2023	Sue
	<ul style="list-style-type: none"> Encourage and support staff and senior leaders to participate in at least one external event to recognise and celebrate NRW. 	27 May-3 June, 2023	Cr Naomi
3. Promote reconciliation through our sphere of influence.	<ul style="list-style-type: none"> Communicate our commitment to reconciliation to all staff (<i>via staff newsletter, including dot point summaries & weblink of Reconciliation Australia & SA newsletters</i>) 	ongoing	Letitia & Carina
	<ul style="list-style-type: none"> Identify external stakeholders that our organisation can engage with on our reconciliation journey. 	Complete	Letitia
	<ul style="list-style-type: none"> Identify RAP and other like-minded organisations that we could approach to collaborate with on our reconciliation journey. 	June 2023	Mayor Darren
4. Promote positive race relations through anti-discrimination strategies.	<ul style="list-style-type: none"> Research best practice and policies in areas of race relations and anti-discrimination. 	ongoing	Adele
	<ul style="list-style-type: none"> Conduct a review of HR policies and procedures to identify existing anti-discrimination provisions, and future needs. 	June 2023	Carina

Respect			
Action	Deliverable	Timeline	Responsibility
5. Increase understanding, value and recognition of Aboriginal and Torres Strait Islander cultures, histories, knowledge and rights through cultural learning.	<ul style="list-style-type: none"> Develop a business case for increasing understanding, value and recognition of Aboriginal and Torres Strait Islander cultures, histories, knowledge and rights within our organisation. 	March 2024	Letitia & Carina
	<ul style="list-style-type: none"> Conduct a review of cultural learning needs within our organisation. 	December 2023	Carina
6. Demonstrate respect to Aboriginal and Torres Strait Islander peoples by observing cultural protocols.	<ul style="list-style-type: none"> Develop an understanding of the local Traditional Owners or Custodians of the lands and waters within our organisation's operational area (<i>purchase 'Nharangga: The Story of Us' culture and history book for each Working Party member</i>). 	June 2023	Letitia
	<ul style="list-style-type: none"> Increase staff's understanding of the purpose and significance behind cultural protocols, including Acknowledgement of Country and Welcome to Country protocols (<i>email to staff/EMs with initial explanation; topic for Reference Group/Advisory Committee – how to make Acknowledgement meaningful, both verbally and in email, including potential use of totem animals</i>). 	September 2023	Goldy
7. Build respect for Aboriginal and Torres Strait Islander cultures and histories by celebrating NAIDOC Week.	<ul style="list-style-type: none"> Raise awareness and share information amongst our staff about the meaning of NAIDOC Week. 	June 2023	Tanya
	<ul style="list-style-type: none"> Introduce our staff to NAIDOC Week by promoting external events in our local area. 	June 2023	Tanya
	<ul style="list-style-type: none"> RAP Working Group to participate in an external NAIDOC Week event. 	First week in July, [Year]	Next meeting

Opportunities			
Action	Deliverable	Timeline	Responsibility
8. Improve employment outcomes by increasing Aboriginal and Torres Strait Islander recruitment, retention and professional development.	<ul style="list-style-type: none"> Develop a business case for Aboriginal and Torres Strait Islander employment within our organisation (<i>culturally safe; research other Councils approach</i>). 	December 2023	Carina
	<ul style="list-style-type: none"> Build understanding of current Aboriginal and Torres Strait Islander staffing to inform future employment and professional development opportunities. 	September 2023	Carina
9. Increase Aboriginal and Torres Strait Islander supplier diversity to support improved economic and social outcomes.	<ul style="list-style-type: none"> Develop a business case for procurement from Aboriginal and Torres Strait Islander owned businesses. 	March 2024	Ben
	<ul style="list-style-type: none"> Investigate Supply Nation membership. 	October 2023	Ben

Governance			
Action	Deliverable	Timeline	Responsibility
10. Establish and maintain an effective RAP Working Group (RWG) to drive governance of the RAP.	• Form a RWG to govern RAP implementation.	Complete	Letitia
	• Draft a Terms of Reference for the RWG.	Complete	Letitia
	• Establish Aboriginal and Torres Strait Islander representation on the RWG. <i>(see minutes of meeting 8 March 2023)</i>	June 2033	Letitia
11. Provide appropriate support for effective implementation of RAP commitments.	• Define resource needs for RAP implementation.		Next meeting
	• Engage senior leaders in the delivery of RAP commitments.	March 2024	Ben
	• Appoint a senior leader to champion our RAP internally.	Complete	Ben
	• Define appropriate systems and capability to track, measure and report on RAP commitments <i>(action plan and quarterly meetings)</i> .		Working Party
12. Build accountability and transparency through reporting RAP achievements, challenges and learnings both internally and externally.	• Contact Reconciliation Australia to verify that our primary and secondary contact details are up to date, to ensure we do not miss out on important RAP correspondence.	June annually	Letitia
	• Contact Reconciliation Australia to request our unique link, to access the online RAP Impact Measurement Questionnaire.	1 August annually	Letitia
	• Complete and submit the annual RAP Impact Measurement Questionnaire to Reconciliation Australia.	30 September, annually	Letitia
13. Continue our reconciliation journey by developing our next RAP.	• Register via Reconciliation Australia's website to begin developing our next RAP.	December 2024	Letitia

Contact details: *[Include contact details (job title, phone, and email) for public enquiries about your RAP]*
 Name: Letitia Dahl-helm
 Position: Environment Officer
 Phone: 08 8832 0000
 Email: letitia.dahl-helm@yorke.sa.gov.au



8. Reporting Responsibilities

The Working Party reports directly to the CEO and shall make whatever recommendations to the CEO it deems appropriate, on any area within the scope of its Terms of Reference, where in its view, action or improvement is needed.

9. Decision Making

9.1 Decisions made at a meeting of the Working Party shall be made on the basis of a majority decision of the members present. Should there be an even split (no majority), recommendation(s) to the CEO will not be made, with the decision to remain pending until such time as a majority decision can be reached.

9.2 When not timely to make a decision at a meeting of the Working Party, discussion and consensus can be achieved over email or Microsoft Teams. However decision making at a meeting of the Working Party is first preference.

9.3 Each member of the Working Party present at a meeting must, subject to that person having an interest in the matter, vote on a question arising from a decision at that meeting.

9.4 Any member of the Working Party who has a personal interest or a direct or indirect pecuniary interest in any matter before the Working Party (other than an indirect interest which exists in common with a substantial class of persons) must not take part in any deliberations or decisions of the Working Party in relation to that matter.

Endorsed by Council	Next Review	Version	RM8 Ref #	Owner
				Assets and Infrastructure Services

Terms of Reference – Reconciliation Action Plan Working Party

22.5 MANAGEMENT OF UNALIENATED CROWN LAND BEACH PARCELS**Document #:** 23/30725**Department:** Executive Services**PURPOSE**

To seek Council consideration for a request to be made to the Minister for Climate, Environment and Water for Council to assume care, control and management of unalienated Crown land beaches that are experiencing camping, as asked by the Wauraltee Beach Action Group.

RECOMMENDATION A

That Council endorse a request being made to the Minister for Climate, Environment and Water for Council to assume care, control and management of the following Crown land parcels:

- CR 5769/591, CR 5748/205 and CR 5766/917, known as Wauraltee Beach.
- CR 5920/315 (Lots 44 and 46), known as Balgowan South Beach.
- CR 5920/316, known as Chinaman Wells Beach.
- CR 5863/102, known as Bluff Beach.
- CR 5748/219, known as Parsons Beach.

or

RECOMMENDATION B

That Council do not endorse a request being made to the Minister for Climate, Environment and Water for Council to assume care, control and management of the following Crown land parcels, in which case these land parcels will remain the responsibility of the Minister for Climate, Environment and Water:

- CR 5769/591, CR 5748/205 and CR 5766/917, known as Wauraltee Beach.
- CR 5920/315 (Lots 44 and 46), known as Balgowan South Beach.
- CR 5920/316, known as Chinaman Wells Beach.
- CR 5863/102, known as Bluff Beach.
- CR 5748/219, known as Parsons Beach.

LINK TO STRATEGIC PLAN**Goal:** 3 Valued and Restored Environment**Strategy:** 3.4 Partner with other tiers of government and non-government organisations to improve environmental outcomes**BACKGROUND**

Wauraltee Beach is a section of coast between Port Victoria and Port Rickaby, on the western side of the Yorke Peninsula. It consists of three unalienated Crown land parcels: CR 5769/591, CR 5748/205 and CR 5766/917. Unalienated Crown land is public land that is owned and managed by the state government. As such, it falls under the responsibility of the Minister for Climate, Environment and Water.

Historically, Wauraltee Beach has been a quiet beach, mainly visited by residents and landowners from within the Council area. At times it experienced low levels of camping; generally in the

Christmas/New Year period. Off-road vehicle use in the sand dunes was the main concern for environmental impacts and was generally not associated with camping.

During the COVID-19 pandemic, and with the loss of international and interstate travel, outdoor activities, such as camping, were actively promoted by all levels of government and surged in popularity.

As a result, Wauraltee Beach has experienced an unprecedented increase in visitation, particularly for camping, with over 300 individual camps in peak periods, such as the recent March long weekend. Under the Crown Land Management Act 2009 (**CLM Act**), camping is permitted by way of occupation for up to three weeks without a permit. Commonly, camping infrastructure consists of large off-road caravans towed by well-equipped 4WD vehicles. The visitation is exacerbated by the ongoing promotion of Wauraltee Beach through social media influencers.

NB: Under the Harbors and Navigation Act 1993, Council is responsible for land extending from the low water mark on the seashore to the nearest road or section boundary, or to a distance of 50 m from the high water mark (whichever is the lesser distance). At Wauraltee Beach, the section boundary is the lesser distance. Camping is occurring within the section boundaries and; therefore, within the entirety of the Crown land parcels.

In July 2021, a group of adjacent landowners, named the Wauraltee Beach Action Group, wrote to then Minister for Environment and Water, the Hon David Speirs, to outline their concerns regarding the degradation to the coastal sand dunes at Wauraltee Beach. Following this, in March 2022, staff from within the Crown Lands Program within the Department for Environment and Water (DEW) hosted a meeting of key stakeholders onsite, which was attended by Council staff. As a result of this meeting the Wauraltee Beach Stakeholders Committee was formed. The Committee is convened by Crown Lands Program staff, and supported by Council staff, who have hosted the meetings at Council's principal office in Maitland.

The purpose of the Committee is to:

- Develop a clear, agreed position on behalf of the local stakeholders regarding their preference for the future management of Wauraltee Beach.
- Develop this position over a series of four or five meetings held locally on the Yorke Peninsula.
- Once finalised, the position could be consulted on more broadly and used as part of advice regarding the ongoing management of Wauraltee Beach to the Minister for Climate, Environment and Water, who is responsible for administration of the CLM Act.

The Committee includes representatives from the Narungga Nation Aboriginal Corporation, Point Pearce Aboriginal Corporation, the Crown Lands Program, the Action Group, Friends of Wauraltee and District, Northern and Yorke Landscape Board, and Council staff. One meeting was also attended by a representative of Yorke Peninsula Tourism.

The Committee has met a number of times and, in September 2022, requested to present at an Elected Members Information and Briefing Session. It was agreed that this presentation would occur after the Council elections held in November 2022.

As a result, at the Elected Members Information and Briefing Session held on 8 February 2023, presentations were received from:

- Robert Paterson, representing the Action Group;
- Garry Goldsmith, Business Manager, Narungga Nation Aboriginal Corporation; and
- Renee Thompson, Team Leader, Crown Lands Program, Central and Kangaroo Island.

Combined, the presentations described the environmental and cultural impacts occurring as a result of the increased and unabated camping, alternative management options, and resourcing considerations.

A component of the Action Group's presentation was a call to Council to accept responsibility for Wauraltee Beach. An expanded version of the Action Group's presentation was provided to Elected

Members as a Presentation Paper (Attachment 1). The Action Group has now written to Council to formalise this request, drafting a motion as follows:

That, given that Crown Lands Department / DEW have done nothing identifiable to abate the destruction of the Wauraltee Beach sand dunes in over a year since it was brought to their attention, this Council accepts responsibility for doing everything in its power to preserve and rehabilitate the Wauraltee dunes and formally requests that control under a “dedication” be immediately sought in order to apply a total ban on overnight stays (as recommended by Council Administration and the All Stakeholders’ Group organised by DEW) for a period of at least 5 years to allow the dunes to regenerate naturally with minimal human and vehicular intervention as they have done for thousands of years; this action to be rolled out to all similar beaches as soon as practical and such time period to be extended if needed to ensure that the damage being done to the native vegetation is eliminated which will have a positive impact on restoring the ever increasing erosion that will soon see the complete destruction of the dunes that are so significant to the ecology of the area and in particular the Narungga Nation who have cherished these dunes for many generations as a vital element of their heritage and “their heritage is our heritage”.

Similar beaches, as in unalienated Crown land experiencing beach camping, are:

- South Beach, Balgowan (CR 5920/315 (Lots 44 and 46)).
- Chinaman Wells Beach (CR 5920/316).
- Bluff Beach (CR 5863/102). **NB:** Camping is also occurring on the private property beach to the north.
- Parsons Beach (CR 5748/219). **NB:** Camping is creeping further south, to the adjacent Watsons Beach, which is Crown land under Council’s care, control and management.

Please see Attachment 2 for maps of these parcels.

These locations appear not to be known to interstate travellers to the level that Wauraltee Beach is (as apparent on social media); however, Parsons Beach has been experiencing camping by locals for many years, which escalated to over 300 campsites during this New Year’s period, due to an increase of intrastate visitors.

It is assumed that any closure of camping at one beach will see a shift in camping to nearby beaches, transferring the impacts; hence, the Action Group’s inclusion of similar beaches in their call to Council, to seek Council control of these beaches also.

DISCUSSION

The preferred position of the Wauraltee Beach Stakeholders Committee is that camping should be prohibited along the length of Wauraltee Beach. Reasons for this include to protect Narungga Heritage. Whilst there are examples of managed camping on beaches within the state (capped permits and limited area), to designate an area of Wauraltee Beach for camping would be to disadvantage an adjacent landholder unfairly. The expanded version of the Action Group’s presentation clearly articulates the preferred position of the Committee and the reasoning for this position.

The presentation made by Renee Thompson, Team Leader, Crown Lands Program, Central and Kangaroo Island, to the Elected Members Information and Briefing Session held on 8 February 2023 (Attachment 3), outlined that whilst the CLM Act currently allows occupation by way of camping for up to three weeks, this mis-use provision was not intended for mass free camping, but rather was a provision to manage transients (those with no permanent living arrangement). The mis-use provision of the CLM Act “is not designed to manage the problem of large numbers of campers in sensitive areas”. As such, Crown Lands Program staff have sought legal advice, to determine alternative approaches available to the Minister for Climate, Environment and Water under the CLM Act. As described by Renee Thompson in her presentation, **the Minister may make a declaration, to allow for the short-term prohibition of camping on this Crown land (Wauraltee Beach). Longer term management requires the creation of a Regulation with associated penalties.**

Whilst the Action Group has been informed of this legal provision under the CLM Act, they believe a more immediate management option is for Council to assume care, control and management of Wauraltee Beach, as well as other similar beaches (unalienated Crown land) experiencing camping issues. This would be by way of licence or dedication. In recent times, the preference of the Minister has been to issue annual licences.

It should be noted that of the 238 coastal land parcels that Council has responsibility for, 177 are Crown land, either licenced to or dedicated to Council. Hence, only 61 are Council certificates of title. Additionally, of Council's 19 bush camping sites, 15 are located on Crown land dedicated to or licenced to Council. Therefore, there is a precedent set of Council accepting responsibility for Crown land. However, it can be equally said that Council is already managing more than its fair share of Crown land and does not have the capacity, does not have the staff and does not have the funding to accept more responsibility.

Crown land licences and dedications

Under the CLM Act, the Minister can deal with Crown land by way of dedication, licence and lease.

Applicable to Council is dedication and licence, as follows:

- Licence – A Crown licence may be issued to a person or organisation for a specific purpose for a specific area of Crown land. A licence is a non-exclusive right to the land.
- Dedication – Land under Dedication (Dedicated Land) is Crown land that has been reserved for a specific public purpose(s), including recreation, conservation and emergency services. Dedicated land is held under the care, control and management of a custodian, such as a local council or other government agency. Dedicated Land may only be used for purposes consistent with its dedication and the custodian must adhere to the conditions of dedication.

A Council may not resolve to exclude Dedicated Land from classification as community land unless the Minister has consented.

The Minister may cancel a licence, if licence conditions have been breached, or for any other reason provided one month's written notice is given to the licensee. A licensee may also request in writing that a licence is cancelled. Licences can be cancelled once all relevant criteria are met (i.e. structure removed, if applicable, and payment of any outstanding fees).

Crown Land licence – community land categorisation

A council must prepare and adopt a management plan or management plans for its community land if the land has been, or is to be, specifically modified or adapted for the benefit or enjoyment of the community.

Should it eventuate that Council accepts licences for the unalienated Crown land beach parcels, Council may choose to put the land under an existing community land management plan, or it may be better to establish a management plan specifically for these parcels.

Before a council adopts a management plan for community land, it must follow the relevant steps set out in its public consultation policy (for Council, PO057 Community Engagement Policy).

Crown Land licence – Council by-laws

Once Crown land becomes alienated by way of licence to Council, Council's by-laws apply (as per the advice received from Renee Thompson dated 29 July 2022). As such, camping would immediately be prohibited, as under the Local Government Land By-law 2020, camping is only permitted in a place designated by resolution of Council for that purpose, and Wauraltee Beach, Parsons Beach, etc. have not been designated for camping by a resolution of Council. The resourcing implications of Council accepting licences to manage camping, are described further below.

Native Title

Before the Minister can enter into a licence with Council, the Minister is required to consult with the Narungga Nation Aboriginal Corporation (Native Title prescribed body corporate). Native Title exists over all of the unalienated Crown land beach parcels described in the recommendation. The Native Title Consent Determination was handed down by the Federal Court of Australia on 14 March 2023. It will take some time for all agencies to understand the requirements and obligations associated with this court decision. There is also time before the associated Indigenous Land Use Agreement is to be registered (up to eight months from the date of the court order); upon registration the Determination takes effect.

The representatives of Narungga Nation Aboriginal Corporation have indicated at the meetings of the Committee that there **would not be support** to the Minister in issuing a licence to Council, with their preference being to pursue options that allow Nharangga dhura (Narungga people) to manage Wauraltee Beach. It can be fairly assumed that with the Native Title Consent Determination occurring so recently, after a process that took ten years, there will be a cautious approach by Narungga Nation Aboriginal Corporation to any changes to land listed in the Determination.

Resourcing implications of Council accepting licences – visitor information

Camping visitor enquiries are presently handled by Council's Visitor Information Servicing Officer. Bush camping is taking up an increasing amount of time, and now accounts for the majority of visitor contact to the Visitor Information Servicing Officer. In addition to this, the Visitor Information Servicing Officer is also responsible for responding to other general tourism requests, managing Council's Visitor Information Outlet network, the 'Visit Yorke Peninsula' website, promoting local and Council events (Yorke Events), brochures and other marketing, and is heavily involved in a range of tourism initiatives/projects. The Visitor Information Servicing Officer works only seven days a fortnight, and enquiries received outside of their work hours are picked up by other staff.

Currently, there is a degree of misunderstanding in the community regarding who is responsible for Wauraltee Beach. There is an assumption that it is Council land, and the Visitor Information Servicing Officer is constantly having to explain the land tenure and direct customers to DEW. Therefore, Council is providing a level of administrative service regarding this unalienated Crown land.

Should Council accept licences for the Crown land parcels identified in this report, it could be reasonably expected that Council's prohibition of camping from the Yorke Peninsula's most popular sites, such as Wauraltee Beach and Parsons Beach, would result in a large number of ongoing enquiries and complaints, beyond the capacity of staff to address in a timely manner. For example, it can be fairly assumed that a response to Council's prohibition of camping will be that Council is seeking to increase revenue from bush camping and Council-owned caravan parks (i.e. Council is closing down free camping so that it can generate revenue). Staff would need to actively inform the community and visitors of the change in land tenure and resultant prohibition of camping, its reasoning and justification. This would be resource-intensive for some time and, again, beyond the current capacity of existing staff resources. Council would need to increase funding and staff resourcing to ensure that visitor information has reach and is timely.

Resourcing implications of Council accepting licences – compliance

For the past 11 years, Council has had two full-time rangers, plus a part-time ranger who predominately works on weekends. Since the COVID-19 pandemic there has been a massive influx of people camping in the Council area. This resulted in Council's rangers being unable to efficiently patrol the Council area, with the main emphasis being on compliant camping. As a result, Council created a new part-time ranger position this financial year, to assist with ranger duties, mainly on weekends. To promote staff retention, the two part-time rangers currently work a monthly roster, which generally means that over a four-week period there are two weekends where they are both working and on the other two weekends one ranger works the weekend while the other range works the weekday shifts. This rostering provides work/life balance and an opportunity for the part-time rangers to better interact with, and communicate with, full-time staff.

Council's 19 bush camping sites are spread across the Council area, and even with two rangers on duty, they are generally unable to visit each of Council's campgrounds on any given day. In peak times, as was the case on the recent March long weekend when over 600 permits were issued for a

night, a ranger can spend a full day travelling to the Gleasons Landing bush camping site, checking that campground, then move on to the adjoining Daly Head bush camping site to check campers at that campground, before returning to the office. Travelling to and from campgrounds is also very time consuming.

Not only do the rangers need to check the designated bush camping sites, they also need to patrol the Council area for illegal camping in undesignated areas. There are a number of locations where people constantly camp illegally, and these locations seem to be increasing. Patrolling these locations is a very important part of the daily routine of rangers, to ensure it does not escalate.

The ranger role also includes time spent on administrative duties related to the activities that they have undertaken. A great deal of administrative support for existing compliance activities is also provided by the Senior Clerical Officer – Development. Additional compliance activities in areas such as Wauraltee Beach is most likely unable to be supported by this position and additional administration support would be required. It should be noted that the ranger team currently has little capacity for proactive work in other areas of compliance, with capacity largely to only react to complaints.

The ranger role is very extensive, and complaints are regularly received, which need immediate follow up. This often means that nothing originally planned for the day is able to occur. As well as undertaking bush and illegal camping compliance, rangers also undertake regular patrols of boat ramps for compliance with launch fees; respond to dog incidents, including dog attacks, which are a high priority and require an immediate response; and follow up on Local Nuisance complaints. Depending on the location of a complaint to be followed up, due to geographical distances, the investigation may take up a large portion of any given day for a ranger.

Council assuming care, control and management of additional Crown land, just to enforce camping that the Minister has an option to manage, will be a huge increase in workload for existing rangers that physically cannot be done. Crown land is regularly used for camping at locations all along the western coast of the Council area. The unalienated Crown land beach parcels proposed to come under Council's care, control and management total over 28 km of beach. Intensive ranger activity would be required over weekends to ensure compliance with Council's by-laws. Additionally, weekday activity would be required; regular patrols at an absolute minimum of once per day at the beaches would need to be scheduled. As the beaches would still have day access, people will be allowed to visit the locations in their caravans and stay during the day; therefore, patrols of the beaches to ensure compliance with camping would be better to take place early in the morning and late in the afternoon.

If Council had control of these unalienated Crown land beach parcels, rangers would also need to monitor the activities of those in the adjoining sand dunes. The sand dunes are used by 4WD vehicles and motor bikes, which severely impacts the stability of the sand dunes. Currently, Council has no control over these activities, but it would become Council's responsibility with the acceptance of licences.

It is not considered that Council currently has the staffing or resources to undertake the additional compliance activities required to prevent camping on the unalienated Crown land beach parcels currently under the Minister's responsibility.

For Council to take on responsibility of this Crown land, it is estimated that Council would need to employ a minimum of two, possibly three, full-time additional rangers, as well as increase administrative support. To employ more rangers would also require the purchase of two to three additional 4WD vehicles and associated equipment. Recruitment of rangers is more challenging than other positions; therefore, the appointment of additional rangers may well be like other recruitment on the Yorke Peninsula where neither staff or rental housing can be procured, so Council committing to doing more may not be achievable, or at the very least drawn out and subject to an already extremely tight recruitment market.

Resourcing implications of Council accepting licences – parks and gardens

Council has an obligation to investigate and remove illegally dumped waste on Council land. Increasing Council land by accepting licences, increases the workload required to manage illegal dumping, which will have a direct impact on the activities of the parks and garden team. Commonly dumped items associated with camping include large items, such as broken gazebos.

Council would also inherit the environmental degradation that has occurred to the sand dunes. This would require dune rehabilitation works, including access management and dune stabilisation through revegetation and the use of materials, such as coir logs and erosion matting. Historically, Council has had to rely on grant opportunities and volunteer groups to undertake such works; however, Council would need to increase resourcing to ensure the effective restoration and further conservation of the sand dunes, should Council take on responsibility for the associated Crown land.

Resourcing implications of Council accepting licences – waste

Council's waste management (bin) system has been severely impacted by the increase in visitation across the Council area. In recent years, including 2022/2023, during peak seasons, the number of bins and the frequency of collection have increased substantially. This has still not addressed the numbers and expectations of visitors.

However, the prohibition of camping will most likely reduce the amount of waste being deposited into Council's public waste bins and bush camping bin banks, as waste associated with camping will not be generated if there is no camping.

Alternative management option if licenced – designated camping area(s)

Whilst the preferred position of the Committee is to prohibit all camping along Wauraltee Beach, there has always been the intent to consult more broadly. Regardless of if it is the Minister or Council who has responsibility for the land, there is a requirement to engage with the broader community regarding its management (in the instance of Council, as per Council's PO057 Community Engagement Policy). This is especially significant for the locations where there is no associated Committee or formalised stakeholder group, such as Parsons Beach.

Should it eventuate that licences are issued to Council, and subject to the Crown land dedicated purpose (not to be confused with Dedicated Land), Council may consider seeking broader feedback on designated beach camping. **NB:** All Crown land has a dedicated purpose, regardless of its land tenure (such as Dedication or licence). If the Crown land dedicated purpose is conservation or coastal protection, Council would be required to establish that the use of the land for Council's designated camping will not prevent the land from being used for its dedicated purpose (conservation or coastal protection).

Designated beach camping would cater for the demand for beach camping experiences, but most importantly it would be managed. Management options include:

- designating an area;
- capping numbers of permits issued at any one time;
- requiring permit holders to be self-contained (especially for toileting) and manage their waste legally;
- prohibiting large-scale digging (such as trenches, seating and firepits); and
- prohibiting entry into the sand dunes.

An example of designated beach camping is Perlubie Beach on the Eyre Peninsula. The District Council of Streaky Bay sought a licence from the Minister and then undertook a community consultation process before implementing a permit system.

Implementing Council's permit system would allow for the collection of camping fees, which might off-set some of the increased costs to Council of managing camping (such as increased ranger and visitor information costs).

To ensure compliance, designated camp sites would require regular patrols, likely twice per day. It is likely that illegal camping would occur on the beach outside of the designated sites, requiring

compliance activity. Pressure may be placed on sand dunes and yet-to-be identified locations as illegal campers seek out alternative locations.

Council will need to consider waste management and infrastructure costs associated with additional camping sites. The current waste management contract does not include the servicing of locations like Wauraltee Beach and Parsons Beach. As per the current bush camping model, preference would be for an increase in bin banks to service additional camping.

Additionally, Council will need to consider road maintenance costs associated with additional camping sites. For example, in April 2022, Council's data indicated that 82 vehicles per day travelled Wauraltee Beach Road over a 25-day period. Traffic volume has increased substantially since that time (based on anecdotal reports from adjacent landowners, visitors regarding camping numbers and via social media). This is not usual traffic volume and is causing accelerated deterioration of the road.

Before Council could proceed with the introduction of designated beach camping, even if licences have been issued, consultation with Narungga Nation Aboriginal Corporation would be required. As previously stated, representatives have indicated in discussions regarding Wauraltee Beach that they do not support camping on the beach.

Other considerations – work being undertaken concurrently

The issue of vehicle access management on beaches is a key priority for many agencies and there is a lot of work being undertaken to progress the issue to a point where proactive management of the impacts will occur.

Activities undertaken to date, include:

- In December 2021, the then Minister for Environment and Water, the Hon David Speirs, hosted a 'Managing vehicle access to South Australian Beaches' forum, motivated by the June 2020 findings from the Natural Resources Committee Parliamentary Inquiry into off road vehicles. Council was represented by the South Australian Coastal Councils Alliance Executive Officer. The options, opportunities and issues raised during this forum are being incorporated into a discussion paper that is currently being prepared by DEW, which will canvas specific options for management. It is unknown when this discussion paper will be released for public consultation; however, it is expected this year. It will have implications for management of beaches on the Yorke Peninsula.
- Mayor Darren Braund presented to Country Cabinet on 16 February 2023, regarding the current camping situation occurring on Crown land beaches and the associated impacts, and advocated for the possibility of an Aboriginal Ranger Program, working with Narungga Nation Aboriginal Corporation and the state government. Subsequently, the Mayor and Chief Executive Officer wrote to the Minister, requesting state government funding for an Aboriginal Ranger Program (working across Crown and Council land) and a meeting to discuss the opportunity further (Attachment 4). The Minister has replied and the meeting has been scheduled for later this month (Attachment 5). This indicates that there is an appetite from the Minister to manage the impacts of camping on Crown land, and a willingness to work with Council in ways to do this other than through the issuing of licences.
- The Department for Infrastructure and Transport has recently closed consultation on the default speed limit on South Australian beaches (as reported to Council at its meeting held on 8 March 2023).
- The Northern and Yorke Landscape Board received funding through the Landscapes Priorities Fund for the Djulda-wawa Badja Resilient Coasts project. A component of this is the development of a Coastal Access Strategy. At a meeting held on 22 March 2023, the associated stakeholder committee, which includes Council staff, scoped the project to focus on access to, and use of, unalienated coastal land on western Yorke Peninsula (Cape Elizabeth to Hardwicke Bay for Council's area). Therefore, this project will be focusing on the management of the land parcels described in the recommendation.
- Council has care, control and management of approximately a quarter of the area known as Cape Elizabeth. Cape Elizabeth is experiencing all of the visitation and associated impacts

described in this report, and it is fair to say that this is of a greater impact than at any other location on the Yorke Peninsula. The Northern and Yorke Landscape Board hosted the Minister's visit to this location during Country Cabinet. Subsequently, it is known that there have been very preliminary discussions between DEW and Aboriginal Lands Trust, regarding approaching Narungga Nation Aboriginal Corporation and the Australian Government (responsible for the Indigenous Protected Areas Program), to investigate the incorporation of Cape Elizabeth into the reserves system. As such, staff have not included the Cape Elizabeth unalienated Crown land beach parcel in this discussion.

Current status of Crown Lands Program work

The issues associated with camping on unalienated Crown land are recognised by the Crown Lands Program within DEW. The Crown Lands Program is continuing to progress the matter of camping on Crown land beaches, with a particular focus on the impact of this activity on the Yorke Peninsula. Work to date has included:

- Understanding the factors that drive high numbers of visitors to some Crown land and the potential scale of the issue.
- The level of support for change from local stakeholders at specific locations (i.e. Wauraltee).
- Seeking advice regarding options under the CLM Act to manage overnight camping.
- Investigating potential ways management of camping on Crown land beaches could be resourced.

As presented at the Elected Members Information and Briefing Session held on 8 February 2023, the options available under the CLM Act to strengthen the management of camping on Crown land beaches include:

- A declaration(s) (the short-term pathway) by the Minister under Section 55, or a declaration in the exercise of the Minister's functions under the CLM Act.
- A regulation (the longer-term pathway) for the Minister to manage camping on Crown land applied to land parcels through a gazettal process.

Regulations must be drafted with the help of Parliamentary Council, supported by the Minister, and approved by Cabinet, then published in the South Australian Gazette.

Either approach requires significant investment in communications and engagement, infrastructure and compliance, to ensure a change in public expectations around camping on beaches. A recommendation is yet to be made to the Minister.

COMMUNITY ENGAGEMENT PLAN

Level 2 - Consult

The Wauraltee Beach Stakeholders Committee, formed by Crown Lands Program staff and hosted by Council staff, have developed an agreed position to inform management considerations.

CONSULTATION PROCESS

In preparing this report, the following Yorke Peninsula Council officers were consulted:

- Director Assets and Infrastructure Services
- Director Corporate and Community Services
- Director Development Services
- Assets Manager
- Manager Building and Compliance
- Manager Economic Development and Business Sustainability
- Manager Financial Services

- Operations Manager
- Environment Officer
- Property Tenure Officer
- Senior Compliance Officer
- Visitor Information Servicing Officer

In preparing this report, the following external parties were consulted:

- Wauraltee Beach Action Group
- Department for Environment and Water Crown Lands Program

POLICY IMPLICATIONS

PO057 Community Engagement Policy

BUDGET AND RESOURCE IMPLICATIONS

Should Council accept Recommendation A, to request care, control and management of the unalienated Crown land beach parcels, intensive staff resourcing and increases in plant and materials will be required. These are ongoing costs that will need to be factored into future budgets. An increase in overall staff FTE is required; namely, additional rangers, and an increase to capacity for visitor information, administration, and parks and gardens.






One of the key targets in Council's Long Term Financial Plan (LTFP) is that no new services or assets, or increases to existing services, are to be introduced without consideration of the impact on the LTFP. Presently, there is no provision in the LTFP for increasing services and Council is not expected to be financially sustainable in the short term, but is taking steps to move towards financial sustainability over the next five years, as outlined in Council's draft LTFP 2024-2033. The addition of further financial burden with assuming care, control and management of Wauraltee Beach, and other unalienated Crown land parcels, would work against Council's financial sustainability aim.

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Council currently has no legislative responsibility for the described unalienated Crown land beach parcels.

If it eventuates that Council is licenced the land and; therefore, assumes care, control and management, it will be responsible for ensuring compliance with all applicable pieces of legislation that it has authority under.

ATTACHMENTS

1. **Presentation Paper - Wauraltee Beach Action Group** [↓](#) 
2. **Maps - Unalienated Crown Land Beach Parcels** [↓](#) 
3. **Presentation - Crown Lands Program** [↓](#) 
4. **Request for Meeting to Discuss the Aboriginal Ranger Program - Minister for Climate, Environment and Water** [↓](#) 
5. **Confirmation of Meeting to Discuss the Aboriginal Ranger Program - Minister for Climate, Environment and Water** [↓](#) 

**Presentation to YP Council Elected Member Workshop
Minlaton Council Chambers Wednesday 8th February 2023**

Recent history of the Wauraltee Dunes area

- Approximately 1000 acres of coastal strip behind the Crown Lands primary and secondary dunes was divided into 10 lots and sold in 1991 to individuals subject to a Land Management Agreement (LMA) between Council, the Coast Protection Board and the new owners.
- Over the 32 years of that LMA, most current and past owners have maintained a keen interest in rehabilitation and conservation of the land and the beach. Many of us have invested thousands of hours in eradicating noxious South African boxthorns from our parcels and the section of Crown Land in front of us. We also clean up the beach after irresponsible campers and endeavour to restore sand dune damage caused by hoon 4WD drivers and motorbike riders; trying at all times to protect the endangered Hooded Plovers
- Before the land was redeveloped the sand dunes had been largely denuded by grazing cattle and had been irresponsibly used by recreational vehicles causing large scale erosion. Private ownership by 10 individual owners has seen a rehabilitation of most of the dune complex. Most of the irresponsible 4 WDs left the area and the beach itself became a safe and enjoyable place for the Community to enjoy
- In May 2016 the whole of SA suffered from a major king tide event accompanied by gale force winds. Port Victoria jetty was broken into pieces and the Wauraltee dunes were decimated. Thousands of tonnes of sand were lost and many of the primary dunes were eroded so significantly that 6 metre sand cliffs resulted. The wind broke those cliff faces down and the primary dunes almost disappeared
- The ability to drive onto one end of the beach and off the other was first published in an SA Secrets magazine some 20 years ago and the beach has increasingly become a high speed "highway" for 4WDs and motorcycles, a number of the latter being unregistered and ridden by children. Most drivers are completely unaware that the beach and adjacent Crown Land dunes are subject to exactly the same road rules as all other roads.
- Covid-19 and the inability to holiday overseas, or for a period interstate, has seen a dramatic increase in caravan usage that has seen many more 4WDs and huge vans along Wauraltee Beach. The Wiki Camps App and social media combined have been actively used to promote the "free camping" on the beach resulting in "wall to wall" occupancy at peak times. Local farmers and other residents used to come to the beach for recreation on weekends and major holidays like New Year's Day but finding a section of beach to enjoy quiet family fun has become almost impossible
- The damage to the dunes by motorcycles and 4WDs in the past had a huge impact upon the dunes but the erosion caused by thousands of feet trudging over the dunes to toilet, sand surf, jump, gain mobile reception etc is probably worse
- In recent months a number of owners along the stretch of Wauraltee Beach have made a renewed contribution to the sand dune preservation efforts. Council has also done a great job of closing off many of the informal access points and campsites in the Wauraltee Beach Road area. A local owner of a significant acreage at the northern end that had been used and abused for many decades has similarly fenced and denied access to their land. This has resulted in less abuse by motorcyclists who have largely sought other locations but 4WD activity in otherwise undisturbed areas of the Wauraltee primary dunes has accelerated alarmingly
- Campers and hoon 4WD owners have been fenced out of their traditional areas and have been seen breaching the lower level primary dunes along the 10 km stretch of beach. Sometimes it is to find a secluded camp site but often it is to test their 4WD skills or lack thereof. The resulting degradation of the primary dune is nothing short of environmental vandalism; sand erosion and tidal inundation will be the result.

Landscape SA's Report

- As Landowners we were pleased to see and read the Northern and Yorke Coastal Management Action Plan 2020 (The Plan) produced by Landscape SA / Greening Australia
- Many Reports and Strategy documents have been produced over the years including "The Coastal Assessment Report" by Deb Allen in 2009 and the DCYP Coastal Motor Vehicle Access Assessment Report in April 2010
- The bibliography to the Plan refers to some 59 other Reports and references.
- Despite the excellence of the Report there has been **very little real ACTION** – producing a Report that is never acted upon is clearly a waste of money.
- The Plan refers to the shared responsibility for our coastline as follows; "*Coastal management in South Australia is predominantly a **shared responsibility** between state and local governments. **Local Councils are key managers**, as are State agencies such as the Department of Environment and Water (DEW), Department of Planning Transport and Infrastructure (DPTI), Primary Industries and Regions (PIRSA), Environmental Protection Authority (EPA) and the Coast Protection Board (CPB).*" (emphasis added)
- It is our observation that shared responsibilities prove difficult in terms of accountability and action; often it is assumed that someone else is doing the job
- The Plan correctly identifies:-
 - "*one of the more serious threats to the natural environment along the Northern and Yorke coastline is increasing ORV use and associated impacts of vehicle-based recreation (e.g. camping, pedestrian damage in dunes, increased access to remote sites, dogs and rubbish). There are particular concerns for the EPBC-listed Hooded Plover whose breeding habitat often overlaps with the preferred recreational sites on sandy beaches*".
 - *There is a need for clarity on the jurisdictions and legal responsibilities of the various coastal land managers including Councils, the Department of Planning, Transport and Infrastructure (DPTI) and the SA Police. For example there is a confusing overlap of jurisdiction and responsibility regarding Crown Act Reserves, land under the care and control of Council, beaches where the Department of Transport and Infrastructure are responsible for land below the 'mean high water (and set speed limits for vehicles), and the Department for Environment and Water (DEW) who manage designated conservation reserves.*"
- The Plan aptly summarized the issues for Wauraltee Beach and dunes as follows:-
 - "*Recommended Actions*
The main priority actions for this Management Unit are managing ORV impacts and vehicle speed on the beach and improving the integrity of sand dunes to minimise erosion.
 - Re Climate change. The coastal dunes and vegetation are very narrow and linear in the southern part of this coastline, which increases their susceptibility to drying out as temperatures rise. Beach and dune erosion will increase as sea levels rise. Of high priority is the maintenance of coastal vegetation integrity in this area.*
 - *The impacts of ORV activity and beach driving are clearly demonstrated at Wauraltee Beach and in the dunes. Speed is an issue on the beach and Council receives many complaints about dangerous driving near campers and beachgoers. Numerous tracks and informal camping areas are found in the Wauraltee dunes, many of which go over sensitive sand dunes which then form blowouts"*
- **The problems are well known and described; what is needed is REAL ACTION.**

Landowners' Action Group letter to Minister 26th July 2021

- Landscape SA's report, combined with the continued erosion and destruction of the primary dunes at Wauraltee Beach, acted as the catalyst for the Wauraltee Beach Landowners' Action Group (initially the Owners of Lots 1, 2, 3 & 4) to write to the Minister for Environment and Water in 2021 urging urgent action to implement the report's recommendations
- Our primary objectives as adjacent landowners are: -
 1. Get real action on the Landscape SA Report recommendations as summarized above
 2. Restore, regenerate, stabilize and protect the Wauraltee dunes
 3. A safe beach environment for responsible people to enjoy
 4. Clarity on the jurisdictions and legal responsibilities as they apply to Wauraltee Beach
- After intervention by Fraser Ellis we eventually received a response to our letter resulting in a meeting of all Stakeholders called by the Department for Environment & Water on the beach on 25th March 2022
- Stakeholders included YP Council, Landscape SA Northern & Yorke, Narungga Nation Aboriginal Corporation, Point Pearce Aboriginal Corporation, Landowners of adjacent land, Crown Lands and subsequently, Friend of Wauraltee & District Inc
- A number of meetings organised by DEW have resulted in a Combined Preferred Position Statement for Wauraltee Beach and dunes

Yorke Peninsula Council response to Landowner's preferred position (emailed Position):

- Council does not view beach camping as appropriate; therefore Council's Corporate Management Team (CMT) supports the Department for Environment and Water pursuing the prohibition of overnights stays on the beach (unalienated Crown Land), as per the preferred position of the Wauraltee Beach Landowners' Action Group.
- Council supports the driving of vehicles below the high tide mark and investigating measures to achieve this.
- Council agrees that during seasonal high tide months, it is difficult, and at times impossible, to drive below high tide mark. As measures to prevent driving at the base of the primary dunes are to be investigated, it is preferred that the success or otherwise of this is evaluated, before a seasonal closure is considered.
- Along with Police, Council supports an application to DIT for change in speed limits
- Council supports the installation of signage, with measures to address sand drift at the base.
- It is noted that Councils submission also outlined some specific actions they would like to see implemented by State Government for all beaches. Proper annual allocation of funds!!!

Combined Stakeholders' Preferred Position Statement (Notes / Actions in boxes)

Taking all Stakeholders' views into account, the overall Preferred Position Statement is: -

1. Vehicle access to the beach should only be for launching watercraft and for day trips to enjoy the beach with all overnight stays and camping prohibited – vehicles and people to stay out of the dunes

- Submission to the Minister drafted in late 2022 by DEW to suspend camping on beach; legal opinion being sought before presenting to Minister
- Landscape SA's Grass Roots grant to Landowners' Action group has funded the purchase and placement of coconut coir logs in low sections of the primary dunes vulnerable to inappropriate vehicle penetration

2. Vehicles should only be driven between high and low tide marks and methods for preventing driving "end to end" in soft sand at the base of the regenerating primary dunes need to be investigated and trialled

- Landscape SA's Grass Roots grant to Landowners' Action group has funded a methodology involving sand bag groynes and signage – a trial
- Crown Lands formally approved the works 28th October 2022

3. The closure of the beach to all vehicles during seasonal high tide months to prevent driving along the base of the primary dune is difficult to enforce and would be confusing to the public. That possible strategy is to be deferred pending the effectiveness of point 2 above.

4. Convince DTI to impose a 40kph speed limit – 25 kph when children present

5. Permanent quality signage at (say) 500m intervals along the dunes saying "Conservation Area – Stay out of Dunes" combined with measures to address sand drift and vehicle access at the base of the primary dunes

- Landscape SA's Grass Roots grant to Landowners' Action group has funded the design and production and placement of such signage

6. Convince Government of the merits of an Indigenous Ranger program and lobby for permanent funding

- Camping suspension compliance, if approved by Minister
- Narungga heritage education and action
- Hooded plover (endangered species) monitoring and protection

Benefits of the Combined Stakeholders' Position

- ✓ Lots of locals have enjoyed day trips to the beach for generations – should continue
- ✓ Launching small boats, kayaks and other watercraft would still be permitted – all year
- ✓ It is most easily enforceable by the entities taking responsibility – Police, Council Ranger, Crown Lands, Narungga Community or whoever
- ✓ The issue of "advertising" that free camping is allowed on the beach for 21 days is removed
- ✓ Day trippers do not normally have fires so the threat to our homes is diminished
- ✓ Campers normally set up in the dry sand area where Hooded Plovers breed – elimination of campers would give an endangered species a better chance to successfully breed

Reasons for that Position

- ❖ It is the overnight campers who have the most detrimental impact upon the dunes and who have historically 'disturbed the peace', toileted in the dunes in full view of landowners and caused erosion by uprooting dead vegetation behind the primary dunes for campfires
- ❖ Complete closure to camping is a very clear, enforceable instruction that doesn't discriminate between caravans, campers, hybrids, tents and swags
- ❖ Complete closure to camping does not require expensive changes to Council's booking system
- ❖ It is unsafe and completely illogical for the default speed on the beach to be 100kph

Current Status

- Excessive camping numbers and impact on the dunes over the Australia Day and Adelaide Cup long weekends in 2022 were the catalyst for improved signage measures by Crown Lands, YP Council and Narungga ready for Easter 2022
- However, no noticeable change in camper behaviour; numbers still excessive
- Stakeholders had hoped for the implementation of the Preferred Position Statement in time for the Christmas / New Year peak season
- The need for DEW to obtain legal opinion on the camping closure and the distraction caused by the serious Murray flood situation meant that no progress has been made since our September 2022 meeting
- Christmas came – NOTHING has changed – HUGE numbers of campers – THOUSANDS of feet trampling vegetation and creating erosion
 - Wiki Camps App records some comments of concern about behaviour – toileting, dangerous driving etc and warning that it will go like Perlubie Beach near Streaky Bay
 -but most are promoting it as a great free spot
- With Council's sign at the head of the peninsula saying "bush camping permits required" many campers would be paying the fee despite the new sign at Wauraltee Beach Road beach entrance saying "End of Council Campground". It is confusing and there could be an argument that by accepting the fees, Council has a 'duty of responsibility' for the camping activities on the beach. Could also be argued that the latter sign is actually encouraging free camping on the beach!
- Fire safety is a major concern for many months of the year; two fires in the last 12 months. Camp fires and fireworks are major risks about which the CFS are worried especially given the lack of access and exit routes; Conservation Drive is a single lane rarely graded track.
- Council's Ranger made a drive by on the morning of New Year's Eve and cautioned campers with visible piles of wood. Despite a history of irresponsible behaviour on the beach during the Christmas / New Year period we saw no evidence of a Police presence

Our Observations....and a bit of Conjecture

- Coastal Protection Board appears underfunded and to have no intention of helping "protect and restore" the Wauraltee dunes as required by the Coastal Protection Act
- With little or no Police presence even at peak times, despite the "population" on the beach at those times probably exceeding the population of all the nearby towns, the irresponsible behaviour will eventually lead to a death – probably of an innocent child!
- Existing State Laws appear to provide little support for any positive action by Crown Lands and Department for Environment and Water to preserve and rehabilitate Wauraltee dunes – camping for 21 days on Crown Land is a universal right – with basically no effective controls
- Appears that the strongest laws at any level of Government that could have a positive result for Wauraltee dunes are within Council By-laws unless the Minister directly intervenes
- Hard to understand why we have the expense of a Coastal Protection Board or Department for the ENVIRONMENT if there is very little they can do to protect our environment
- Appears that DEW may have been (or would like to be) quietly encouraging YP Council to accept a "dedication" – a comment at one of our meetings gave a hint that Council might accept a dedication if Crown Lands funded the enforcement
- YP Council administration has expressed the view that with 19 campsites, mostly on Crown Lands the task is beyond its financial capability
- Is there a "standoff"?
- Streaky Bay Council has recently accepted their primary responsibility by taking a dedication over Perlubie Beach limiting camping numbers and imposing equipment rules

- Alexandrina Council has recently successfully achieved a 40kph speed limit on Goolwa Beach and camping has been banned for many years

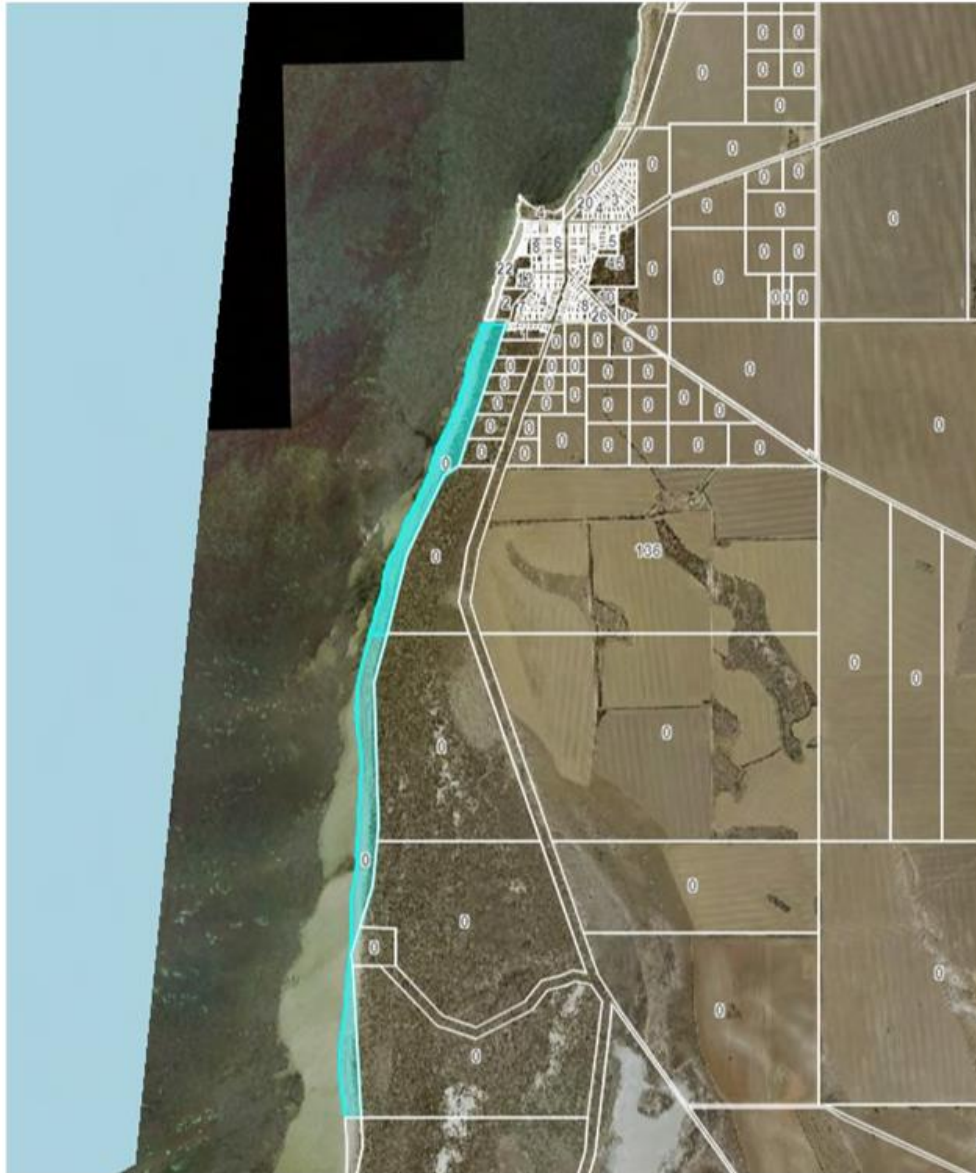
Summary

- The protection, preservation and rehabilitation of the Wauraltee dunes against environmental vandalism, excessive camping numbers and irresponsible behaviour appears to be best achieved by Council accepting responsibility under a dedication
- Compliance obviously costs money so please lobby State Government for an Indigenous Ranger program to fund Council in taking that responsibility
- As the Narungga Nation say..."the dunes are our heritage and *our* heritage is *your* heritage....so stop mistreating it!!"
- The Wauraltee dunes have been a natural treasure for thousands of years but, without REAL ACTION, coastal inundation will result and the dunes will not be here for future generations to admire and love!!
- As the Landscape SA report states..."Local Councils are key managers"...PLEASE ACCEPT THAT ROLE!

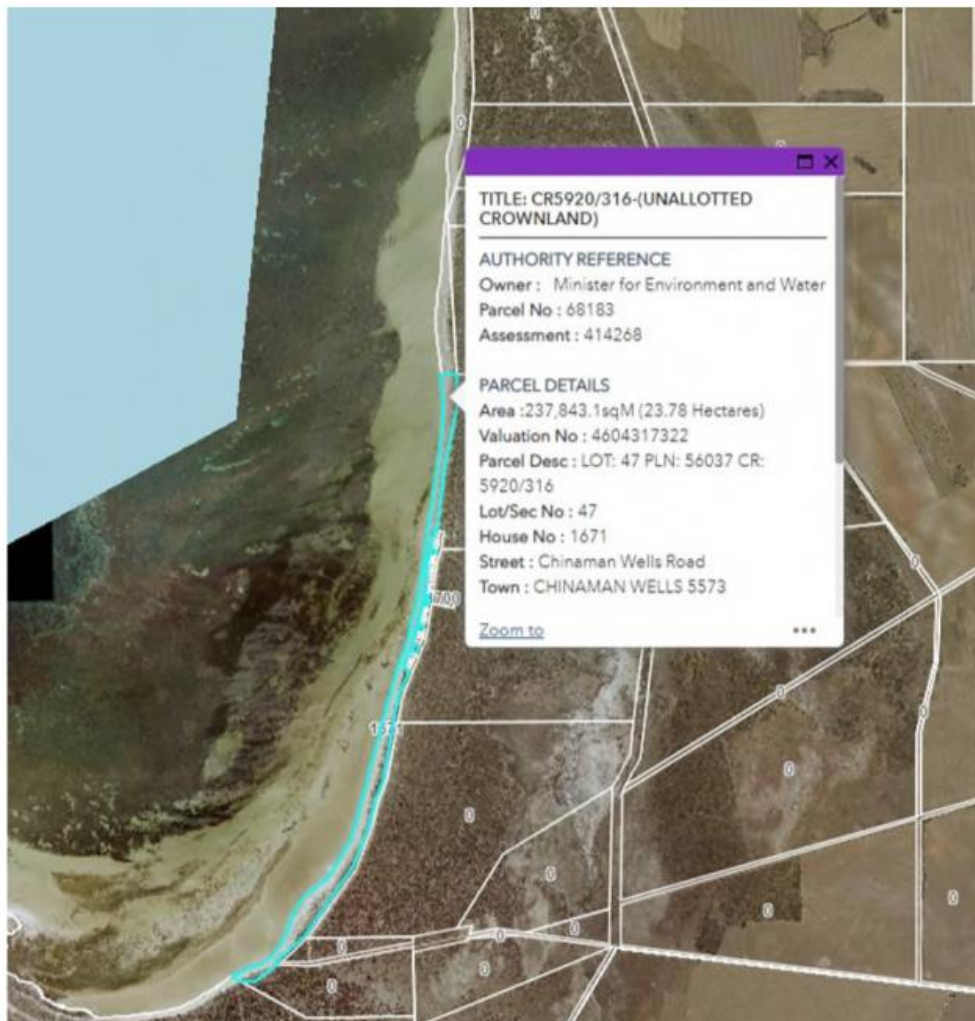
***Wauraltee Beach Landowners' Action Group
February 2023***

Unalienated Crown land beach parcels

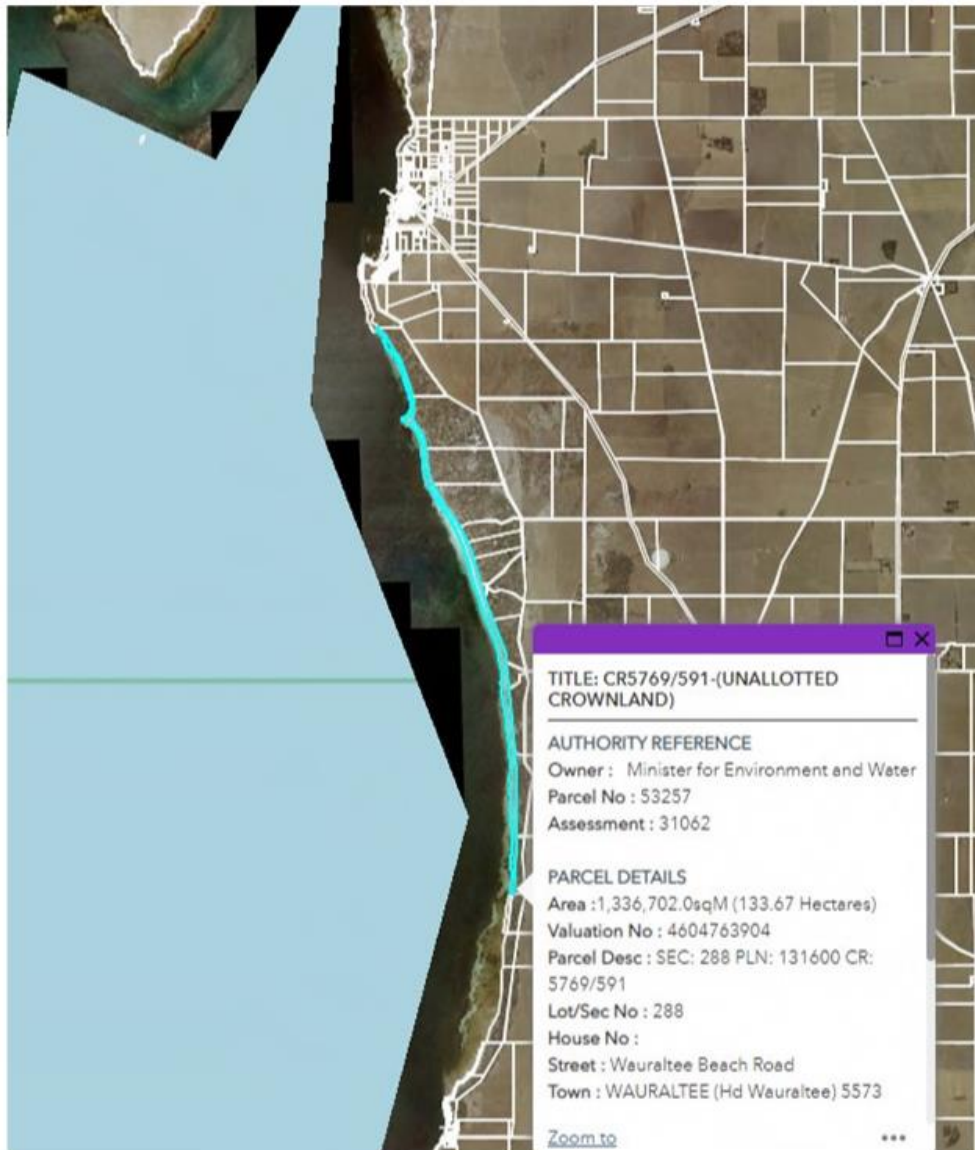
Map 1 – Balgowan Beach South CR 5920/315 (Lots 44 and 46)



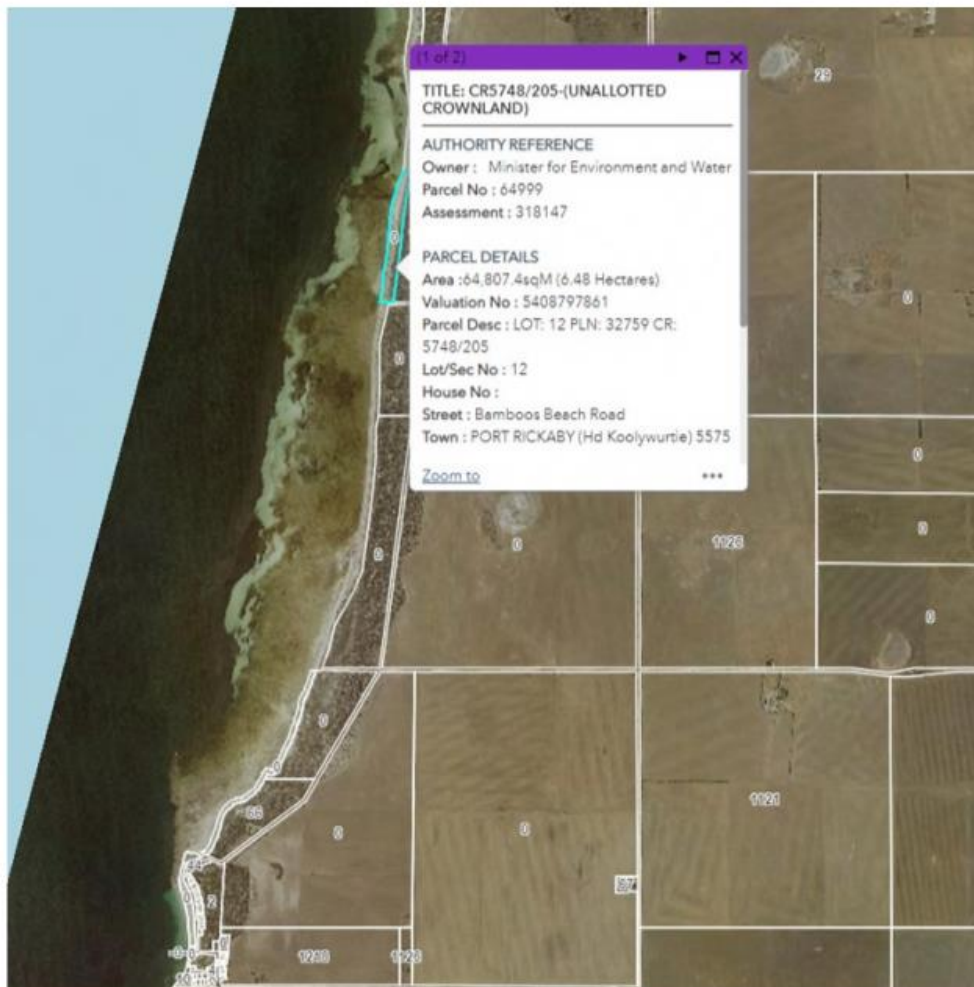
Map 2 – Chinaman Wells Beach CR 5920/316



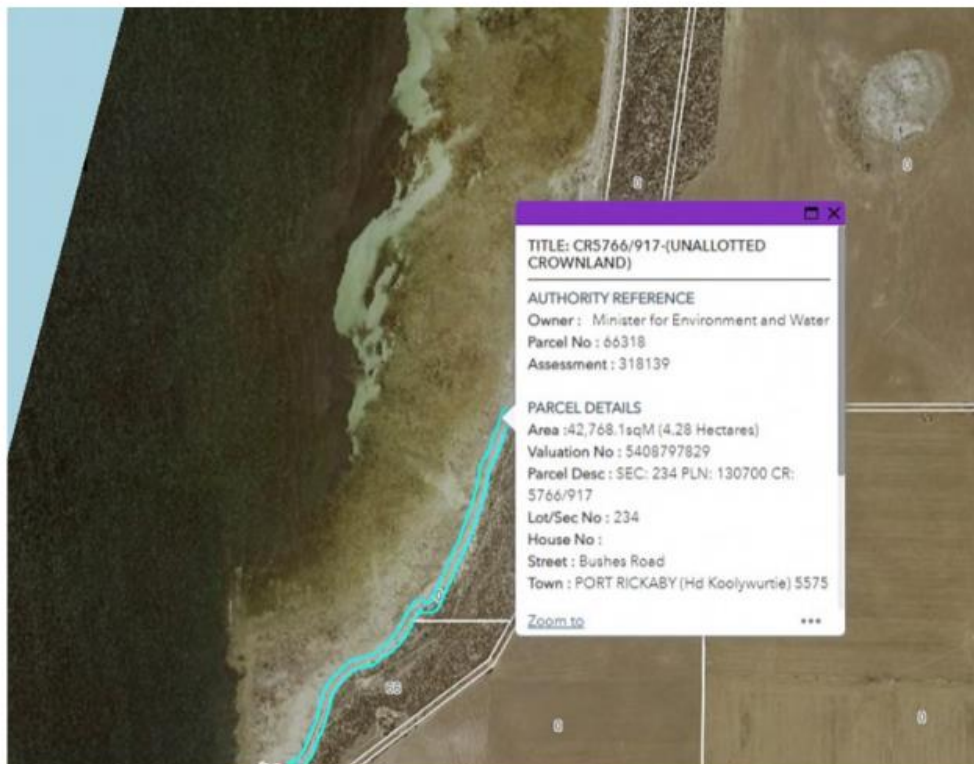
Map 3 – Second Beach and Wauraltee Beach CR 5769/591



Map 4 – Wauraltee Beach CR 5748/205



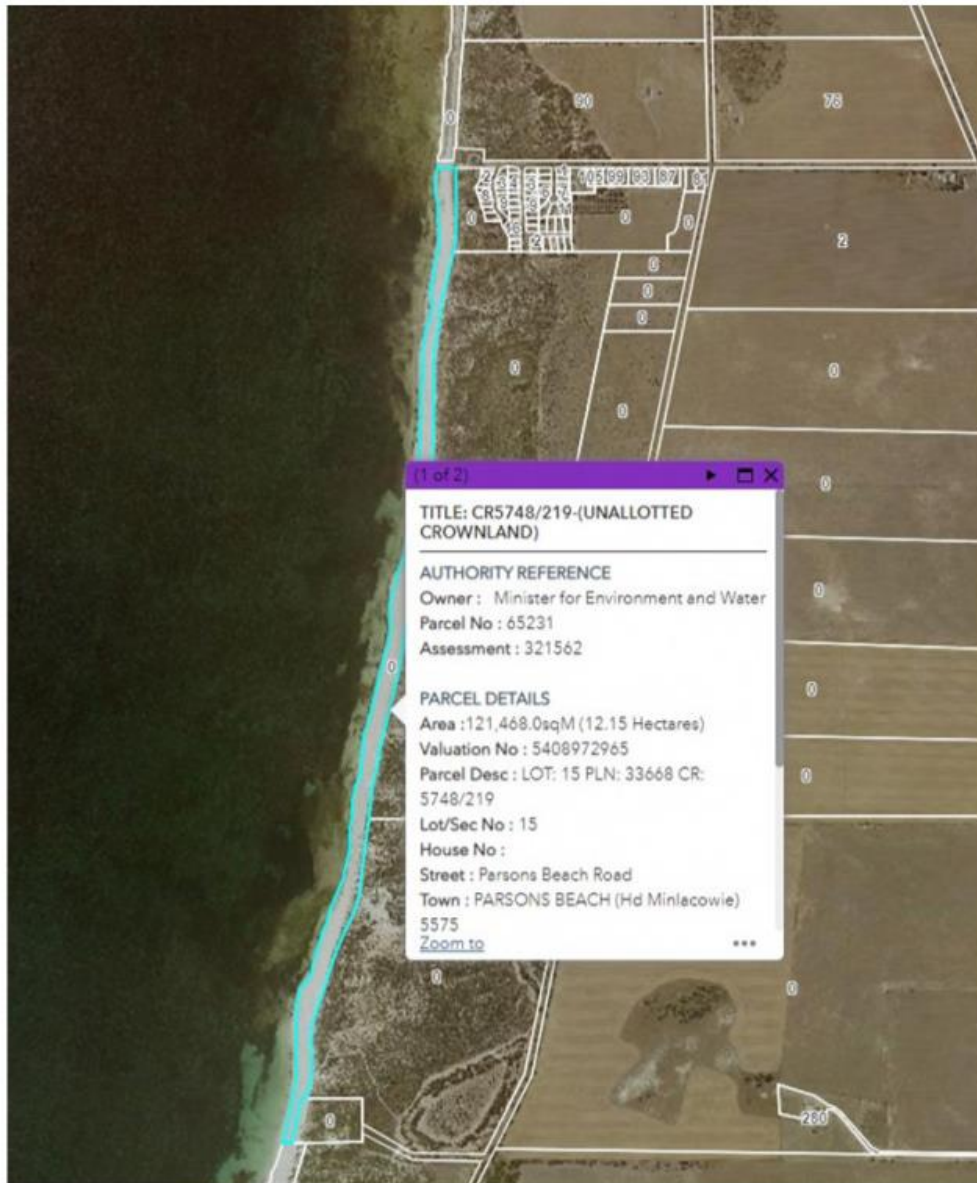
Map 5 – Wauraltee Beach CR 5766/917



Map 6 – Bluff Beach CR 5863/102



Map 7 – Parsons Beach CR 5748/219



Crown Lands Program

Recreational Camping on Wauraltee Beach

Renee Thompson – Team Leader, Crown Lands Program
Central and Kangaroo Island



Government of South Australia
Department for Environment
and Water

Agenda

- Introduction to Crown Land
- Wauraltee Beach Tenure
- Existing Mis-Use Provisions
- Alternative Approach
- Short and Longer-Term Goals
- Next Steps



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South Australia's Crown land

Crown land administered through DEW covers approximately 4.8% of the State.

There are approximately:

- 37,347 individual parcels
- 9,478 parcels reserved / dedicated for public purpose
- 6,892 leases and licences

Crown land may be used for public open space, showgrounds, caravan parks, surf lifesaving clubs, jetties, marinas, telecommunication towers, farm and cropping lands, beaches and banks of the River Murray

Crown land is important land for the community to use, enjoy and conserve.



National Parks & Wilderness Protection Areas

21,293,062 ha
21.6% of State



DEW Administered Crown land

4,744,047 ha
4.8% of State



Pastoral Lease Land

41,274,966 ha
41.9% of State



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Department for Environment and Water

Total Crown land - 67,312,115 ha
68.4% of State

Identifying Crown land

Title reference	Private or Crown?
CT - Certificate of Title	Private land - freehold / fee simple
CT - Certificate of Title	Crown land - freehold held under Crown Condition Agreement (formerly Trust Grants) identified as a CT prefix on title with a CCA or Trust endorsement
CL - Crown Lease	Crown land - leased in accordance with terms and conditions
CR - Crown Record	Crown land - may include parks, government agency land and land registered on council community land registers (dedicated)

The Crown Land Management Act 2009

- Replaced the repealed the *Crown Lands Act 1929*
- Legislation facilitates public land allocation and use
- Includes Minister's responsibilities for Crown land
- Provides for registration of documents-instruments by Registrar-General



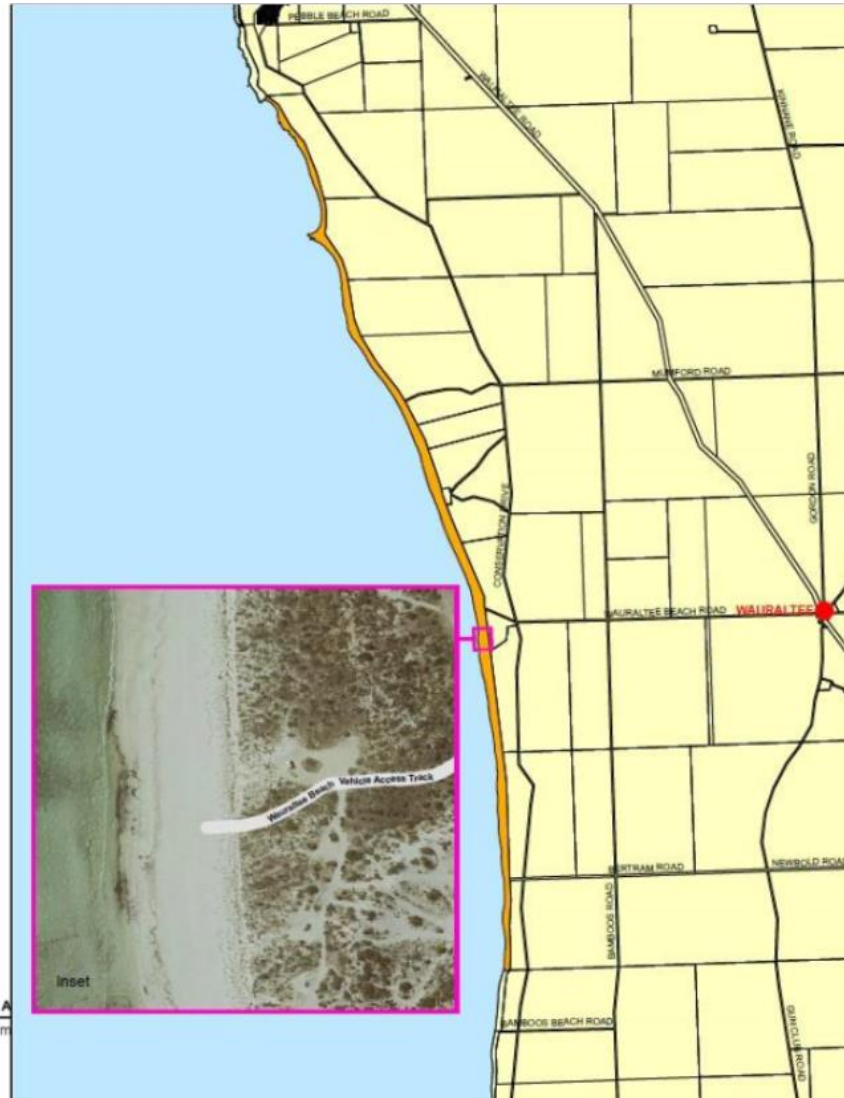
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Wauraltee Beach Tenure

- Wauraltee Beach comprises Crown Record CR 5769/591
- Unalienated Crown Land with a license for Walk the Yorke
- Seaside boundary is High Water Mark (ambulatory)
- Eastern boundary likely to be a certified boundary.
- Council land between low tide mark and high water mark
- Adjacent land is primarily freehold excluding
 - A parcel dedicated to Yorke Peninsula Council for conservation
 - A CT owned by Yorke Peninsula Council for Bush Camping
 - A number of public roads (i.e. Bushes road)



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Existing Mis-Use Provisions

- Existing CLM Act Misuse provisions
 - Occupy Crown Land for up to three weeks without a permit
 - Allow people to drive on 'existing' tracks and roads
- Not designed to manage the problem of large numbers of campers in sensitive areas
- Currently limited resources for compliance and land management.



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Alternative Approach Under the CLMA

- Minister may make a declaration (short term)
- Creation of a Regulation (Long Term) and penalties
- Provides an avenue to manage camping on Wauraltee Beach from a legal perspective
- General willingness to address this issue within DEW
- Best chance of success would be via a collaborative approach with stakeholders
- Opportunities for co-resourcing (financial and/or in-kind)



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Short term and longer-term goals at Wauraltee

- Short versus long term goals
- Timing around decisions
- Resourcing
 - Communications and engagement
 - Management of consequences to adjacent Bush Camping Site
 - Infrastructure + repairs and maintenance
 - On going compliance



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Next Steps

- Consideration by Council of the approach
- Thoughts on timing
- Opportunity for discussion at Community Cabinet
- Stakeholder agreement
- Resourcing commitments
- Recommendation



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Department for Environment
and Water



YORKE PENINSULA COUNCIL

PRINCIPAL OFFICE:
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ALL CORRESPONDENCE TO:
PO Box 57, MAITLAND, SA 5573
Telephone (08) 8832 0000
Email: admin@yorke.sa.gov.au
Website: www.yorke.sa.gov.au



6 March 2023

Record No: 23/24824

The Hon. Susan Close MP
Minister for Climate, Environment and Water
GPO Box 11071
Adelaide SA 5001

By Email: OfficeOfTheDeputyPremier.sa.gov.au

Dear Minister Close

Aboriginal Ranger Program – Yorke Peninsula Coastal Lands

Further to our presentation at Country Cabinet, and discussion in our meeting, we wish to progress our proposal for an Aboriginal Ranger Program (Program) for the coastal lands of Guuranda (Yorke Peninsula), in partnership with you, as the representative of the State Government.

Yorke Peninsula Council (Council) have previously been approached by Narungga Nation Aboriginal Corporation (NNAC) to develop employment opportunities such as this, in response to grant funding opportunities (unfortunately the grant submission was unsuccessful). NNAC's guidance and direction to develop the Program will be priority.

As a partner, we ask the State Government to help co-design the Program, provide the opportunities for mentoring and experience through your existing Ranger programs, and **fully fund** the wages and oncosts of two Aboriginal Rangers (Rangers), in a Caring for Country approach to coastal management.

It is anticipated that the Rangers will undertake monitoring, coastal restoration and access management activities, education, sharing of cultural knowledge, and compliance when needed, to ensure the preservation of coastal lands (across both State Government and Council land tenure).

Staff from the Northern and Yorke Landscape Board are supportive of the proposal.

Council is open to options for how the employment structure will work; either direct employment of the Rangers by the State Government, or an auspice arrangement whereby Council are the employer and provide all of the in-kind support.

Council has the initiative, structure and capacity in place to foster the employment and skill development of Aboriginal people. Through mentoring, training and certifications, we can upskill Aboriginal people for the Program.

BRANCH OFFICES
MINLATON
YORKETOWN

It is proposed that the Program is a partnership with our neighbouring councils, Copper Coast Council and Barunga West Council, and therefore the Rangers would work across council boundaries.

We are asking the State Government to be more proactive in the management of its unalienated Crown Lands, and provide an appropriate legislative response to the activity that is degrading our coastal environment. Resourcing to priority areas such as Cape Elizabeth, Wauraltee Beach and Parsons Beach, through rostering of Department for Environment and Water Rangers/Authorised Officers, compliance activity, and access management and restoration works, would be viewed by Council as proactive management, recognising that there will be a time period until the Aboriginal Rangers of this proposal can be on-ground.

We wish to arrange a meeting with yourself or representative, to discuss this further, identify key stakeholders, and progress the development of this Program.

We look forward to your response, and hope we can work together to preserve our spectacular coastline.

Yours sincerely



Darren Braund
Mayor



Andrew Cameron
Chief Executive Officer

Letitia Dahl-helm

From: Goodall, Sarah (DIS) <Sarah.Goodall2@sa.gov.au>
Sent: Friday, 24 March 2023 9:43 AM
To: Letitia Dahl-helm; Andrew Cameron
Cc: Mayor Braund; Natalie McDonald; joodyann1801@gmail.com; TimG@nativetitlesa.org; Fox, Anthony (LandscapeSA)
Subject: RE: ENV23/00312 - Meeting with the Deputy Premier - Aboriginal Ranger Program - Yorke Peninsula Council

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OFFICIAL

Dear Letitia

Thank you for confirming and I will send through the meeting request shortly.

Kind regard

Sarah

From: Letitia Dahl-helm <Letitia.Dahl-helm@yorke.sa.gov.au>
Sent: Friday, 24 March 2023 9:23 AM
To: Goodall, Sarah (DIS) <Sarah.Goodall2@sa.gov.au>; Andrew Cameron <Andrew.Cameron@yorke.sa.gov.au>
Cc: Darren.Braund <darren.braund@yorke.sa.gov.au>; Natalie McDonald <Natalie.McDonald@yorke.sa.gov.au>; joodyann1801@gmail.com; TimG@nativetitlesa.org; Fox, Anthony (LandscapeSA) <Anthony.Fox@sa.gov.au>
Subject: RE: ENV23/00312 - Meeting with the Deputy Premier - Aboriginal Ranger Program - Yorke Peninsula Council

guranna banyiwarda (good morning) Sarah.

On behalf of Andrew, Council wishes to confirm the meeting for Monday 24 April 2023 – 2:00pm to 2:30pm.

In attendance will be:

- Narungga Nation Aboriginal Corporation Chair Ann Newchurch and potentially Board Member Trevor Wanganeen
- YPC Mayor Darren Braund
- Northern and Yorke Landscape Board CE Anthony Fox

Andrew is an apology.

You have advised of location and requirements below, but please let us know if there is anything else to be aware of.

ngayi yunggu (thank you)

Letitia Dahl-helm | Environment Officer
Yorke Peninsula Council | Principal Office - Maitland
Ph: 08 – 8832 0000
E: letitia.dahl-helm@yorke.sa.gov.au | W: www.yorke.sa.gov.au

MON	TUE	WED	THU	FRI
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1/2 day | | ✓ | ✓ | |



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From: Goodall, Sarah (DIS) <Sarah.Goodall2@sa.gov.au>
Sent: Monday, 20 March 2023 3:51 PM
To: Andrew Cameron <Andrew.Cameron@yorke.sa.gov.au>; Letitia Dahl-helm <Letitia.Dahl-helm@yorke.sa.gov.au>
Cc: Mayor Braund <darren.braund@yorke.sa.gov.au>; Natalie McDonald <Natalie.McDonald@yorke.sa.gov.au>
Subject: RE: ENV23/00312 - Meeting with the Deputy Premier - Aboriginal Ranger Program - Yorke Peninsula Council

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OFFICIAL

Apologies, that would be Monday 24 April 2023 – 2:00pm to 2:30pm.

From: Andrew Cameron <Andrew.Cameron@yorke.sa.gov.au>
Sent: Monday, 20 March 2023 3:39 PM
To: Goodall, Sarah (DIS) <Sarah.Goodall2@sa.gov.au>; Letitia Dahl-helm <Letitia.Dahl-helm@yorke.sa.gov.au>
Cc: Darren.Braund <darren.braund@yorke.sa.gov.au>; Natalie McDonald <Natalie.McDonald@yorke.sa.gov.au>
Subject: RE: ENV23/00312 - Meeting with the Deputy Premier - Aboriginal Ranger Program - Yorke Peninsula Council

Just checking the Thursday is for the 27th please?

From: Goodall, Sarah (DIS) <Sarah.Goodall2@sa.gov.au>
Sent: Monday, 20 March 2023 3:31 PM
To: Andrew Cameron <Andrew.Cameron@yorke.sa.gov.au>; Letitia Dahl-helm <Letitia.Dahl-helm@yorke.sa.gov.au>
Cc: Mayor Braund <darren.braund@yorke.sa.gov.au>; Natalie McDonald <Natalie.McDonald@yorke.sa.gov.au>
Subject: RE: ENV23/00312 - Meeting with the Deputy Premier - Aboriginal Ranger Program - Yorke Peninsula Council

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OFFICIAL

Hi Andrew

That will be fine, I will await your confirmation of preferred timing.

Kind regards

Sarah

From: Andrew Cameron <Andrew.Cameron@yorke.sa.gov.au>
Sent: Monday, 20 March 2023 3:27 PM
To: Goodall, Sarah (DIS) <Sarah.Goodall2@sa.gov.au>; Letitia Dahl-helm <Letitia.Dahl-helm@yorke.sa.gov.au>
Cc: Darren.Braund <darren.braund@yorke.sa.gov.au>; Natalie McDonald <Natalie.McDonald@yorke.sa.gov.au>
Subject: RE: ENV23/00312 - Meeting with the Deputy Premier - Aboriginal Ranger Program - Yorke Peninsula Council

Afternoon Sarah

Thank you for the opportunity to further discuss the proposed program.

We would like a representative from Narungga Nation Aboriginal Corporation (NNAC) to also attend with us if at all possible please.

I will check on dates with the Mayor and be in touch shortly.

Thanks again for this wonderful opportunity.

Regards

Andrew

From: Goodall, Sarah (DIS) <Sarah.Goodall2@sa.gov.au>
Sent: Friday, 17 March 2023 10:45 AM
To: Letitia Dahl-helm <Letitia.Dahl-helm@yorke.sa.gov.au>
Cc: Mayor Braund <darren.braund@yorke.sa.gov.au>; Andrew Cameron <Andrew.Cameron@yorke.sa.gov.au>
Subject: ENV23/00312 - Meeting with the Deputy Premier - Aboriginal Ranger Program - Yorke Peninsula Council

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OFFICIAL

Dear Mayor Braund and Mr Cameron

Thank you for your letter dated 6 March 2023, seeking to meet with the Deputy Premier to further discuss the Aboriginal Ranger Program.

The Deputy Premier would be pleased to meet with you both. At this stage, the Deputy Premier is available the following times:

- Wednesday 5 April 2023, 1:00pm to 1:30pm
- Thursday 24 April 2023, 2:00pm to 2:30pm

Please let me know if this time suits.

The meeting will be located at the Deputy Premier's office on Level 13, State Administration Centre, 200 Victoria Square, Adelaide. For security purposes, please advise the names of everyone who will be attending. All attendees will need to bring photo identification and sign in at the security desk on the ground floor.

Kind regards

Sarah

Sarah Goodall
A/Executive Officer to the Deputy Premier

Office of the Deputy Premier
The Hon Susan Close MP
Minister for Climate, Environment and Water
Minister for Industry, Innovation and Science
Minister for Defence and Space Industries

Level 13, State Administration Centre
200 Victoria Square
ADELAIDE SA 5000

M: 0481 466 949
e: sarah.goodall2@sa.gov.au



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From: Letitia Dahl-helm <Letitia.Dahl-helm@yorke.sa.gov.au>
Sent: Thursday, 9 March 2023 5:45 PM
To: Office of the Deputy Premier <OfficeOfTheDeputyPremier@sa.gov.au>
Cc: Darren.Braund <darren.braund@yorke.sa.gov.au>; Andrew Camerun <Andrew.Cameron@yorke.sa.gov.au>
Subject: Correspondence - Aboriginal Ranger Program - Yorke Peninsula Council

You don't often get email from letitia.dahl-helm@yorke.sa.gov.au. [Learn why this is important](#)

nhinni marni (greeting to you)

On behalf of Mayor Darren Braund and Chief Executive Officer Andrew Cameron, please find attached a letter of request regarding the proposed Aboriginal Ranger Program on Guuranda (Yorke Peninsula).

ngayi yunggu (thank you)

Letitia Dahl-helm | Environment Officer
Yorke Peninsula Council | Principal Office - Maitland
Ph: 08 – 8832 0000
E: letitia.dahl-helm@yorke.sa.gov.au | W: www.yorke.sa.gov.au

MON	TUE	WED	THU	FRI
½ day		✓	✓	



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23 CORPORATE AND COMMUNITY SERVICES**23.1 REQUEST FOR EXPRESSION OF INTEREST - AUDIT AND RISK COMMITTEE COMPOSITION****Document #:** 23/21954**Department:** Corporate and Community Services**PURPOSE**

To seek Council's endorsement to commence the Expression of Interest (EOI) process for an additional Independent Member on the Audit and Risk Committee.

RECOMMENDATION

That Council endorse staff to commence the Expression of Interest process for an additional Independent Member on the Audit and Risk Committee.

LINK TO STRATEGIC PLAN**Goal:** 5 Responsible Governance and Leadership**Strategy:** 5.2 Effective leadership and informed decision making**BACKGROUND**

Section 126 of the Local Government Act 1999 (Act) requires all Councils in South Australia to have an Audit and Risk Committee (Committee), membership of which may include persons who are not members of Council.

Regulation 17 of the Local Government (Financial Management) Regulations 2011 states that the Committee must have between three (3) and five (5) members and must include at least one (1) person who is not a member of Council and who is determined by Council to have financial experience relevant to the functions of an Audit and Risk Committee. Council's External Auditor cannot be a member of the Committee.

Additionally, the Statutes Amendment (Local Government Review) Act 2021 (Amendment Act) includes amendments to section 126 of the Act, in particular the requirement of the Committee to consist of a majority of Independent Members. These provisions of the Amendment Act are due to commence 30 November 2023.

DISCUSSION

The Committee currently consists of three (3) Elected Members and two (2) Independent Members as endorsed at the Inaugural Council Meeting held on 30 November 2022. At this meeting, discussion ensued regarding the composition of the Committee and the option to have three Elected Members on the Committee until an additional Independent Member is appointed. Council is aware that an Elected Member will be required to step down from their appointment to ensure the Committee consists of majority of Independent Members and this decision will be made at a later date once the EOI process has concluded and an Independent Member appointed. Elected Members Cr Tania Stock, Cr Adam Meyer, and Cr Alan Headon currently represent Council on the Committee for the current term with Independent Members being Mr Rob Reiman (Chair) and Mr Hussain Rafeeu.

At the Audit and Risk Committee Meeting held on 21 February 2023, Chair Rob Reiman suggested Council commence the Expression of Interest (EOI) process for an Independent Member and appoint

this person in advance effective from 29 August 2023 to ensure Council meets the legislative requirements by 30 November 2023.

It is recommended to Council that the Expression of Interest (EOI) process for an additional Independent Member on the Committee commence as soon as possible by advertisement in the Yorke Peninsula Country Times, on Council's website, SEEK and the Australian Local Government Job Directory.

COMMUNITY ENGAGEMENT PLAN

Level 1 - Inform

CONSULTATION PROCESS

In preparing this report, the following Yorke Peninsula Council officers were consulted:

- Manager Financial Services
- Governance Officer
- Executive Services Support Officer

In preparing this report, the following external parties were consulted:

- Audit and Risk Committee

POLICY IMPLICATIONS

Audit and Risk Committee Terms of Reference

BUDGET AND RESOURCE IMPLICATIONS

Costs associated with the operation and administrative support required by the Audit and Risk Committee are included in Council's adopted operating budget.

Advertisement for the position will be drawn from Council's existing budget.

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Local Government Act 1999

Local Government (Financial Management) Regulations 2011

It is important for Council to commence the Expression of Interest (EOI) process for an Independent Member as soon as possible to ensure the legislative requirements are met by 30 November 2023.

ATTACHMENTS

Nil

23.2 YORKE PENINSULA ART FESTIVAL PROPOSED DATES 2023**Document #:** 23/23880**Department:** Corporate and Community Services**PURPOSE**

To seek endorsement of the proposed dates for the Yorke Peninsula Art Festival, formerly Yorke Peninsula Art Exhibition.

RECOMMENDATION

That Council endorse for the Yorke Peninsula Art Festival to be held 11 to 20 August 2023, to coincide with the South Australian Living Artists' Festival.

LINK TO STRATEGIC PLAN**Goal:** 1 Economically Prosperous Peninsula

4 Community Engaged and Supported

Strategy: 1.4 Support local events and help attract new events

1.3 Improve visitor experiences, including tourism infrastructure, signage, information and support

1.5 Partner and build positive relationships with key stakeholders to progress tourism and business growth

4.2 Support and/or deliver local community events, programs or workshops

4.3 Continue providing community grants, donations and sponsorships

4.9 Engage and advocate for improvements to community health and social outcomes

BACKGROUND

The Yorke Peninsula Art Exhibition has not been held since the onset of Covid-19, and is being reinvigorated in 2023 by the recently formed Yorke Peninsula Council Art and Culture Working Group.

The Working Group has met on three occasions, with members forming the view that the refreshed event should be a festival held in August to coincide with the South Australian Living Artists' Festival, to encourage winter tourism.

DISCUSSION

The Yorke Peninsula Council Art and Culture Working Group, comprising eight local members, was formed in late-2022, having now met three times, the key aim being to rejuvenate the Yorke Peninsula Art Exhibition.

The Working Group has determined that the event should be expanded into a festival, possibly including such additions as live music, art workshops and artist panels, in addition to the traditional competitions for paintings, sculptures and photography. Such an event would provide experience-based tourism, which is an area of focus for the region.

A date of 11 to 20 August 2023 is suggested for the Yorke Peninsula Art Festival for two key reasons:

1. The South Australian Living Artists' Festival is held across the state in August, so the Yorke Peninsula Art Festival could benefit by association, being featured in the SALA program and running at a time when art is receiving peak publicity in South Australia.
2. August is generally a quieter time for visitation to the Yorke Peninsula, so the festival would aim to provide a boost for tourism, with flow-on benefits to the local economy. The YP Art Exhibition was previously held during Easter for various reasons, including to capitalise on the extra population already in the area. However, this timing meant many potential additional visitors were unable to stay for the Exhibition as accommodation was already booked out, and businesses were already busy regardless of the festival. Furthermore, volunteers were difficult to secure since many were either away, or had visitors, for the Easter break.

Whilst the intention at this stage is for award categories to remain open to all artists, added festivities such as musical performances and workshops are planned to be 100% local. The aim will be to create a true festival atmosphere, authentic, inclusive, creative and enriching.

COMMUNITY ENGAGEMENT PLAN

Level 1 - Inform

CONSULTATION PROCESS

In preparing this report, the following Yorke Peninsula Council officers were consulted:

- Yorke Peninsula Art and Cultural Facilitator
- Managed Economic Development and Business Sustainability

In preparing this report, the following external parties were consulted:

- Yorke Peninsula Council Art and Culture Working Group

POLICY IMPLICATIONS

PO066 Yorke Peninsula Art Exhibition Policy will be updated to reflect the changes proposed to the event. This policy is due for review.

BUDGET AND RESOURCE IMPLICATIONS

Nil

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Nil

ATTACHMENTS

Nil

23.3 ECONOMIC DEVELOPMENT AND TOURISM STRATEGY 2022-2026 - PROGRESS REPORT AND STRATEGIC REVISIONS**Document #:** 23/24899**Department:** Corporate and Community Services**PURPOSE**

To provide Council with the Progress Report along with proposed strategic revisions of the Yorke Peninsula Economic Development and Tourism Strategy 2022-2026 and seek Council endorsement of these documents.

RECOMMENDATION

That Council:

1. Endorse the Progress Report of the Yorke Peninsula Economic Development and Tourism Strategy 2022-2026; and
2. Endorse the revised Yorke Peninsula Economic Development and Tourism Strategy 2022-2026.

LINK TO STRATEGIC PLAN**Goal:** 1 Economically Prosperous Peninsula

5 Responsible Governance and Leadership

Strategy: 1.3 Improve visitor experiences, including tourism infrastructure, signage, information and support

1.5 Partner and build positive relationships with key stakeholders to progress tourism and business growth

1.6 Identify opportunities to advocate on behalf of key industries (e.g. agriculture, tourism etc.)

1.9 Seek out, develop and deliver on economic development opportunities

5.2 Effective leadership and informed decision making

BACKGROUND

In response to the need for a strategic framework that sets a blueprint for economic growth and tourism activities in the Yorke Peninsula, the Yorke Peninsula Economic Development and Tourism Strategy (The Strategy) 2022-2026 was developed.

The Strategy outlines the vision for the growth of Yorke Peninsula's economy and tourism sector in the next five years and beyond. This vision is informed by extensive consultations and conversations with local businesses, government policymakers, key stakeholders and community representatives.

The Strategy proposes strategic priorities and an action plan. These pathways and steps are driven by the vision above, reinforced by a thorough understanding of the entrenched challenges and competitive advantages in the economic and tourism growth of the region and the analysis of potential regional economic trends.

The set of actions in The Strategy includes both forward-looking initiatives that aim to lift the economic positioning of Yorke Peninsula beyond the five-year window specified in the Strategy, as well as immediately actionable activities that can produce significant outcomes in the short term.

The Strategy was adopted by Council on 13 October 2021 (minute reference 180/2021).

DISCUSSION

The calendar year of 2022 marked one (1) year of implementing The Strategy. During the year, Council staff, in partnership with RDAYMN and Yorke Peninsula Tourism, have translated the Strategy and Action Plan to specific programs and activities. A one-year progress report has been created to summarise these programs and activities, and major achievements.

The full progress report is attached. Highlights include:

- Four business workshops delivered (three more planned for the near future)
- Six business grants issued
- Yorke Peninsula Council Business e-News online newsletter established
- Business section created on Yorke Peninsula Council website
- Five grant applications submitted

The Strategy should be reviewed and revised when necessary to reflect the evolving economic and tourism growth trends affecting the region. At the one-year mark, Council met with key stakeholders RDAYMN and Yorke Peninsula Tourism to discuss such revisions, and the resulting proposal is presented via attachment 2. Proposed changes are shown in tracked changes, and are justified by the following:

- The upcoming launch of the Yorke Peninsula Toward 2030 Strategic Tourism Action Plan and evolving tourism trajectories for the Yorke Peninsula driven by Federal and State authorities in the post-pandemic recovery period.
- Reviewing the triad partnership of Council-RDAYMN-Yorke Peninsula Tourism in executing The Strategy's Action Plan.
- Re-positioning the Council's capacity, in relation to regional stakeholders and other tiers of the government, in addressing structural and non-structural barriers to regional skills and training.
- The challenges associated with local produce branding development, contrasting to the extensive resources required to prioritise this task and the enduring time needed to drive this task to success.

Council has continued working on initiatives derived from The Strategy. Upon the completion of the review process, the Progress Report and updated Yorke Peninsula Economic Development and Tourism Strategy 2022-2026 will be published. Key staff will then meet with RDAYMN and Yorke Peninsula Tourism to continue discussions about how to further implement The Strategy across the next 12 months.

COMMUNITY ENGAGEMENT PLAN

Level 1 - Inform

CONSULTATION PROCESS

In preparing this report, the following Yorke Peninsula Council officers were consulted:

- Corporate Management Team
- Manager Economic Development and Business Sustainability
- Economic and Tourism Development Advisor

In preparing this report, the following external parties were consulted:

- Regional Development Australia Yorke and Mid North
- Yorke Peninsula Tourism

POLICY IMPLICATIONS

Nil

BUDGET AND RESOURCE IMPLICATIONS

Budget associated with the implementation of the Yorke Peninsula Economic Development and Tourism Strategy 2022-2026 will be included in Council's Annual Business Plan. Additionally, the implementation status of some actions in the Strategy is subject to external grant funding opportunities.

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Nil

ATTACHMENTS

1. **Progress Report Year 1 - 2022 - Yorke Peninsula Economic Development and Tourism Strategy 2022-26 (under separate cover)** 
2. **Yorke Peninsula Economic Development and Tourism Strategy 2022-2026 - Year 1 Revised (under separate cover)** 

23.4 FINANCIAL REPORT AS AT 31 MARCH 2023**Document #:** 23/33382**Department:** Corporate and Community Services**PURPOSE**

For Council to consider the financial report and capital projects update report as at 31 March 2023.

RECOMMENDATION

That Council receive the financial report and capital projects update report as at 31 March 2023.

LINK TO STRATEGIC PLAN**Goal:** 5 Responsible Governance and Leadership**Strategy:** 5.1 Openness and transparency of reporting Council's performance

5.2 Effective leadership and informed decision making

5.3 Meet all legislative requirements and compliance with Council's internal controls

5.4 Seek alternate income streams and ensure financial sustainability

BACKGROUND

A financial report and capital projects update report (projects over \$25,000) is presented monthly for Council's consideration in accordance with Policy PO142 Budget Reporting and Amendment. These reports encompass results to the end of the calendar month preceding each scheduled Council meeting.

DISCUSSION

The attached financial reports are submitted with the following qualifications, comments and notes:

- Actuals included in the Uniform Presentation of Finances (UPF) are as incurred at close of business on the last day of the month being reported and may be subject to end of month adjustments. Any such adjustments will be incorporated into the following monthly report.
- The reports do not include year-end income and expense accruals.
- Both reports include year to date commitments i.e. orders raised but not yet paid for.
- **Attachment 1 - Uniform Presentation of Finances (UPF)**
 - Note 1 - Rates, Service Charges (Waste CWMS Water), Landscape Levy and Rate Rebates, totalling approximately \$25.6m, have been raised for the 2022/2023 financial year but are only due and payable either in full in September 2022 or by quarterly instalments in September 2022, December 2022, March 2023 and June 2023.
 - Note 1 - grants, subsidies and contributions of \$4.3m received to date.
 - Note 1 - \$102,000 in dog and cat control income received to date.
 - Note 1 - income from building and planning activity of approximately \$205,000 and septic tank registration and inspection fees of approximately \$72,000.
 - Note 1 - also included is approximately \$421,000 of reimbursements and miscellaneous income.

- Note 1 - \$4.6m collected for user charges (boat ramps, bush camping, caravan parks, cemetery fees, hall hire, etc.) are included in the total income.
- Note 2 - the following expenditure has been paid for (in advance) as per the required payment terms with the goods and services to be delivered or consumed over the remainder of the financial year:
 - Memberships/Subscriptions/Contributions/Donations: \$421,000
 - Community Care and Transport Inc. annual contribution: \$92,000
 - YP Tourism annual contribution: \$52,000
 - Regional Development Australia: \$34,000
 - Progress annual contributions: \$55,000
 - Minlaton library toilet upgrade contribution (30%): \$9,000
 - Various Council annual subscriptions/memberships: \$114,000
 - Various staff professional accreditations/memberships: \$5,000
 - Phone Tower Lease Contributions: \$6,000
 - Caravan Parks memberships, online booking system: \$49,000
 - Business Enhancement Program: \$5,000
 - IT Licence Fees (including cloud services): \$227,000
 - Plant & Equipment Registration: \$133,000
- Note 2 - commitments of approximately \$2.2m with \$0.9m being for waste management services.
- Note 2 - depreciation for eight months of the financial year has been included in the YTD expenditure being approximately 75% of the 2022/2023 annual budget estimate.
- Notes 3 and 4 - commitments of approximately \$11.8m (including rollovers) for various capital projects, details of which can be found in Attachment 2 of this report.
- **Attachment 2 – Capital Projects Update Report**
 - All Year-to-Date expenditure in this report includes invoices paid to date and orders outstanding. The total of this amount is then compared against the current budget to provide the budget remaining.
 - It should be noted that the month end balances in the capital report are different to those in Attachment 1 – UPF. This is due to the UPF reflecting the actuals as at the last day of the month, whereas the capital report includes some month end adjustments, correction to existing purchase orders and raising of new ones, backdated journals and correction of incorrectly allocated amounts. Making these adjustments means the report shows expenditure incurred as well as expenditure forecast for the remainder of the year along with budget remaining for each project.

COMMUNITY ENGAGEMENT PLAN

Level 1 - Inform

CONSULTATION PROCESS

- Manager Financial Services
- Budget and Project Managers
- Accountant Financial Management

In preparing this report, the following external parties were consulted:

- Nil

POLICY IMPLICATIONS

PO142 Budget Reporting and Amendment Policy

BUDGET AND RESOURCE IMPLICATIONS

After nine months of the financial year, overall financial performance is forecast to remain on track against Council's endorsed Revised Budget. However, increasing cost pressures will need to be monitored and where appropriate their impact reflected through the budget review process.

It should be noted that Council's 2021/2022 Annual Financial Statements have been finalised and associated impact on Council's 2022/2023 forecast financial position and ratios will be reflected through the quarterly budget review process. Council's audited 2021/2022 Annual Financial Statements and the 2022/2023 September quarterly budget review were endorsed by Council at the November 2022 meeting. Council's 2022/2023 December quarter budget review has been endorsed and is included in the attached reports.

Expenditure on capital projects (including commitments) has continued to increase as projects advance into procurement, construction and delivery stages. After eight months of the 2022/2023 financial year, 8% of the 2022/2023 budgeted capital funds remain uncommitted.

Projects that were not commenced or incomplete (for various reasons) at the end of 2021/2022 have been rolled over to 2022/2023 for completion. Council endorsed the rollover at its August 2022 meeting. These amounts have been included in both the Capital Projects Update report and the UPF.

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Monthly financial reporting provides a transparent and comprehensive reporting regime that allows Council to track performance against financial targets established in its annual budget.

Council risks being perceived as not being transparent if financial performance is not reported periodically and Elected Members could be asked to make decisions without knowing the impact on Council's financial position.

There is a significant risk that non-achievement of agreed milestones for grant funded capital projects could result in a delay in Council receiving grant funds, not receiving funds, or having to return funds already received. This would have a significant negative impact on Council's budget and cash flow.

Local Government Act 1999

Local Government (Financial Management) Regulations 2011

ATTACHMENTS

1. **Uniform Presentation of Finances as at 31 March 2023**  
2. **Monthly Capital Projects Update as at 31 March 2023**  

YORKE PENINSULA COUNCIL UNIFORM PRESENTATION OF FINANCES AS AT 31 MARCH 2023							
	2022/23 YTD Actuals \$'000	2022/23 Commitments \$'000	2022/23 YTD Expenditure (Incl Commitments) \$'000	Notes	2022/23 Full Year Revised Budget \$'000	2022/23 Full Year Budget Revisions \$'000	2022/23 Full Year Adopted Budget \$'000
Income	35,727		35,727	1	37,699	3,150	34,549
less Expenses	(26,463)	(2,246)	(28,709)	2	(37,882)	(1,752)	(36,130)
Operating Surplus/ (Deficit) before Capital Amounts	9,264	(2,246)	7,018		(183)	1,398	(1,581)
Net Outlays on Existing Assets							
Capital Expenditure on renewal and replacement of Existing Assets	(9,461)	(5,481)	(14,941)	3	(16,299)	(4,924)	(11,375)
add back Depreciation, Amortisation and Impairment	7,410		7,410		11,116	1,000	11,115
add back Proceeds on Sale of Assets	391		391		437	94	343
	(1,659)	(5,481)	(7,139)		(4,745)	(4,828)	83
Net Outlays on New and Upgraded Assets							
Capital Expenditure on New and Upgraded Assets	(1,449)	(6,324)	(7,773)	4	(8,471)	(7,811)	(660)
add back Amounts received specifically for New and Upgraded Assets	3,391		3,391		5,247	4,491	756
add back Proceeds for Sale of Surplus Assets							
	1,942	(6,324)	(4,382)		(3,225)	(3,321)	96
NET LENDING / (BORROWING) FOR FINANCIAL YEAR	9,547	(14,051)	(4,504)		(8,153)	(6,751)	(1,402)

Note : Totals may not add due to rounding

Yorke Peninsula Council
Monthly Capital Projects Update
as at 31 March 2023

Project Details by Asset Class	Responsible Directorate	Expected Finish Date	Project Management Stages Complete						YTD Actuals	Commitments	YTD Expenditure (incl Commitments) (\$)	Total Budget (\$)	Budget Remaining (\$)	Budget Remaining (%)	Comments
<p>LEGEND</p> <p>1 ● Activity currently completed or on schedule</p> <p>2 ● Activity currently up to 2 months behind schedule</p> <p>3 ● Activity currently more than 2 months behind schedule</p> <p>0 ● Activity currently not started</p>															
<p>** Only projects \$25,000 and greater are individually listed below, however the totals shown are for the entire asset class.</p>															
			Planning	Design	Approval	Services	Procurement	Delivery	\$10,909,541	\$11,170,466	\$22,080,007	\$24,773,216	\$2,693,209	11% TOTAL	
Buildings & Other Structures															
44660 - Foreshore - Point Turton Groynes [PIRSA]	AIS	Apr-23	●	●	●	N/A	●	●	\$34,300	\$0	\$34,300	\$33,270	-\$1,030	-3%	[Rolled over from 2021/22] Completed, budget adjustment to be requested at third quarter.
45046 - Port Moorowie Beach Shelters [LRCP Phase 3]	AIS	Jun-23	●	●	●	N/A	●	●	\$1,300	\$24,255	\$25,555	\$25,000	-\$555	-2%	[Rolled over from 2021/22] Commenced, shelters installed, concrete slabs to be poured after Easter.
45049 - Coastal Management - Resilient Coast	AIS	Jun-23	●	N/A	N/A	N/A	●	●	\$0	\$7,791	\$7,791	\$122,800	\$115,009	94%	[Rolled over from 2021/22] Engaged contractor for propagation component of project. Planting, weed control and pedestrian access control components of the project yet to commence. Budget rollover to be request at 22/23 year end, grant acquittal due in 23/24.
45750 - Interment Wall - Port Vincent Cemetery	DS	Jun-23	●	●	N/A	N/A	●	●	\$0	\$23,091	\$23,091	\$25,400	\$2,309	9%	Contractor engaged, anticipate commencement in April 23.
45794 - Port Rickaby CP - Water Supply Development & Augmentation	CCS	Jun-22	●	N/A	N/A	N/A	●	●	\$5,275	\$0	\$5,275	\$77,795	\$72,520	93%	[Rolled over from 2021/22] Tender panel report to April-23 Council meeting.
47522 - Port Vincent Hall Disability Access - Breezeway [LRCP Phase 3]	DS	Jun-23	●	●	●	N/A	●	●	\$0	\$34,795	\$34,795	\$48,800	\$14,005	29%	[Rolled over from 2021/22] Commenced.
47525 - Minalton Child Care Centre [BSBRGP]	ES	Mar-24	●	N/A	N/A	N/A	●	●	\$637,286	\$3,498,086	\$4,135,372	\$4,450,000	\$314,628	7%	[Rolled over from 2021/22] Commenced, progressing in accordance with staged construction timeline.
49043 - Bushfire Safety Signage [BSBRGP]	DS	Jun-23	●	●	N/A	N/A	●	●	\$0	\$0	\$0	\$40,080	\$40,080	100%	[Rolled over from 2021/22] Order to be raised for campground signage in April 23. Township signage to be arranged in late 22/23.
49067 - Stansbury Oval Grandstand repairs [LRCP Phase 3]	DS	Jun-23	●	●	●	N/A	●	●	\$90,418	\$0	\$90,418	\$87,024	-\$3,394	-4%	[Rolled over from 2021/22] Completed, budget adjustment to be requested at third quarter.
57520 - Minalton Town Hall Fire Indicator Panel [LRCP Phase 3]	DS	Jun-23	●	●	N/A	N/A	●	●	\$63,650	\$0	\$63,650	\$80,000	\$16,350	20%	[Rolled over from 2021/22] Completed, budget adjustment to be requested at third quarter.
60019 - Port Vincent Kiosk CWMS Connection	DS	Jun-22	●	●	●	N/A	●	●	\$11,421	\$69,890	\$81,311	\$81,000	-\$311	0%	[Rolled over from 2021/22] Works to commence in April-23.
60040 - Maitland Plane Tree Root Control (Robert Street Concept Design)	AIS	Jun-20	●	●	N/A	N/A	●	●	\$21,842	\$1,939	\$23,781	\$159,523	\$135,742	85%	[Rolled over from 2021/22] Survey of Robert Street completed. Final design to be drafted following further consultation with Department for Infrastructure Transport.
60050 - Council Caravan Parks Emergency Works	CCS	Jun-23	●	N/A	N/A	N/A	●	●	\$11,055	\$0	\$11,055	\$26,188	\$15,131	58%	Emergency expenditure for year to date to be relocated to operating, budget adjustment to be requested.
60102 - Port Vincent Caravan Park - Refurbish managers residence.	CCS	Jun-23	●	●	N/A	N/A	●	●	\$12,000	\$0	\$12,000	\$45,000	\$33,000	73%	Completed, expenditure classification to be reviewed and budget adjustment to be requested.
60201 - Point Turton CP Bedroom Blinds, Rangehood Replacements & Air conditioner Replacements	CCS	Dec-22	●	N/A	N/A	N/A	●	●	\$13,079	\$1,491	\$14,570	\$34,915	\$20,345	58%	Completed.
60205 - Point Turton CP - Upper Level Amenities	CCS	Jun-23	●	●	●	●	●	●	\$4,900	\$0	\$4,900	\$225,658	\$220,758	98%	[Rolled over from 2021/22] Quotations currently being sourced outside of tender process per Council decision.
60308 - Marion Bay Caravan Park - refurbish amenities & HWS replacement	CCS	Jun-23	●	N/A	N/A	N/A	●	●	\$25,081	\$17,752	\$42,833	\$57,000	\$14,167	25%	Contractors engaged or selected to be engaged across multiple trades. Aiming for completion by April 23.
60410 - Bush Camping Amenities [PIRSA] & [LRCP Phase 3]	AIS	Apr-23	●	●	●	N/A	●	●	\$115,506	\$145,498	\$261,004	\$259,031	-\$1,973	-1%	[Rolled over from 2021/22] All approvals received, majority of tanks installed, construction works commenced.
Total Buildings & Other Structures									\$1,136,759	\$3,844,875	\$4,981,634	\$6,025,374	\$1,043,740	17%	
CWMS Infrastructure															
44250 - Ardrossan - Rising Main & Jetty Pump Station	AIS	Jan-23	●	N/A	N/A	N/A	●	●	\$23,658	\$40,134	\$63,792	\$63,792	\$0	0%	Contractor engaged and materials received for rising main project. Jetty pump project completed.
44253 - Yorketown - Memorial Drive Pump Station S/B & Jacob Street S/B	AIS	Jun-23	●	N/A	N/A	N/A	●	●	\$0	\$59,420	\$59,420	\$59,500	\$80	0%	Materials received and contractor currently building switchboards off-site for installation in March 23.
44254 - Maitland CWMS - Gravity Drain Replacement & Treatment Plant Aerators	AIS	Jun-23	●	N/A	N/A	N/A	●	●	\$11,948	\$7,078	\$19,026	\$27,178	\$8,152	30%	Project will be ongoing during the year.
44260 - Port Vincent - Alarm Modem, PLC Upgrade & Gravity Drain Upgrade	AIS	May-23	●	N/A	N/A	N/A	●	●	\$5,909	\$6,450	\$12,359	\$29,829	\$17,470	59%	Gravity drain repairs completed.
Total CWMS Infrastructure									\$46,115	\$132,609	\$178,724	\$220,288	\$41,564	19%	
Land															
45797 - Charles Street - Yorketown	DS	Jun-20	N/A	N/A	N/A	N/A	●	●	\$0	\$0	\$0	\$100,000	\$100,000	100%	Rolled over from 2021/22. Purchase not going ahead, land in question has been sold. Currently investigating options for other Main Street beatification works.
Total Land									\$0	\$0	\$0	\$100,000	\$100,000	100%	
Plant, Equipment & Other Assets															
40026 - Various Coastal Management Strategy Projects [LRCP Phase 3]	AIS	Jun-23	●	●	N/A	N/A	●	●	\$57,818	\$0	\$57,818	\$200,000	\$142,182	71%	[Rolled over from 2021/22] Beach access stairs at Magazine Bay completed. Other Coastal Management Projects in progress (i.e. - scoping works and sourcing quotations).
40030 - Equipment - Computer & Monitor Replacements	CCS	Dec-22	●	N/A	N/A	N/A	●	●	\$31,380	\$8,780	\$40,160	\$35,900	-\$4,260	-12%	Monitors and laptops received, budget adjustment to be requested at third quarter.
40034 - IT Drone & Licensing	CCS	Jun-23	●	N/A	N/A	N/A	●	●	\$33,991	\$11,405	\$45,396	\$35,691	-\$9,705	-27%	Completed.
40036 - Information Technology - Portable Devices	CCS	Dec-22	●	N/A	N/A	N/A	●	●	\$74,622	\$3,235	\$77,857	\$55,701	-\$22,156	-40%	All devices received, deployment contingent on rollout of hardware management protocol. Budget adjustment to be requested at third quarter.
61200 - Fleet Vehicles	CCS	Jun-23	●	N/A	N/A	N/A	●	●	\$342,051	\$126,915	\$468,966	\$411,481	-\$57,485	-14%	7 x vehicles received, 3 x vehicles on order. Trade-in income to be applied to reduce the overspend reported here with budget to be reconciled following completion of vehicle changeovers.
62000 - Major Plant - Vibration Roller	AIS	Jun-23	●	N/A	N/A	N/A	●	●	\$0	\$175,000	\$175,000	\$175,000	\$0	0%	Order placed and expect delivery May 23.
62000 - Major Plant - John Deere Tractor	AIS	Jun-22	●	N/A	N/A	N/A	●	●	\$31,740	\$0	\$31,740	\$31,740	\$0	0%	[Rolled over from 2021/22] Completed.
62002 - Major Plant - Patrol Grader	AIS	Jun-23	●	N/A	N/A	N/A	●	●	\$450,000	\$0	\$450,000	\$450,000	\$0	0%	Completed.
62011 - Major Plant - Front End Loader	AIS	Jun-23	●	N/A	N/A	N/A	●	●	\$350,000	\$0	\$350,000	\$350,000	\$0	0%	Completed.
62014 - Major Plant - Isuzu NPR Truck - Senior Mechanic - Replacing P#579	AIS	Jun-22	●	N/A	N/A	N/A	●	●	\$81,969	\$0	\$81,969	\$81,969	\$0	0%	[Rolled over from 2021/22] Completed.
62018 - Major Plant - Isuzu NPR Truck - Replacing P#591	AIS	Mar-22	●	N/A	N/A	N/A	●	●	\$86,615	\$0	\$86,615	\$86,615	\$0	0%	[Rolled over from 2021/22] Completed.
62019 - Major Plant - Hydro-Vac	AIS	Jun-22	●	N/A	N/A	N/A	●	●	\$21,225	\$147,280	\$168,505	\$164,556	-\$3,950	-2%	[Rolled over from 2021/22] Truck body has arrived. Anticipated delivery in April 23.
62020 - Major Plant - Water Tanker	AIS	Jun-23	●	N/A	N/A	N/A	●	●	\$11,170	\$100,530	\$111,700	\$95,000	-\$16,700	-18%	Order placed for delivery in June 23.
62021 - Major Plant - Low Loader	AIS	Jun-23	●	N/A	N/A	N/A	●	●	\$10,530	\$94,770	\$105,300	\$105,300	\$0	0%	Equipment on order, expect delivery May 23.
62022 - Major Plant - Jet patcher Bin Replacement	AIS	Jun-23	●	N/A	N/A	N/A	●	●	\$0	\$32,764	\$32,764	\$32,764	\$0	0%	Order placed and awaiting delivery.
Total Plant, Equipment & Other Assets									\$1,668,690	\$705,115	\$2,373,805	\$2,399,115	\$27,264	1%	

Yorke Peninsula Council
Monthly Capital Projects Update
as at 31 March 2023

Project Details by Asset Class	Responsible Directorate	Expected Finish Date	Project Management Stages Complete						YTD Actuals	Commitments	YTD Expenditure (incl Commitments) (\$)	Total Budget (\$)	Budget Remaining (\$)	Budget Remaining (%)	Comments
Transport Infrastructure															
44603 - Port Victoria Boat Ramp Carpark [LRCP Phase 3]	AIS	Jun-23	●	●	N/A	N/A	●	●	\$0	\$49,450	\$49,450	\$50,000	\$550	1%	[Rolled over from 2021/22] Contractor engaged, work rescheduled for April 23.
44630 - Edithburgh Jetty Carpark [LRCP Phase 3]	AIS	Jun-23	●	●	N/A	N/A	●	●	\$0	\$22,727	\$22,727	\$25,000	\$2,273	9%	[Rolled over from 2021/22] Completed, awaiting final invoice.
44662 - Boat Ramp - Black Point	AIS	May-21	●	●	●	N/A	●	●	\$0	\$0	\$0	\$188,703	\$188,703	100%	[Rolled over from 2021/22] Project completed and associated grant acquitted. Awaiting advice regarding budget adjustment.
45027 - Walk The Yorke & Corny Point Walking Trail [LRCP Phase 3]	AIS	Jun-23	●	N/A	N/A	N/A	●	●	\$35,394	\$56,955	\$92,349	\$130,000	\$37,651	29%	[Rolled over from 2021/22] Fresh water well project completed. Guide posts and fencing materials received. Contractors to be engaged for trail construction and fencing.
45045 - Mintaton Airstrip upgrade	AIS	Mar-22	●	●	●	N/A	●	●	\$104,752	\$5,688	\$110,440	\$396,176	\$285,736	72%	[Rolled over from 2021/22] Airstrip works completed under budget. Variation for installation of water tanks now complete, awaiting final invoice. Budget adjustment will be required on grant acquittal.
45046 - Hardwicke Bay Shelter & Boat Ramp Carpark [LRCP Phase 3]	AIS	Jun-23	●	●	N/A	N/A	●	●	\$150	\$24,900	\$25,050	\$50,000	\$24,950	50%	[Rolled over from 2021/22] Materials ordered, specifics in relation to installation to be determined.
45053 - Arthurton Main Street Upgrade [LRCP Phase 3]	AIS	Jun-23	●	●	N/A	N/A	●	●	\$16,013	\$165,486	\$181,499	\$200,000	\$18,501	9%	[Rolled over from 2021/22] Contractor engaged, works to commence in April 23 following the Easter break.
49500 - Sealed Road - Reseals	AIS	Jan-23	●	N/A	N/A	N/A	●	●	\$634,372	\$1,545,628	\$2,180,000	\$2,183,375	\$3,375	0%	Commenced, anticipated completion May 23.
49510 - Gardner St & Fowler Tce, Price	AIS	Mar-23	●	N/A	N/A	N/A	●	●	\$825,935	\$999,075	\$1,825,010	\$1,816,650	-\$8,360	0%	Commenced and nearing completion, with minor sealing work, and the SA Power Networks pole relocation, to be completed. Budget adjustment to be requested at third quarter.
52490 - Rubble Inventory	AIS	Jun-23	●	N/A	N/A	N/A	●	●	\$0	\$285,050	\$285,050	\$300,000	\$14,950	5%	Commenced, to be completed in April 23.
53011 - Unsealed Road - Melton South Road	AIS	Dec-22	●	N/A	N/A	N/A	●	●	\$476,118	\$0	\$476,118	\$429,654	-\$46,464	-11%	Completed. Budget adjustment to be requested at third quarter.
54008 - Unsealed - Brutus Road	AIS	Jun-22	●	N/A	N/A	N/A	●	●	\$84,907	\$1,488	\$86,395	\$138,555	\$52,160	38%	[Rolled over from 2021/22] Completed. Budget adjustment to be requested at third quarter.
54027 - Unsealed - Nalyappa Road [RTR]	AIS	Nov-22	●	N/A	N/A	N/A	●	●	\$523,698	\$590	\$524,288	\$551,852	\$27,564	5%	Completed, budget adjustment to be requested at third quarter.
54030 - Unsealed - Dump Road	AIS	Mar-22	●	N/A	N/A	N/A	●	●	\$377,594	\$3,416	\$381,010	\$319,118	-\$61,892	-19%	[Rolled over from 2021/22] Completed, final wages and plant hire to be applied.
54054 - Unsealed - Micky Flat Road	AIS	Apr-23	●	N/A	N/A	N/A	●	●	\$152,556	\$350,991	\$503,547	\$695,140	\$191,593	28%	Commenced.
54077 - Unsealed - Sandy Church Road	AIS	Apr-23	●	N/A	N/A	N/A	●	●	\$685,242	\$211,239	\$896,481	\$823,653	-\$72,828	-9%	21/22 Project - Commenced. 22/23 Project - Completed, awaiting final invoices.
54081 - Unsealed - Corny Point Road [RTR]	AIS	Feb-23	●	N/A	N/A	N/A	●	●	\$765,265	\$3,424	\$768,689	\$712,444	-\$56,245	-8%	Completed, budget adjustment to be requested at third quarter.
54088 - Unsealed - Coringle Road	AIS	Jun-22	●	N/A	N/A	N/A	●	●	\$454,647	\$0	\$454,647	\$530,168	\$75,519	14%	Completed, budget adjustment to be requested at third quarter.
54099 - Unsealed Rd - Dowlingville Slant Rd	AIS	Mar-23	●	N/A	N/A	N/A	●	●	\$384,484	\$207	\$384,691	\$353,129	-\$31,562	-9%	Completed, budget adjustment to be requested at third quarter.
54100 - Unsealed - Souttar Road	AIS	Feb-23	●	N/A	N/A	N/A	●	●	\$190,151	\$3,006	\$193,157	\$188,965	-\$4,192	-2%	Completed, budget adjustment to be requested at third quarter.
54101 - Unsealed Rd - New Honiton Rd	AIS	Jun-23	●	N/A	N/A	N/A	●	●	\$6,952	\$243,670	\$250,622	\$445,414	\$194,792	44%	Expect to commence May 23.
54102 - Unsealed Roads Intersection Upgrades	AIS	Jun-23	●	N/A	N/A	N/A	●	●	\$0	\$0	\$0	\$193,000	\$193,000	100%	Undertaking project planning.
57024 - Unsealed - North Coast Road (Sealing Works)	AIS	Jun-23	●	●	N/A	N/A	●	●	\$337,332	\$1,876,786	\$2,214,118	\$1,791,823	-\$422,295	-24%	Commenced, with earthworks being undertaken, and drainage and kerbing works nearing completion. Anticipate completion of Stage 1 between April 2023 and May 2023, weather permitting.
57108 - Unsealed - Corny Point Road	AIS	Jun-22	●	N/A	N/A	N/A	●	●	\$535,828	\$0	\$535,828	\$488,647	-\$47,181	-10%	[Rolled over from 2021/22] Completed, budget adjustment to be requested at third quarter.
57109 - Patch Sheeting (North)	AIS	May-23	●	N/A	N/A	N/A	●	●	\$233,841	\$0	\$233,841	\$830,786	\$596,945	72%	Commenced and ongoing throughout year.
57112 - Patch Sheeting (South)	AIS	May-23	●	N/A	N/A	N/A	●	●	\$275,392	\$0	\$275,392	\$685,901	\$410,509	60%	Commenced and ongoing throughout year.
59456 - Salt Lake Tourist Trail [LRCP Phase 3]	AIS	Jun-23	●	●	N/A	N/A	●	●	\$3,073	\$0	\$3,073	\$50,000	\$46,927	94%	[Rolled over from 2021/22] Currently sourcing quotations for boardwalk.
59652 - Maitland Airstrip Microsurfacing & Line marking	AIS	Mar-23	●	●	●	N/A	●	●	\$0	\$395,952	\$395,952	\$289,840	-\$106,112	-37%	[Rolled over from 2021/22] Preferred contractor engaged for completion in March 23.
59653 - Regional Commodity & Freight Roads	AIS	Feb-22	●	●	N/A	N/A	●	●	\$822,489	\$0	\$822,489	\$764,762	-\$57,727	-8%	[Rolled over from 2021/22] Project complete and awaiting advice regarding budget adjustment.
Total Transport Infrastructure									\$7,926,185	\$6,275,128	\$14,201,313	\$15,642,753	\$1,441,440	9%	
Stormwater Infrastructure															
40060 - Mintaton Depot Stormwater Works	AIS	May-22	●	●	●	N/A	●	●	\$8,900	\$0	\$8,900	\$50,000	\$41,100	82%	[Rolled over from 2021/22] Design plans received undergoing redrafting to meet requirements.
44304 - Stormwater Drainage - Corny Point Road	AIS	Jun-23	●	N/A	N/A	N/A	●	●	\$0	\$0	\$0	\$40,000	\$40,000	100%	Seeking revised quote before proceeding.
59425 - Stormwater - Maitland Drainage [LRCP] & [LRCP Phase 3]	AIS	Jun-23	●	●	N/A	N/A	●	●	\$11,139	\$73,446	\$84,585	\$80,000	-\$4,585	-6%	[Rolled over from 2021/22] Assessing quotations, project may require reduced scope due to cost increases.
59433 - Edithburgh Stormwater Flooding - Park Terrace	AIS	Apr-23	●	●	N/A	N/A	●	●	\$3,000	\$134,704	\$137,704	\$100,000	-\$37,704	-38%	Complete, awaiting final invoice. Budget adjustment to be requested at third quarter.
59442 - Stormwater - Mud Alley, Foul Bay Erosion Control and Flood Mitigation	AIS	Jun-22	●	●	N/A	N/A	●	●	\$58,500	\$0	\$58,500	\$61,017	\$2,517	4%	Completed.
Total Stormwater Infrastructure									\$81,539	\$208,150	\$289,689	\$331,017	\$41,328	12%	
Water Scheme Infrastructure															
44284 - Marion Bay Desalination Plant (Electronic Payment System) [LRCP Phase 3]	AIS	Jun-23	●	N/A	N/A	N/A	●	●	\$38,753	\$4,589	\$43,342	\$45,000	\$1,658	4%	[Rolled over from 2021/22] Commenced.
Total Water Scheme Infrastructure									\$50,253	\$4,589	\$54,842	\$54,669	-\$173	0%	

Note : Totals may not add due to rounding.

23.5 SOUTHERN YORKE PENINSULA COMMUNITY CHILDCARE CENTRE - PROPOSED LEASE AGREEMENT**Document #:** 23/35660**Department:** Corporate and Community Services**PURPOSE**

To consider any submissions received in relation to the community engagement process for the proposed new lease to Jawbem Group for the Southern Yorke Peninsula (SYP) Community Childcare Centre and the Maitland Childcare Facility.

RECOMMENDATION

That Council:

1. Receive the written submissions if any, in response to the community engagement process for the proposed lease to Jawbem Group for the Southern Yorke Peninsula (SYP) Community Childcare Centre and the Maitland Childcare Facility.
2. Endorse the terms and conditions of the proposed lease agreement between Council and Jawbem Group for the SYP Community Childcare Centre (11 North Terrace, Minlaton SA 5575) for a period of two (2) years, with additional four (4) by five (5) year rights of renewal resulting in an overall lease term of twenty two (22) years.
3. Endorse the terms and conditions of the proposed lease agreement between Council and Jawbem Group for the Maitland Childcare Facility (15 Kilkerran Terrace, Maitland SA 5573) for an ongoing annual lease agreement with reviews to be conducted biannually.
4. Authorise the Mayor and Chief Executive Officer to sign and affix Council's Common Seal in order to execute the lease documents.

LINK TO STRATEGIC PLAN**Goal:** 1 Economically Prosperous Peninsula

5 Responsible Governance and Leadership

Strategy: 1.8 Efficient delivery of permits, leases and licences

1.9 Seek out, develop and deliver on economic development opportunities

5.4 Seek alternate income streams and ensure financial sustainability

BACKGROUND

At the Council meeting held 8 March 2023, Council resolved to commence with a community engagement process for the proposed lease arrangements between Council and Jawbem Group for the Southern Yorke Peninsula (SYP) Community Childcare Centre and Maitland Childcare Facility.

To progress said lease arrangements, Council must endorse the terms and conditions of the proposed lease agreement between Council and Jawbem Group for the SYP Community Childcare Centre (11 North Terrace, Minlaton SA 5575) for an initial period of two (2) years, with additional four (4) by five (5) year rights of renewal resulting in an overall lease term of twenty two (22) years, and; endorse the terms and conditions of the proposed lease agreement between Council and Jawbem Group for the Maitland Childcare Facility (15 Kilkerran Terrace, Maitland SA 5573) for an ongoing annual lease agreement with reviews to be conducted biannually.

The lease for the SYP Community Childcare Centre will commence on 1 January 2024 contingent upon a Service Approval Licence being granted by the Education Standards Board. The lease for

the Maitland Childcare facility will commence on 1 May 2023 contingent upon a Service Approval Licence being granted by the Education Standards Board.

DISCUSSION

A public notice was advertised in the Yorke Peninsula Country Times on 15 March 2023. A Community Engagement report was made available at Council's offices and on Council's website. At the close of the community engagement process on 4 April 2023 no written submissions were received.

Staff from the Community Engagement team also posted a notice on Council's website and social media channels resulting in a total reach of 915, 99 engagements, 5 reactions, 1 comment and 3 shares.

COMMUNITY ENGAGEMENT PLAN

Level 2 - Consult

CONSULTATION PROCESS

In preparing this report, the following Yorke Peninsula Council officers were consulted:

- Economic and Tourism Development Advisor
- Property Tenure Officer

In preparing this report, the following external parties were consulted:

- Adelaide Family Learning and Care Services (Jawbem Group)

POLICY IMPLICATIONS

PO057 Community Engagement Policy

BUDGET AND RESOURCE IMPLICATIONS

The cost for the Public Notice on Yorke Peninsula Country Times is sourced from Council's existing budget.

The lease fee proposed for the SYP Community Childcare Centre and Maitland Childcare Facility has been incorporated into Council's draft Long Term Financial Plan (LTFP)

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Section 202 – Alienation of community land by lease or licence, Local Government Act 1999.

ATTACHMENTS

1. **Council Report Attachment - Community Engagement Plan - Childcare Lease** [!\[\]\(0f0f508d296bff693b2b34288b8d91ee_img.jpg\) !\[\]\(da9573afbd0f11bd65fa98c07c313243_img.jpg\)](#)



COMMUNITY ENGAGEMENT PLAN

SF215
Responsible Officer: Community Development & Engagement Officer
Issue Date: 09/12/2021
Next Review Date: December 2025

PROJECT NAME: SYP Community Childcare Centre

Stakeholders	Level 2 CONSULT	Responsibility	Start Date	End Date	Status	Evaluation Method
All residents	Website	Director Corporate and Community Services	14/03/2023	5/04/2023	C	89 Page views
All residents	Public Notice	Director Corporate and Community Services	15/03/2023	5/04/2023	C	Nil responses
All residents	Social Media	Director Corporate and Community Services	15/03/2023	5/04/2023	C	915 reach, 99 engagements, 5 reactions, 1 comment, 3 shares

24 ASSETS AND INFRASTRUCTURE SERVICES

24.1 ROADS WORKING PARTY

Document #: 23/1672

Department: Assets and Infrastructure Services

PURPOSE

For Council to receive the notes of Council's Roads Working Party meeting held on 22 March 2023, and seek endorsement of the updated Terms of Reference.

RECOMMENDATION

That Council:

1. Receive the notes of the Roads Working Party meeting held on 22 March 2023.
2. Endorse the updated Terms of Reference for the Roads Working Party.

LINK TO STRATEGIC PLAN

Goal: 1 Economically Prosperous Peninsula

2 Community Connected through Infrastructure

Strategy: 1.6 Identify opportunities to advocate on behalf of key industries (e.g. agriculture, tourism etc.)

1.7 Explore opportunities for 'missing or sub-standard' infrastructure (e.g. freight movement, function centre, large accommodation etc.)

2.4 Explore provision of new infrastructure

BACKGROUND

The Roads Working Party has been formed to consider the future utilisation of Council's road network for community access, freight, tourism and agricultural needs.

The notes are provided to keep Council informed of regular Roads Working Party meetings.

DISCUSSION

Attached are the notes of the Roads Working Party meeting held on 22 March 2023.

Also attached are the Terms of Reference for the Roads Working Party, which have been reviewed and updated as a result of changes to the Elected Member representatives on the Roads Working Party following the 2022 Council election.

As a result of these changes, Members (Section 3) has been updated to reference the fact that there are now four Elected Members on the Roads Working Party, and Meeting Procedures (Section 8) has been updated to reflect that Cr Bittner is now the Chair of the Roads Working Party.

Members (Section 3) has also been updated to include the Chief Executive Officer and a representative from the tourism industry as members of the Roads Working Party.

Other notable updates to the Terms of Reference, include:

- The Purpose (Section 1) has been updated as follows:

The Roads Working Party has been formed to be a source of focused stakeholder information in relation to ~~consider~~ the future use-utilisation of the Council's road network, within our Council area for community access, freight, tourism and agricultural needs.

- The Director Assets and Infrastructure Services responsibilities within Roles and Responsibilities (Section 2) has been updated as follows:

Take responsibility for overseeing the planning and execution of ~~the project~~ transport asset management plans and/or strategies relating to the future use of Council's road network.;

- The Frequency of Meetings (Section 5) has been reduced from a minimum of four meetings per calendar year, to a minimum of two meetings per calendar year.

Minor formatting and grammatical changes have also been made to the Terms of Reference.

COMMUNITY ENGAGEMENT PLAN

Level 1 - Inform

Agendas for and notes from Roads Working Party meetings are available on Council's website.

CONSULTATION PROCESS

In preparing this report, the following Yorke Peninsula Council officers were consulted:

- Nil

In preparing this report, the following external parties were consulted:

- Nil

POLICY IMPLICATIONS

Nil

BUDGET AND RESOURCE IMPLICATIONS

Nil

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Nil

ATTACHMENTS

1. Notes - Roads Working Party Meeting - 22 March 2023 [↓](#) 
2. Draft - Terms of Reference - Roads Working Party [↓](#) 
3. Draft - Terms of Reference - Roads Working Party - No Mark Up [↓](#) 



Roads Working Party

Roads Working Party Meeting - Notes			
Date: Wednesday 22 March 2023		Time: 3.00pm	Location: Minlaton Council Office
Meeting Objective: To consider the future utilisation of the road network within our Council area for community access, freight, tourism and agricultural needs.			
Item No.	Item	Who	When
1	Attendees and Apologies		
1.1	<p>Attendees</p> <p>Mayor Darren Braund (Mayor DB) (Ex Officio) Councillor Naomi Bittner (Cr NB) Councillor Alan Headon (Cr AH) Councillor Scott Hoyle (Cr SH) Councillor Roger Johns (Cr RJ) (<i>Arrived 3.18pm</i>) Andrew Cameron (AWC), Chief Executive Officer Andre Kompler (AMK), Director Assets and Infrastructure Services Michael McCauley (MSM), Asset Manager Roy Dick (RAD), Works Manager Richard Murdoch (RM), Community Representative - Agricultural Industry Greg Twelftree (GT), Community Representative - Agricultural Industry Michael Cadd (MC), Community Representative - Transport Industry Anthony Trengove (AT), Community Representative - Transport Industry Karen Brokenshire (KLB) (Observer), Executive Assistant to the Director Assets and Infrastructure Services Kira Tapps (KLT) (Note Taker), Executive Assistant to the Director Assets and Infrastructure Services</p>		
1.2	<p>Apologies</p> <p>Shane Carty (SC), Community Representative - Transport Industry</p>		
2	Review of Previous Notes		
	RM requested that it be reflected in the notes of this meeting that at the Roads Working Party meeting held on 26 July 2022 he spoke about the possibility of Council implementing an education program/signage for heavy vehicles.		



Roads Working Party

3	Appointment of Chair		
	<p>As result of changes to the elected member representatives on the Roads Working Party following the 2022 Council election, the Roads Working Party was required to appoint a new Chair.</p> <p>Cr AH nominated Cr NB who accepted the nomination. As there were no other nominations Cr NB was elected unanimously.</p>		
4	Proposed Changes to the Terms of Reference		
	<p>As a result of changes to the elected member representatives on the Roads Working Party following the 2022 Council election, the Terms of Reference (ToR) for the Roads Working Party were required to be reviewed.</p> <p>Council staff have reviewed the ToR and have made the required amendments, as well as some suggested changes to the purpose of the Working Party, the responsibility of the Director Assets and Infrastructure Services, and the frequency of meetings.</p> <p>The Working Party conditionally approved the proposed changes to the ToR, pending further feedback from the Working Party.</p>	Roads Working Party members	29 March 2023
5	Appointment of Community Representative - Agriculture		
	<p>As some members of the Working Party are aware, Ben Wundersitz, one of the community representatives from the agricultural industry, resigned late in the last term.</p> <p>Following the creation of the Working Party in 2018, Council called for Expressions of Interest (EOI) from representatives of the agricultural and transport industries to join the Working Party.</p> <p>The EOI was placed in the Yorke Peninsula Country Times, as well as on Council's website and Facebook page.</p> <p>The same process will be followed to appoint a new representative from the agricultural industry.</p> <p>In addition, Cr NB suggested that the EOI also be shared with Grain Producers SA and local agricultural bureaus.</p>		



Roads Working Party

	<p>AWC also advised that he will contact SC to confirm that he is still willing to be involved in the Working Party.</p> <p>If SC wishes to resign from the Working Party the EOI will also call for nominations from representatives of the transport industry.</p> <p>Following the close of the EOI, nominations will be circulated to the Working Party for discussion at the next Working Party meeting.</p>		
6	Future Directions (HDS) Report		
	<p>AMK provided the following as background to the Working Party on the development of the Heavy Vehicle Access Strategy to date.</p> <p><i>The Strategy for managing risks of B Double+ access to YPC's road network post HDS commodity route reviews</i> (draft Heavy Vehicle Access Strategy) is Council staff's response to the reports provided to Council by HDS Australia following their review of Council's road network.</p> <p>In 2018, Council engaged HDS Australia to undertake an investigation into the safety aspects of gazetted B Double General Mass Limit routes, B Double Commodity routes and other potential B Double routes within the Council area.</p> <p>The aim of the Network Level Heavy Vehicle Route Assessment and Risk Analysis was to determine the overall risk of each road segment and categorise the identified risk as Low (P4), Moderate (P3), High (P2) or Very High (P1), in accordance with accepted heavy vehicle route assessment criteria.</p> <p>The Network Level Heavy Vehicle Route Assessment and Risk Analysis was divided into two phases. Phase One, which was completed in May 2019, focussed on Council's rural sealed roads and High Use sheeted roads, which make up approximately 1,000km of Council's road network. Phase Two, which was completed in February 2022, focussed on the remainder of Council's unsealed road network (Medium Use and Low Use sheeted roads).</p> <p>In June 2022, a report was presented to Council to inform Council of the outcomes of the Network Level Heavy Vehicle Route Assessment and Risk Analysis and seek their approval to move to the next steps of responding to the consultant's assessment.</p>		



Roads Working Party

	<p>One of the recommendations from the report presented to the June 2022 Council meeting was that Council liaise with the Roads Working Party and bring a report to a future Council meeting on the proposed long term risk management strategy and proposed funding source for future budgets to manage heavy vehicle access to Council's road network.</p> <p>In July 2022, the Roads Working Party met to look at the next steps of this process, which included the Working Party's input into the subsequent community engagement process and their identification of roads of concern and the issues that are causing concern on said roads.</p> <p>In October 2022, AMK undertook community consultation in relation to the development of a Heavy Vehicle Access Strategy.</p> <p>The community consultation started with a Heavy Vehicle Access Strategy Survey, which sought to gauge opinions on the proposed Heavy Vehicle Access Strategy from those who primarily use Council's unsealed road network, as well as the possible measures to address the P1 and P2 issues identified by HDS Australia. Additionally, two information sessions were provided by AMK (one in Maitland and the other in Yorketown).</p> <p>The draft Heavy Vehicle Access Strategy is a working document, which is being presented to the Working Party as a first step before being presented to elected members at the Elected Members Information and Briefing Session being held in April.</p> <p>Following the Elected Members Information and Briefing Session, a report will be presented to the May 2023 Council meeting, seeking a resolution from Council to adopt the way forward in managing heavy vehicle access to Council's road network.</p> <p>The draft Heavy Vehicle Access Strategy looks to define a way forward to balancing community road safety with transport access needs and community capacity to pay.</p> <p>As part of this, the strategy proposes the reclassification of the unsealed road categories within Council's Transport Asset Management Plan (TAMP).</p> <p>Currently the TAMP splits rural unsealed roads into the following categories:</p> <ul style="list-style-type: none"> • High Use Sheeted 		
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Roads Working Party

	<ul style="list-style-type: none"> • Medium Use Sheeted • Low Use Sheeted (High Wear) • Low Use Sheeted (Medium Wear) • Low Use Sheeted (Low Wear) • Formed and Graded • Unformed Roads and Tracks <p>It is not possible, with the level of funding provided by Council, for Council to maintain the rural unsealed road network within the current seven classifications. The kilometres of road classified as sheeted, coupled with the level of funding, translates into sheeted roads being resheeted once every 87 years. The industry norm for resheeting is closer to once every 20 years.</p> <p>Part of the strategy is to do more on some higher use roads, and a lot less on the majority of low use sheeted roads. This means most low use roads will no longer be resheeted and their standard will drop. The best that could be offered for many of these low use roads is routine grading at the right time of the year, when there is moisture, and the occasional patch sheet repair of major hazards/road surface blow outs.</p> <p>Staff will prioritise the funding provided relative to the road category and Annual Average Daily Traffic (AADT) volumes. Unsealed road categories will need to be rationalised from seven into three, as follows:</p> <ul style="list-style-type: none"> • High and Medium Use Sheeted • Low Use Formed and Graded • Unformed Roads and Tracks <p>AMK provided an overview of the current permit system and advised that it is here to stay. AMK stated that the permit system is the practical reality of the current situation and acknowledged that the majority of permit holders abide by the conditions of their permit.</p> <p>Discussion ensued amongst the Working Party, with Working Party members expressing their views of the current system and sharing their experiences in operating within it.</p>		
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Roads Working Party

	<p>AMK summarised the feedback received during the community consultation process (Annexure 6 to the draft Heavy Vehicle Access Strategy) and noted that one common theme was that there had been minimal accidents involving heavy vehicles.</p> <p>This feedback is a mirror of reality; however, it is important for the Working Party to remember that just because something has not happened yet, does not mean that it will not happen in the future, particularly with changing visitor use across the road network.</p> <p>AMK emphasised that Council, as the road manager, has a responsibility to manage risk. The purpose of the Network Level Heavy Vehicle Route Assessment and Risk Analysis was to highlight the risks posed by the road network. These risks now need to be looked at in the context of what might happen if a heavy vehicle interacts with a light vehicle.</p> <p>Ultimately, the system needs self-regulation, as industry and the community are also owners of the road network.</p> <p>AMK provided a brief summary of the outcomes of the Network Level Heavy Vehicle Route Assessment and Risk Analysis, in the context of the P1 and P2 issues identified.</p> <p>Phase Two of the Network Level Heavy Vehicle Route Assessment and Risk Analysis identified that 12.7% of the unsealed road network assessed was affected by P1 issues and 23.1% of the unsealed road network assessed was affected by P2 issues.</p> <p>AMK reiterated that P1 issues pose a Very High risk and, in the context of this risk, need to be either fixed now or the pre-approval for 26 m B Double access revoked.</p> <p>AMK reiterated that P2 issues pose a High risk, which Council should be working towards addressing with a program of works.</p> <p>AMK emphasised that the biggest concern is how Council are going to address the P1 issues identified, and how Council can continue to allow access to these roads now that these issues have been identified.</p>		
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Roads Working Party		
<p>Discussion ensued amongst the Working Party into the potential implications that these measures may have on members of the transport and agricultural industries.</p> <p>AMK summarised the five drivers for change that have been identified in the draft Heavy Vehicle Access Strategy, which are:</p> <ul style="list-style-type: none"> • Not enough funding for the existing road network and provision of such funding not likely. • Desire for longer heavy vehicle configurations, which require higher standard roads. • Increasing visitor numbers to the Council area, which increases the risk of vehicular interaction no matter how many truck signs are on the road network. • Liability – where Council now has an independent engineering assessment of network deficiencies saying P1 issues should be fixed or the pre-approval for 26 m B Double access revoked. • The need to manage and deal with changing risk, and not ignore it, particularly with changing society and community more willing to pursue perceived rights and/or look for someone to blame. <p>Discussion ensued amongst the Working Party in relation to some of the measures that other councils within the state undertake to manage the risks posed by heavy vehicles on their road networks, with MC flagging the use of different speeds for different vehicles. AMK undertook to look into this further.</p> <p>AMK provided a summary of the responses to the Heavy Vehicle Access Strategy Survey, which is included in the draft Heavy Vehicle Access Strategy, as well as an overview of the outcomes from the information sessions.</p> <p>AMK advised that the two biggest discussion points from the information sessions was the uptake of 30 m A Doubles and speed.</p> <p>Further discussion ensued amongst the Working Party in relation to the need to manage heavy vehicle speeds on Council’s unsealed roads, with AMK advising that speed limit signage is normally not placed on unsealed roads, due to the changing surface condition and the need for drivers to drive to the condition of the road. Placing speed limit signage on unsealed roads can create a</p>	AMK	Next Roads Working Party Meeting



Roads Working Party

	<p>misconception amongst drivers that the condition of the road is up to that speed, which is not necessarily the case.</p> <p>AMK reiterated that whatever is decided in the draft Heavy Vehicle Access Strategy will impact the TAMP and emphasised that the TAMP is currently underfunded.</p> <p>The purpose of the proposed changes to the rural unsealed road categories within the TAMP is for Council to make the most of its available resources, as there are only two known sources of grant funding available to Council, the Special Local Roads Program (SLRP) and Heavy Vehicle Safety and Productivity Program (HVSPP).</p> <p>Council has previously received funding through the SLRP to seal the Clinton Road and is currently sealing the first 1.82 km of the unsealed section of the North Coast Road using SLRP funding.</p> <p>Council is also currently upgrading the heavy vehicle access route to Cheetham Salt in Price (Gardner Street and Fowler Terrace) using funding received through the HVSPP.</p> <p>It may be possible for Council to receive funding through the HVSPP to upgrade key heavy vehicle access roads, such as Clinton Road (to the quarries), Melton South Road (to Clinton Sands) and Crowell Road (to Peninsula Quarries); however, grant funding will not be available to address the P1 and P2 issues identified in the Network Level Heavy Vehicle Route Assessment and Risk Analysis, as this does not meet the funding criteria.</p> <p>Therefore, Council must look to other potential funding avenues, such as loans, to address these issues.</p> <p>Council has the capacity to borrow money for long-term projects; however, this should be driven by the community, as it is ultimately the community who pays back the loan.</p> <p>The use of loans to address these issues is not currently factored into Council's Long Term Financial Plan and will need to be discussed in the future.</p> <p>Another alternative could be to redirect the funding that Council currently has available for unsealed road upgrades (patch sheeting and resheeting) and use this to address P1 and P2 issues.</p>		
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Roads Working Party

	<p>Discussion ensued in relation to this alternative and its potential to negatively impact the backlog that Council currently has when it comes to unsealed road renewals.</p> <p>Discussion also ensued in relation to the proposed primary production rate increase, 2% of which will be used to address P1 issues in 2023-24.</p> <p>This equates to approximately \$400,000, which can realistically deliver:</p> <ul style="list-style-type: none"> • Some grader widening on crests to mitigate lack of sight distance on roads with poor geometric layout. • Programs of major vegetation removal and control of the same at intersections to achieve improved sight lines. • Putting in place revised “right of way” signage to favour directions with the most traffic. • More use of “Stop” signage in place of “Give Way” signage to afford more driver time for risk assessment and decision on whether to proceed or not proceed. • Very minor intersection adjustments over the next ten years provided the same does not impact utilities and does not require land acquisition. • Some signage on major routes during harvest time and increased education awareness sought through social media. • Revoking pre-approval on roads with P1 issues currently pre-approved for B Double access and dealing with permits on a case by case basis. • P2 roads might remain without change to the current B Double pre-approval, but pre-approval on others might have to be revoked on account of the level of traffic use and perceived risk to non-local visitor traffic. Pertaining to revoking pre-approval on certain roads, any ongoing heavy vehicle road access needs would be subject to conditions and be considered by Council through the National Heavy Vehicle Regulator portal permit application process. <p>Discussion ensued in relation to the management of roadside vegetation, with AMK providing information in relation to Council’s requirements under the Native Vegetation Council’s Guidelines for the Management of Roadside Native Vegetation and Regrowth Vegetation.</p>		
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Roads Working Party		
<p>Discussion also ensued in relation to the possible use of contract graders; however, it was agreed that this would be discussed at a future meeting.</p> <p>Further discussion also ensued in relation to the proposed changes to signage and the possible use of educational signage.</p> <p>Cr SH provided statistics from Viterra in relation to the uptake in the use of 30 m A Doubles during harvest, which has increased from 16% of all deliveries to Ardrossan and Port Giles in 2017-18 to 53% of all deliveries in 2022-23.</p> <p>Discussion ensued in relation to the current permit, pre-approval and gazettal systems, with Cr NB seeking feedback from the representatives of the agricultural industry as to what any changes to these systems may mean for them.</p> <p>It was agreed that time is needed to review the draft Heavy Vehicle Access Strategy and that this can be shared outside of this meeting; however, it was emphasised that this is a working document.</p> <p>Cr SH advised that there are other issues that need to be addressed outside of those presented in the draft Heavy Vehicle Access Strategy, such as the ever increasing widths of agricultural equipment.</p> <p>AMK acknowledged that there are many and varied issues in relation to the use of Council's road network by heavy vehicles, including agricultural equipment; however, he is looking at these issues through the lens of the reality of funding.</p> <p>Cr NB asked if it would be beneficial for a representative of the tourism industry to be appointed to the Working Party. The Working Party agreed and requested that the EOI for the appointment of a representative of the agricultural industry, and possibly transport industry, also include a representative from the tourism industry.</p> <p>RM asked if there should be a designated group looking at funding for roads. AWC responded and advised that this is something that Council already does.</p> <p>AMK advised that currently 1/3 of Council's annual budget allocation is spent on roads and reiterated that it is all about finding a balance.</p>	<p>Roads Working Party members to forward comment on the draft Heavy Vehicle Access Strategy back to KLB/AMK.</p>	<p>17 April 2023</p>



Roads Working Party

	AMK stated that he understands that there will not necessarily be a consensus as to the way forward in managing heavy vehicle access to Council's road network.		
7	Other Business Items for Future Meetings		
	<p>The Working Party noted the following business items, which will be discussed at future meetings:</p> <ul style="list-style-type: none"> • 30 m A Double Access to Council's Road Network and the Conditions that Apply to Some Permits (Seeking a Uniform Approach) • Speed Limits on Unsealed Roads for Vehicles Above Class 1 Licence Operation • Current Patrol Grading Schedule and Output Achieved by Individual Sectors <p>AMK noted that some of these items are addressed in the draft Heavy Vehicle Access Strategy.</p>		
8	Next Meeting		
	3.00pm, Wednesday 19 April 2023.		

Meeting Closed: 5.01pm



TERMS OF REFERENCE

Roads Working Party

1. Purpose

The Roads Working Party has been formed to be a source of focused stakeholder information in relation to consider the future use-utilisation of the Council's road network, within our Council area for community access, freight, tourism and agriculture real needs.

The Roads Working Party will be known herein, as the Working Party.

2. Roles and Responsibilities

Individual Working Party members will:

- Attend meetings where reasonably possible.
- Contribute to and participate in formulating recommendations to Council.
- Understand the strategic implications and outcomes of initiatives being pursued as part of the project.
- Have a broad understanding of the project, the approach and the objectives.

The Director Assets and Infrastructure Services will:

- Take responsibility for overseeing the planning and execution of the project transport asset management plans and/or strategies relating to the future use of Council's road network;
- Ensure the project's scope aligns with the requirements of the community and/or stakeholders and that these requirements are met;
- Kkeep the project scope under control as emergent issues arise and are considered;
- Report on project progress to Council;
- Provide Working Party members with guidance and assistance on project business issues, as necessary; and
- Ensure adherence of project activities to legislative requirements, standards, codes, Council policies, processes, procedures, etc.

The Working Party will report directly to the Director Assets and Infrastructure Services and shall make whatever recommendations to the Director it deems appropriate on any area within its Terms of Reference where, in its view, action or improvement is needed. The Director is then responsible for taking the Working Party's recommendations to Council, if necessary.



3. Members

Members of the Working Party shall consist of:

- Mayor (Ex Officio)
- ~~Four~~~~Three~~ ~~(3)~~ Elected Members
- Chief Executive Officer
- Director Assets and Infrastructure Services
- Asset Manager
- Works Manager
- Executive Assistant to the Director Assets and Infrastructure Services (Note Taker)
- A maximum of three ~~(3)~~ community representatives from the agricultural industry
- A maximum of three ~~(3)~~ community representatives from the transport industry
- A maximum of one community representative from the tourism industry

The Director Assets and Infrastructure Services will coordinate the Working Party meetings.

All Elected Members of the Working Party are appointed for the term of Council.

4. Quorum

A quorum for a meeting of the Working Party shall be half the membership of the Working Party. Meetings are to be rescheduled where there is no quorum.

5. Frequency of Meetings

The Working Party shall meet a minimum of ~~two~~~~four~~ ~~(4)~~ times per calendar year, or as deemed necessary by the majority of the Working Party.

Notice of meeting dates and times will appear in the notes from the previous Working Party meeting and will be displayed on Council's website.

When required, the rescheduling of meetings will be facilitated by the Director Assets and Infrastructure Services and Working Party members notified.

6. Agenda Items

All Working Party agenda items must be forwarded to the Executive Assistant to the Director Assets and Infrastructure Services by ~~c~~Close of ~~b~~Business ~~(GOB)~~ ~~ten~~ ~~(10)~~ working days prior to the next scheduled meeting.

The Working Party agenda, with attached supporting documents, will be distributed at least three ~~(3)~~ working days prior to the next scheduled meeting.

The Working Party agenda will be distributed via email to all Working Party members and placed on Council's website for access by the public.



7. Record of Meetings

The Director Assets and Infrastructure Services must keep, or arrange to be kept, notes of every meeting of the Working Party. The notes of the proceedings and meetings of the Working Party must include:

- a) the date, time and location of the meeting;
- b) the names of the Working Party members in attendance;
- c) in relation to each member present, if the member was not present for the entire meeting, the time at which the person entered or left the meeting;
- d) any recommendations the Working Party agree to make; and
- e) any disclosure of interest made by a member.

Full copies of the meeting notes will be distributed no more than ten ~~(10)~~ working days after a meeting has been held.

The Working Party meeting notes will be distributed via email to all Working Party members and placed on Council's website for access by the public.

Notes of the meeting must be placed on the next immediate Council Agenda for any recommendations from the Working Party to be considered by Council.

8. Meeting Procedures

Councillor ~~Naomi Bittner~~ ~~David Langford~~ will chair the Working Party meetings; however, at their discretion, may choose to nominate an alternate member to chair the Working Party meetings in consultation with the other Working Party members.

9. Decision Making

All recommendations of the Working Party will be made on the basis of a majority of the members present.

Each member of the Working Party present at a meeting must, subject to that person having an interest in the matter, participate in formulating a recommendation at that meeting.

Any member of the Working Party who has a personal interest or a direct or indirect pecuniary interest in any matter before the Working Party (other than an indirect interest which exists in common with a substantial class of persons) must not take part in any deliberations of the Working Party in relation to that matter.

10. Review

These Terms of Reference are to be reviewed during the different phases of the life of the project in consultation with the Director Assets and Infrastructure Services.



Endorsed by Council	Next Review	Version	Record Number	Owner
13/02/2019	December 2022	1	19/2837	Director Assets and Infrastructure Services
08/05/2019	December 2022	2	19/2837[v2]	Director Assets and Infrastructure Services
<u>12/04/2023</u>	<u>December 2026</u>	<u>3</u>	<u>19/2837[v3]</u>	<u>Director Assets and Infrastructure Services</u>



TERMS OF REFERENCE

Roads Working Party

1. Purpose

The Roads Working Party has been formed to be a source of focused stakeholder information in relation to the future use of Council's road network, for community access, freight, tourism and agriculture.

The Roads Working Party will be known herein as the Working Party.

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- Attend meetings where reasonably possible.
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- Ensure the project's scope aligns with the requirements of the community and/or stakeholders and that these requirements are met.
- Keep the project scope under control as emergent issues arise and are considered.
- Report on project progress to Council.
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The Working Party will report directly to the Director Assets and Infrastructure Services and shall make whatever recommendations to the Director it deems appropriate on any area within its Terms of Reference where, in its view, action or improvement is needed. The Director is then responsible for taking the Working Party's recommendations to Council, if necessary.



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Members of the Working Party shall consist of:

- Mayor (Ex Officio)
- Four Elected Members
- Chief Executive Officer
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Notice of meeting dates and times will appear in the notes from the previous Working Party meeting and will be displayed on Council's website.

When required, the rescheduling of meetings will be facilitated by the Director Assets and Infrastructure Services and Working Party members notified.

6. Agenda Items

All Working Party agenda items must be forwarded to the Executive Assistant to the Director Assets and Infrastructure Services by close of business ten working days prior to the next scheduled meeting.

The Working Party agenda, with attached supporting documents, will be distributed at least three working days prior to the next scheduled meeting.

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Notes of the meeting must be placed on the next immediate Council Agenda for any recommendations from the Working Party to be considered by Council.

8. Meeting Procedures

Councillor Naomi Bittner will chair the Working Party meetings; however, at their discretion, may choose to nominate an alternate member to chair the Working Party meetings in consultation with the other Working Party members.

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All recommendations of the Working Party will be made on the basis of a majority of the members present.

Each member of the Working Party present at a meeting must, subject to that person having an interest in the matter, participate in formulating a recommendation at that meeting.

Any member of the Working Party who has a personal interest or a direct or indirect pecuniary interest in any matter before the Working Party (other than an indirect interest which exists in common with a substantial class of persons) must not take part in any deliberations of the Working Party in relation to that matter.

10. Review

These Terms of Reference are to be reviewed during the different phases of the life of the project in consultation with the Director Assets and Infrastructure Services.



Endorsed by Council	Next Review	Version	Record Number	Owner
13/02/2019	December 2022	1	19/2837	Director Assets and Infrastructure Services
08/05/2019	December 2022	2	19/2837[v2]	Director Assets and Infrastructure Services
12/04/2023	December 2026	3	19/2837[v3]	Director Assets and Infrastructure Services

24.2 SPECIAL LOCAL ROADS PROGRAM 2023/2024 FUNDING APPLICATION**Document #:** 23/34613**Department:** Assets and Infrastructure Services**PURPOSE**

To seek endorsement from Council for an application for funding to be submitted through the Special Local Roads Program 2023/2024 to extend the sealed section of the North Coast Road by 1.82 km.

RECOMMENDATION

That Council endorse submitting an application for funding through the Special Local Roads Program 2023/2024 for Stage Two of the North Coast Road Upgrade, which will extend the sealed section of the North Coast Road by 1.82 km, connecting Stage One to the end of the existing 50 km/h zone.

LINK TO STRATEGIC PLAN

Goal: 1 Economically Prosperous Peninsula
2 Community Connected through Infrastructure

Strategy: 1.6 Identify opportunities to advocate on behalf of key industries (e.g. agriculture, tourism etc.)
1.7 Explore opportunities for 'missing or sub-standard' infrastructure (e.g. freight movement, function centre, large accommodation etc.)
2.4 Explore provision of new infrastructure

BACKGROUND

The Special Local Roads Program (SLRP) was established under the joint approvals of the South Australian, Commonwealth and local governments. The program commenced in 1985/1986 and facilitates funding of significant and strategic works throughout the state.

In 2022/2023, Council was successful in receiving funding through the SLRP for Stage One of the North Coast Road Upgrade, to seal the first 1.82 km of the unsealed sealed section of the North Coast Road.

Co-funding from the SLRP is needed to complete further stages of the proposed sealing of the North Coast Road.

DISCUSSION**Background to Stages One and Two**

North Coast Road straddles the coast at Point Turton. Part of the road within the 50 km/h zone is unsealed over a 3.64 km length. The total distance of the unsealed length, inclusive of the 50 km/h zone section, is approximately 11 km.

North Coast Road is classified as a High Use Sheeted Unsealed Road in Council's Transport Asset Management Plan. Such classification suggests an indicative Level of Service/maintenance provision of two to four grades per year, with the gravel pavement lasting 15 years before resheeting/renewal. Over the last five years, Council has undertaken several gravel resheeting campaigns and is habitually going back to the road to deal with corrugations and dust complaints. Council has tried different road sheeting gravels akin to highway road base, neither of which have delivered longevity of surface wear before the onset of corrugations. In addition, in November and December 2021, Council trialled an interim solution of a polymer dust suppression treatment to varying depths within the then first 4 km of the unsealed section.

The decision to first submit an application for funding through the SLRP was made in 2018, following strong community interest, with Council making a commitment to seek funding to do so at the May 2018 Council meeting (Minute Reference: 126/2018).

Council submitted its first application for funding through the SLRP in 2019/2020. This application was unsuccessful.

In 2020/2021, Council again submitted an application for funding through the SLRP. This application was also unsuccessful.

Following the 2020 appointment of Council's Director Assets and Infrastructure Services, and based on the outcomes of the two previous funding applications, the decision was made to focus an application on extending the sealed section of the North Coast Road to cover the 50 km/h zone built up area only. This third application, for Stage One, being the first 1.82 km of the then unsealed section of the North Coast Road, was successful.

Way Forward – Stages One, Two and Three

The first 1.82 km of the unsealed section of the North Coast Road closest to the Point Turton township, within the 50 km/h zone (otherwise known as Stage One), is being constructed now and sealing will be complete before the end of this current financial year.

Whilst the sealing of Stage One will result in an additional 41 properties having sealed road access, there remains another 36 properties within the next 1.82 km section (i.e. Stage Two) that require a similar treatment. The intent is to apply a seal only to the 50 km/h zones of Stages One and Two. The balance of North Coast Road (i.e. Stage Three) will, at some point in the future, subject to SLRP grant funding and Council endorsement, be given a harder wearing binding treatment.

In terms of property use, Stages One and Two together service 77 properties, which represent the majority of lived on landholdings along the current unsealed/soon to be sealed sections of the North Coast Road. Not all of these properties are holiday homes. The balance of the North Coast Road, in the 100 km/h zone, services some housing well away from the road, but its main purpose is as a pathway to camping areas and as a tourist route.

SLRP funding is normally provided on a two thirds/one third basis; however, in view of the entire Legatus Group of 15 councils collectively only receiving a little over \$3,000,000 per annum, Council should not be seeking much more of an SLRP contribution than that which was received for Stage One, which was \$1,141,000. The projected Stage Two project budget is \$2,300,000, with the expectation of the funding split being \$1,200,000 in SLRP funding and Council's contribution being \$1,100,000.

As there is still strong community interest in this project, it is recommended that Council once again endorse submitting an application for funding through the SLRP to complete Stage Two (i.e. the next 1.82 km of the unsealed section of the North Coast Road, to the end of the 50 km/h zone).

COMMUNITY ENGAGEMENT PLAN

Level 1 - Inform

CONSULTATION PROCESS

In preparing this report, the following Yorke Peninsula Council officers were consulted:

- Chief Executive Officer
- Asset Manager

In preparing this report, the following external parties were consulted:

- Nil

POLICY IMPLICATIONS

Nil

BUDGET AND RESOURCE IMPLICATIONS

Stage Two of the North Coast Road Upgrade is included in Council's Long Term Financial Plan.

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Council's initial commitment to seek funding to seal the North Coast Road through the SLRP 2019/2020 has created an expectation from the community that Council will continue to seek funding to seal the North Coast Road through this program, until such time as any unsealed sections within the 50 km/h zone are sealed.

ATTACHMENTS

Nil

24.3 OPPOSITION TO THE INSTALLATION OF STREET LIGHTING - CORINGLE DRIVE, PORT RICKABY**Document #:** 23/34602**Department:** Assets and Infrastructure Services**PURPOSE**

To seek a recommendation from Council in relation to the proposed installation of street lighting along Coringle Drive, Port Rickaby, in light of recent opposition to the proposal.

RECOMMENDATION A

That Council:

1. Endorse the installation of the currently budgeted for solar light at the Port Rickaby boat ramp on Coringle Drive, which is consistent with what is provided by Council at other locations.
2. Do not support any further changes to the lighting provisions along Coringle Drive, Port Rickaby.

or

RECOMMENDATION B

That Council:

1. Endorse the installation of the currently budgeted for solar light at the Port Rickaby boat ramp on Coringle Drive, which is consistent with what is provided by Council at other locations.
2. Provide in principal support to increase lighting standards along Coringle Drive, Port Rickaby, subject to new community consultation, which confirms that the majority of ratepayers support increased lighting and, of those expressing support, a clear willingness to be levied with an infrastructure charge in excess of present rates covering full capital and operational costs over the next five years.

LINK TO STRATEGIC PLAN

Goal:

- 1 Economically Prosperous Peninsula
- 2 Community Connected through Infrastructure
- 3 Valued and Restored Environment

Strategy:

- 1.3 Improve visitor experiences, including tourism infrastructure, signage, information and support
- 2.4 Explore provision of new infrastructure
- 3.1 Support Progress Associations and other community groups to improve environmental outcomes

BACKGROUND

In May 2021, the Port Rickaby Progress Association approached Council to request that lighting be installed adjacent to the pedestrian beach access points along Coringle Drive, as well as at the boat ramp, to improve safety for residents and visitors, and asking if a town petition would help to secure said lighting.

Council's Operations Manager responded to this correspondence that same month and advised that a petition would not be required; however, recommended that before this proposal proceeds, the

Port Rickaby Progress Association ensure that sufficient consultation occurs with residents along Coringle Drive, as previously the majority of residents had not supported the installation of lighting.

In October 2021, the Port Rickaby Progress Association formally requested that Council fund the installation of solar lighting along Coringle Drive, Port Rickaby and provided a survey of township residents, which indicated support for the project (Attachment 1).

Based on the proposal receiving broad community support, as indicated in the survey of township residents undertaken by the Port Rickaby Progress Association, this project was included in the 2022/2023 budget for consideration, with Council ultimately endorsing the installation of a solar light at the Port Rickaby boat ramp.

DISCUSSION

Following the adoption of the 2022/2023 budget, the solar light for the Port Rickaby boat ramp was ordered and has since been received.

In late January 2023, Council staff visited the Port Rickaby boat ramp to ascertain the most appropriate location to install the light.

At this time, staff were approached by a resident of Coringle Drive, who enquired as to what it was that they were doing. When advised that they were determining the most appropriate location to install a solar light this resident expressed their dismay and verbally expressed their opposition to the installation of not only the solar light at the boat ramp, but any lighting along Coringle Drive.

Subsequently, on 4 February 2023, this resident wrote to Council, on behalf of other residents along Coringle Drive, to formally express their opposition to the installation of any lighting along Coringle Drive. This correspondence was updated on 8 February 2023 to include additional residents (Attachment 2).

In addition, on 1 February 2023, the owners of 40 Coringle Drive, Port Rickaby wrote to Council to express their opposition to the proposed installation of lighting along Coringle Drive (Attachment 3).

Council has also received correspondence from BirdLife Australia expressing their concerns in relation to the proposed lighting of the Port Rickaby foreshore (Attachment 4).

Although Council has not been advised of any incidents occurring as a result of launching and retrieving at the Port Rickaby boat ramp in low light, the Port Rickaby boat ramp is one of the only boat ramps within the Council area to not have any lighting; therefore, there may be an expectation amongst certain members of the community and visitors to the area that it should.

The provision of bollard lighting to coastal access walkways, as requested by the Port Rickaby Progress Association in their correspondence received in October 2021, is not something that is generally provided by Council, with the only occurrence being in Port Julia, where a walkway near the cliffs has been lit. The proximity of this walkway to the cliffs presents a safety risk for those wishing to walk in low light, hence the decision to ensure that the area is adequately lit. This is not the case along Coringle Drive, where the area is relatively flat, with only a low dune system along the foreshore.

COMMUNITY ENGAGEMENT PLAN

Level 1 - Inform

Council will write to the Port Rickaby Progress Association, residents of Coringle Drive and BirdLife Australia to advise them of the outcome of this report following the Council meeting.

CONSULTATION PROCESS

In preparing this report, the following Yorke Peninsula Council officers were consulted:

- Operations Manager

In preparing this report, the following external parties were consulted:

- Nil

POLICY IMPLICATIONS

Nil

BUDGET AND RESOURCE IMPLICATIONS

The installation of solar lighting near the boat ramp on Coringle Drive, Port Rickaby was approved by Council as part of the 2022/2023 budget. This lighting has been purchased at a cost of \$6,000 and is ready for installation.

Costs for the installation of solar bollard lighting to the coastal access walkways along Coringle Drive, Port Rickaby has been included in the 2023/2024 budget for Council consideration. However, such lighting is a 'nice to have', not a 'need to have'. Any request for lighting along Coringle Drive is on the same level as many other unfunded community 'wants'. If Council is to entertain wants ahead of needs, there is a case for the beneficiaries of those 'wants' to be funding the wanted infrastructure, not the wider community.





In summary, in the interests of financial responsibility, the installation of any lighting along Coringle Drive should be subject to residents expressing a clear willingness to be levied with an infrastructure charge in excess of present rates covering full capital and operational costs over the next five years.

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Although Council has not been advised of any incidents occurring as a result of launching and retrieving at the Port Rickaby boat ramp in low light, there is the possibility of such incidents occurring, should the installation of solar lighting at the Port Rickaby boat ramp not proceed.

On the possibility that walkers may trip or fall when using the coastal access pathways in low light, yes such could occur where people do not exercise due care, but no matter what Council does it cannot make infrastructure accident proof.

ATTACHMENTS

1. **Request - Installation of Street Lighting - Coringle Drive Port Rickaby - Port Rickaby Progress Association** [↓](#) 
2. **Notification - Opposition to Installation of Street Lighting - Coringle Drive Port Rickaby - Coringle Drive Residents** [↓](#) 
3. **Notification - Opposition to Installation of Street Lighting - Coringle Drive Port Rickaby - White** [↓](#) 
4. **Notification - Concerns with Proposed Lighting - Port Rickaby Foreshore - BirdLife Australia** [↓](#) 

Kira Tapps

From: PRPA Progress <portrickabyprogressassociation@hotmail.com>
Sent: Tuesday, 5 October 2021 3:51 PM
To: Corporate Email Address
Cc: Stephen Goldsworthy; Andrew Cameron; Cr Michael Murdock; Nick Hoskin
Subject: Street Lighting
Attachments: Submission to Council for Lighting.pdf

The Committee of the Port Rickaby Progress Association formerly request Council to fund and provide street lighting for Coringle Drive

Port Rickaby. Our request is for solar, motion activated lights similar to those on the jetty, or even bollards to be situated at the entrance to the boat ramp and the entrance to each of the three boardwalks north of the boat ramp along Coringle Drive. Our reasoning is detailed below.

In response to my email on 2/5/21 Stephen Goldsworthy's reply on 24/5/21 was the PRPA should get a consensus from the residents and submit to Council for consideration. This survey is now submitted on behalf of those residents.

There are 59 established residential properties in the township of Port Rickaby.

The results of that consensus are: 45 residential properties physically contacted, 42 were a strong yes for the proposal, (see Attached) 3 were negative, 8 properties were absentee at the time and 3 owners were not contacted as they are non-financial members of the PRPA. This poll represents a 91% affirmative vote of those contacted in favour of lighting as proposed. Further dissecting the response from property owners along Coringle Drive, 12 were in favour, 3 against, 2 were absentee at the time and 1 a non-member of Progress.

An 84% positive vote in the affirmative of those properties contacted. The main reason for the swing from the last consultation of Coringle Drive residents is due the lighting being on the opposite side of the road and only on the boat ramp and the 3 walkways, not the ridiculous proposal last time of lighting in front of every second residence. Strong concerns by the residents to substantiate lighting were:

Impossible to see along Coringle Drive of a night north from the first walk way for anyone going for a night stroll (there are many during summer, sometimes walking up to 6 deep and straddling the whole road) in total darkness having no idea of any impediments in their way.

Impossible to find access to and from the beach at night as no idea where the access points are as not illuminated. Many more people are using the beach of a night due to the sudden increase of Caravan Park visitors.

Impossible to determine where the beach actually is for retrieving boats when coming in at night from the sea.

Coringle Drive is the esplanade of Port Rickaby and anyone wanting to go to the beach must access Coringle Drive, YET it is the only unlit street in the town, the busiest by far many times over. Every person in the town uses Coringle Drive, many of them every day.

People use the bitumen roadway along Coring Drive as a Walking Street as many (especially the elderly and those with pram or walkers) are too scared to use the footpath the full distance for fear of tripping due to the one established lawned area along the street, some 300mm above the road way and steeply bevelled towards the road.

The walkways can be a danger to anyone using them of a night especially as two don't even have full handrails to lean against when walking on them. The walkways themselves cannot be identified from either side of a night time.

Lighting as proposed would give much better security to residents living along Coringle Drive and would help to discourage break-in and squatters as has occurred at the northern end in the past.

Aside from the proposal submitted, there was a strong suggestion to place a further light on the far northern end of Coringle Drive. Many visitors park or turn around on their nightly walk. Several mentioned that they have actually bumped into the fencing due to not seeing it at night and others said they struggle to find the access to Coringle Drive if coming back from fishing on the reef. Not everyone has the fore sight to think to take a torch as was previously suggested in the email from Mr Goldsworthy. Being the main walking area in the town people shouldn't have to carry a torch to be able to walk safely.

We feel there is a duty of care for Council to provide visitors and residents a safe access along the main street of Port Rickaby as well as clear beach access along the way. We want to see our town progress in safety and appearance to help with the increased influx of visitors to the town since the revamp of the caravan park.

We realise this is a long submission BUT it is VERY important to ALL the people residing in Port Rickaby that lighting be established as requested. This has been a long-standing issue for many years and I still have submissions on file signed originally by all residents of Coringle Drive that was put to Council over 20 years ago for lighting. This is not just a Coringle Drive residents issue, everyone in Port Rickaby uses the esplanade (as we refer it) and is a concern to everyone who visits the town, and so everyone should have a say in the lighting issue.

The erection of solar motion activated lights or maybe bollards would be unobtrusive in appearance and the many positives far out way any negatives.

The Committee request Council to accept this overwhelming positive submission from the Ratepayers and Residents of Port Rickaby and support their request and budget appropriately to erect lighting as soon as possible.

We as a committee representing the township are very happy with the relationship and accessibility between Council and the PRPA over the past twelve months, and sincerely and earnestly hope for a favourable reply to our request. We realize that the proposal may have to be budgeted for, but a positive answer would very much be appreciated.

Regards

Jason Wimpenny
President PRPA

Margaret Thompson
Secretary PRPA

Revised: 08/02/2023

Voices of Concern re-lighting on Coringle Drive

Attention:

Andrew Cameron

Stephen Goldsworthy

04/02/2023

Nick Hoskin

Ward Councillors

Dear All,

We are writing to you re our opposition to any lighting proposals for Coringle Drive. We have only recently been informed of a submission to Council re the above.

Our concerns are at a number of levels:

One as ratepayers/ residents of Coringle Drive we find it disconcerting that we have had no approaches or information directed to us, as we would expect as those people who are most directly affected by any proposal that may impact on our amenity and the environment in which we live.

In particular the opportunity to enjoy the night sky, uninterrupted by light pollution is a joy we revel in. In fact, there could be considerable benefit to local tourism if the Council were to follow the lead of other places in Australia that promote the establishment of *dark sky sanctuaries*, noting that light pollution is increasingly impacting on people being able to see stars, meteorites and the occasional comet.

The arguments made in previous unsuccessful attempts at placing lighting, remain unchanged, in our view.

We understand that there is no data to support the need for such lighting and have been informed that no other board-walks on Yorke Peninsula are fitted with lights. This raises serious questions as to who or what is driving this yet again. We simply ask the question, why are these lights needed?

It is particularly concerning that non-residents would want to transform the natural tranquility of our town by supporting any submission, particularly as we have not agreed to any proposal. If any of the residents or ratepayers listed below unwittingly, signed any submission to Council, they wish to note that they rescind their signatory.

Secondly, we are concerned that beyond lighting that may impact on our sleep patterns, some have commented that any constant or intermittent lighting may mean relocating their bedroom, if that was a possibility.

We also consider that constant or intermittent lighting such as currently on the jetty will also impact on the natural processes involved in the lives of native animals and birds.

Port Rickaby has a proud association with Birdlife Australia in relation to the endangered Hooded Plover. This association has been long-term and supported by Council. Each of the walkways and approaches to the beaches have signage that directly references the Yorke Peninsula Council.

The birds are already under extreme pressure with dog numbers increasing across the Peninsula, as discussed with the Phil Hermann, Compliance Officer, Post-covid has seen an increase in people coming to Caravan Parks coupled with a love affair with dogs.

Why then would we want to add further pressure to beach nesting birds and other creatures by making them more exposed by way of flooding light and by enticing people to well-lit walkways?

As a result, nesting sites could become more vulnerable as people transgress from the light to the dark unaware of what is underfoot.

We believe that most people in a common-sense world, would consider their own safety by enjoying a night walk on a moonlit night, or carrying their torch/ phone.

However, we do not need to understand or generate the circumstances why people make decisions about walking anywhere in the night. In addition as there is no evidence to suggest why lighting should be considered at all, we ask that every consideration be given to our arguments.

Below is a list of residents/ratepayers of Coringle Drive that support the above statements. We ask that we are listened to and corresponded with in a timely manner and that none of our rate contributions be used for board-walk/ ramp lighting.

Residents/Ratepayers in Opposition to Lighting on Coringle Drive Port Rickaby

No. 34 Coringle Drive: Rob and Kerri Stephens.....

[Redacted]

No. 32 Coringle Drive: Cherie and Craig Beech.....

[Redacted]

No. 28 Coringle Drive: Stephen Heyes.....

[Redacted]

No. 38 Coringle Drive: Frank and Patricia Fung.....

[Redacted]

No. 42 Coringle Drive: Michael Quire, Zoe Gerasimopoulos

[Redacted]

No. 26 Coringle Drive: Mark Bell, John Bell, Peter Bell.....



No.10 Coringle Drive: Audrey Tonkin, Julie Tonkin



[No.24 Coringle Drive : Elaine and Vern Fagotter](#)



Presented on behalf of the group by:

Stephen R. Heyes J.P.

23/13178



BY:.....

Richard and Carmel White
60 Marlborough Street,
Malvern
South Australia 5061

To : The Mayor
:The Facilities Manager,
Yorke Peninsula Council

Dear Sirs,

Re: Port Rickaby - Proposal for Beach Ramp and Boardwalk Lights

We are the owners of the property at 40 Coringle Drive, Port Rickaby.

We understand that the Council is considering the installation of solar powered lights at the beach ramp and on the boardwalks from Coringle Drive over the sand hills.

We write to express our opposition to any such installation and urge caution by the Council before deciding on any such installation.

We commence by noting that the issue of street lights on Coringle Drive has been contentious in the past and the Council has sensibly, in our view, decided not to proceed with such an installation until a greater consensus emerges. We believe that should continue to be Council's approach.

Secondly, we have learnt that the Council has recently been presented with a petition supporting the installation of lights. It was a surprise to hear this as we had not been approached in relation to such a petition. Nor, so far as we are aware, were several of our near neighbours at Rickaby. The consequence is that the Council may not appreciate the level of opposition to the installation of lights.

We do not know the places of residence of the petitioners or even if they are ratepayers, but are confident that that there are many, possibly a majority, of the Coringle Drive residents (the ratepayers most affected) who would not support the proposed lights installation.

Our reasons for opposing the installation of the lights include:

1. We would like Coringle Drive, the adjacent sand hills and the beach to remain as they are in a close to natural state. This is part of the amenity of Port Rickaby which gives it a natural charm, especially as there are no stobie or light poles to impair the natural outlook. It is one of the pleasures of Rickaby to be able to observe a night sky of stars unaffected by artificial lighting.

23/13178

2. The existence of public lighting is usually problematic for those who reside in close proximity to such lights. We know from experience that it is difficult at night to keep out altogether the intrusion of street lighting even when shrouds or other filters are installed.
3. Public lighting alters the existing environment by attracting moths, insects and the like and those higher in the food chain which prey on these. In addition, in Port Rickaby's case, it will probably impair the environment of the Hooded Plovers, which year after year, attempt to breed (sometimes successfully) on the Port Rickaby Beach.
4. An absence of necessity. Usually, public lighting is installed to improve public safety and security. We are not aware of any need for public lighting for these purposes at the beach ramp or on the boardwalks. There are no trees in the area of the ramp or boardwalks to obstruct natural lighting. There were several evenings this summer when we sat on the beach to watch the sunset and the dusk skyline until darkness set in. We had no difficulty in making our way to and from the beach and did not observe others having any such difficulty. In fact, the amount of foot traffic to and from the beach in the hours of darkness is minimal. Our experience has been that, on the few nights without moonlight, those pedestrians about adopt, when necessary, the sensible expedient of using a pocket torch or the torch on their mobile phones.
5. So far as we are aware (and we are willing to be corrected on this) Council has not installed lights at comparable ramps and boardwalks. If that is correct, what is the case for doing so at Port Rickaby? Council may be setting a precedent for itself that it may come to regret.
6. While we appreciate the efforts of Council to improve the amenities of holiday towns like Port Rickaby, we do suggest that it is counterproductive to attempt to replicate suburbia. A stay in the country is just that - a stay in the country and darkness is expected. It is one of the attractions of the country which should not be underestimated. We cannot observe the night sky from our backyard in Adelaide but we can, and do, at Port Rickaby.

We believe that the proposed installation of lights is likely to be contentious. That, by itself, is a reason for Council to proceed with caution. If Council decides to progress the matter, may we suggest that it would be appropriate to commence with its own survey of the views of *all* Coringle Drive ratepayers. It would also be sensible to undertake some assessment of whether there is any actual need which would justify the proposed expenditure.

We would be happy to discuss the issues in a personal meeting.

In any event, we look forward to receiving your response to the matters we have raised.

Yours Sincerely



Richard and Carmel White

1/2/23

Kira Tapps

From: Kasun Ekanayake <kasun.ekanayake@birdlife.org.au>
Sent: Friday, 3 February 2023 3:18 PM
To: Letitia Dahl-helm
Subject: Concerns in relation to proposed lighting scheme along Port Rickaby foreshore
Importance: High

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, please contact the Council's IT Team.

Hi Letitia,

I hope this email finds you well. It has been brought to our attention that there is a proposal to install streetlights by the Yorke Peninsula Council along the foreshore and at beach access points at Port Rickaby. We believe this would have a negative impact on the pair of threatened Hooded Plovers and other beach-nesting birds that breed on the beach at Port Rickaby and also on the coastal ecosystem as a whole. Therefore, I would like to express our concerns in relation to this proposal.

The excessive ambient light can alter the physical environment surrounding nesting sites of Hooded Plovers which can result in abandonment of nest sites. It can improve the visibility of nests and chicks to nocturnal predators such as feral and domestic stray cats, and foxes leading to further breeding failure. It will also have negative impacts on the coastal dune habitat which is home to other wildlife such as reptiles, insects, and small mammals.

I would urge the Yorke Peninsula Council to reconsider this proposal and I would be happy to prepare a lengthy submission opposing the proposal. I would be more than happy to attend an online meeting with a council representative to raise these concerns and discuss in detail.

Thanks in advance,
Kind regards
Kasun

Kasun Ekanayake | Beach-nesting Birds Project
Coordinator B Env Sc. (Hons), Ph.D.

BirdLife Australia
Suite 2-05, 60 Leicester Street, Carlton VIC 3053
M 0433 964 484 | T 03 9347 0757 | F 03 9347 9323
kasun.ekanayake@birdlife.org.au | birdlife.org.au
ABN 75 149 124 774



BirdLife Australia acknowledges the Traditional Owners of the Country on which we live and work, and we pay our respects to their Elders past and present. We recognise and are grateful for the immense contribution of Indigenous people to the knowledge and conservation of Australia's birds.

24.4 BALGOWAN BOAT RAMP FACILITY OPTIONS**Document #:** 23/34518**Department:** Assets and Infrastructure Services**PURPOSE**

To seek an endorsement from Council as to the preferred funded option for the Balgowan boat ramp.

RECOMMENDATION A

That Council undertake further investigations into the possible implementation of one of the structural options (options 4 to 7) presented in the Balgowan Boating Facility Options Assessment Report prepared by Wavelength, subject to the adjustment of Council's Long Term Financial Plan (LTFP) to allow for funding of the same, where currently no funding provision exists.

or

RECOMMENDATION B

That Council undertake further investigations into the possible implementation of one of the structural options with on-going sand management (options 8 to 10) presented in the Balgowan Boating Facility Options Assessment Report prepared by Wavelength, subject to the adjustment of Council's LTFP to allow for funding of the same, where currently no funding provision exists.

or

RECOMMENDATION C

That Council undertake further investigations in the possible implementation of one of the ongoing management options with no structural changes (options 11 and 12) presented in the Balgowan Boating Facility Options Assessment Report prepared by Wavelength, subject to the adjustment of Council's LTFP to allow for funding of the same, where currently no funding provision exists.

or

RECOMMENDATION D

That Council broadly endorse Option 13 of the Balgowan Boating Facility Options Assessment Report prepared by Wavelength, being the ongoing management of the Balgowan boat ramp, with additional breakwater repairs every ten years, or as required, subject to the adjustment of Council's LTFP to allow for funding of the same, where currently no funding provision exists.

or

RECOMMENDATION E

That Council recognise the funding challenges it has ahead on a plethora of infrastructure, along with evolving environmental challenges, such as sea level rise, and commit no further funding to this project, except for better signage to highlight the risks of boat ramp use.

LINK TO STRATEGIC PLAN**Goal:** 1 Economically Prosperous Peninsula

3 Valued and Restored Environment

Strategy: 1.3 Improve visitor experiences, including tourism infrastructure, signage, information and support

3.1 Support Progress Associations and other community groups to improve environmental outcomes

BACKGROUND

In 2022, Council engaged Wavelength to undertake a study into the drivers of the coastal management issues being experienced by the Balgowan boat ramp and adjacent coastline, and to develop options to improve the Balgowan boat ramp and adjacent coastline.

In November 2022, Wavelength provided the Balgowan Boating Facility Options Assessment Report (Attachment 1) to Council.

This report was presented to Elected Members at the Elected Members Briefing and Information Session held on 22 March 2023.

DISCUSSION

Council engaged Wavelength to undertake a study into the drivers of the coastal management issues being experienced by the Balgowan boat ramp and adjacent coastline, and to develop options to improve the Balgowan boat ramp and adjacent coastline, due to:

- safety concerns when using the boat ramp in certain weather conditions;
- difficulties being experienced by users when launching and retrieving at low tide, due to sand build-up; and
- concerns expressed by the Balgowan Progress Association in relation to the interruption of coastal process and the lack of sand on the north beach.

As part of their investigation into the drivers of the coastal management issues being experienced by the Balgowan boat ramp and adjacent coastline, Wavelength investigated 13 possible boat ramp options.

These options have been divided into four categories, as follows:

Category 1 – Options 1 to 3 – Discounted due to engineering fatal flaws

Option 1 – Floating pontoon breakwater – Floating pontoons can be designed to withstand waves up to 1.8 m in height; however, due to large fetches to the north-west and south-west, design storm waves at Balgowan are expected to be in the order of 3 m to 4 m in height, making floating pontoons unsuitable in this location.

Option 2 – Offshore breakwater – An offshore breakwater is not suitable in this location, as it would form a large wave shadow in the area of the ramp and its approach, which will form a tombolo or salient, significantly increasing siltation at the ramp.

Option 3 – Relocate the boat ramp – This option was discounted, as there are no other boat ramp locations in the area that offer improved wave protection, or the potential to reduce siltation.

Category 2 – Options 4 to 7 – Structural

Option 4 – Fixed attenuator – This option involves the construction of a fixed attenuator or wave screen that extends the seabed to block waves and sediment transport underneath. The estimated capital cost to install a fixed attenuator is \$11,800,000.

Option 5 – Extend rock breakwater – This option involves extending the existing breakwater to the north-east to block waves and sediment transport. The estimated capital cost to extend the existing breakwater is \$4,100,000.

Option 6 – Realign breakwater – This option involves realigning the existing breakwater to the north-east to block waves. The estimated cost to realign the existing breakwater is \$1,200,000.

Option 7 – Remove breakwater – This option involves the removal of the existing breakwater to allow sand to naturally move around the headland. The estimated cost to remove the existing breakwater is \$300,000.

Category 3 – Options 8 to 10 – Structural options with ongoing sand management

Option 8 – Fixed attenuator with ongoing sand management – As per Option 4, this option involves the construction of a fixed attenuator or wave screen that extends the seabed to block waves and sediment transport underneath; however, includes ongoing sand management. The estimated capital cost to install a fixed attenuator is \$11,800,000; however, the cumulative Net Present Value (NPV) over 25 years is \$18,800,000.

Option 9 – Extend rock breakwater with ongoing sand management – As per Option 5, this option involves extending the existing breakwater to the north-east to block waves and sediment transport; however, includes ongoing sand management. The estimated capital cost to extend the existing breakwater is \$4,100,000; however, the cumulative NPV over 25 years is \$11,200,000.

Option 10 – Realign breakwater with ongoing sand management – As per Option 6, this option involves realigning the existing breakwater to the north-east to block waves; however, includes ongoing sand management. The estimated capital cost to realign the existing breakwater is \$1,200,000; however, the cumulative NPV over 25 years is \$7,600,000.

Category 4 – Options 11 to 13 – Ongoing management options with no structural changes

Option 11 – Dredging with terrestrial equipment – This option involves ongoing sand management at the boat ramp, through the use of long reach excavators, to remove reachable sand at the ramp and adjacent to the breakwater. As part of this option, the repair and upgrade of the existing breakwater is required, to allow long reach excavator access. There are no capital costs associated with this option; however, the cumulative NPV over 25 years is \$2,900,000.

Option 12 – Dredging and sand bypassing with terrestrial equipment – This option involves ongoing sand management at the boat ramp, via terrestrial dredging, and the annual bypassing of sand from the south beach to the north beach. As part of this option, the repair and upgrade of the existing breakwater is required, to allow long reach excavator access. There are no capital costs associated with this option; however, the cumulative NPV over 25 years is \$5,900,000.

Option 13 – Ongoing management – This option involves the ongoing management of the boat ramp, in line with current resources, with additional breakwater repairs every ten years, or as required. There are no capital costs associated with this option; however, the cumulative NPV over 25 years is \$400,000.

Each of the options outlined above involves significant costs to Council, ranging from the most expensive at \$11,800,000, to construct a fixed attenuator or wave screen, or \$18,800,000 with ongoing sand management, to the cheapest at \$300,000, to remove the existing breakwater to allow sand to naturally move around the headland.

None of the costs associated with any of these options have any provision or allowance within the current LTFP, which is already under pressure.

Based on these costs, consideration needs to be given to the amount of use the ramp receives, as well as the environmental benefits for the adjacent area and north beach.

COMMUNITY ENGAGEMENT PLAN

Level 1 - Inform

The study into the drivers of the coastal management issues being experienced by the Balgowan boat ramp and adjacent coastline was undertaken in consultation with the Balgowan Progress Association.

All documents prepared as part of this study have been shared with the Balgowan Progress Association.

CONSULTATION PROCESS

In preparing this report, the following Yorke Peninsula Council officers were consulted:

- Operations Manager

In preparing this report, the following external parties were consulted:

- Nil

POLICY IMPLICATIONS

Nil

BUDGET AND RESOURCE IMPLICATIONS

There is currently no provision in Council's LTFP for any Balgowan boat ramp capital works or additional maintenance works options, such as sand management or breakwater repairs. Should Council endorse any of these options, Council will also need to endorse how it intends to fund such works for guidance on adjustment of the LTFP.

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

The condition of the Balgowan boat ramp presents a risk to users when using the boat ramp in certain weather conditions. There is also the risk of vehicles becoming bogged at low tide, due to the build-up of sand at the ramp. Better signage of these risks may help with risk mitigation.

ATTACHMENTS

1. **Balgowan Boating Facility Options Assessment Report (under separate cover)** 

24.5 REQUEST TO FORM, NAME AND MAINTAIN AN UNMADE COUNCIL ROAD RESERVE**Document #:** 23/33841**Department:** Assets and Infrastructure Services**PURPOSE**

For the Council to consider a request from the owners of the property (Property Owners 1) located at Section 13 Hundred of Coonarie, Foul Bay (Property 1) to form, name and maintain (on an ongoing basis) a portion of an unmade, un gazetted, unmaintained Council road reserve (commonly referred to as an unmade road reserve within the Local Government Sector) known as Coonarie East Road, Foul Bay (Unmade Road Reserve), adjacent to Property 1.

RECOMMENDATION A

That Council endorse:

1. To form, name and maintain (on an ongoing basis) a portion of an unmade, un gazetted, unmaintained Council road reserve (as shown in Attachment 1) known as Coonarie East Road, Foul Bay.
2. The additional, unbudgeted expenditure to form and name a portion of an unmade, un gazetted, unmaintained Council road reserve (as shown in Attachment 1) known as Coonarie East Road, Foul Bay of \$177,000.
3. The additional expenditure to maintain a portion of an unmade, un gazetted, unmaintained Council road reserve (as shown in Attachment 1) known as Coonarie East Road, Foul Bay, on an ongoing basis, currently at a cost of \$2500 per annum, subject to future indexing in accordance with the Consumer Price Index.

OR**RECOMMENDATION B**

That Council resolve not to form, name and maintain (on an ongoing basis) the portion of unmade, un gazetted, unmaintained Council road reserve (as shown in Attachment 1) known as Coonarie East Road, Foul Bay.

LINK TO STRATEGIC PLAN**Goal:** 2 Community Connected through Infrastructure**Strategy:** 2.4 Explore provision of new infrastructure**BACKGROUND**

The Unmade Road Reserve is classified an 'Unformed Road & Track' within Council's Transport Asset Management Plan ([available on Council's website www.yorke.sa.gov.au](http://www.yorke.sa.gov.au)). The term 'unmade road' is a common and generally accepted term used within the South Australian Local Government sector to describe an unformed, unsealed road, that is under the care and control of a council, to which the council have made no improvements or alterations. The term 'road' has the meaning provided in the Local Government Act 1999 (Act) (the definition provided in the Roads (Opening and Closing) Regulations 2021 is relevant in the case where a road is being opened or closed).

Council has no obligation to form or maintain any un gazetted, road reserves to any standard.

Council's Street, Road and Public Place Naming Policy PO126 [available on Council's website www.yorke.sa.gov.au](http://www.yorke.sa.gov.au) requires "All sealed public streets/roads and all formed public street/roads within the Yorke Peninsula Council, that are regularly accessed" to be assigned a name, which does not include unmade roads/road reserves.

Property Owners 1 purchased Property 1 in 2013. In the same year, Property 1 was assigned an official rural property address, 3099 South Coast Road, Foul Bay (3099) (as shown in Map 1 below) as part of the Department for Transport, Energy and Infrastructure's (as it was known at that time but has since been replaced by the Department for Infrastructure and Transport) (Department) roll out of the rural road addressing system. The rural road addressing system is part of a State-wide system jointly managed by councils and the State Government (Rural Road Addressing System).

Map 1



The address was determined as the most appropriate in accordance with the Department's requirements (based upon the proximity of Property 1's entrance to the start of the nearest key, formed, public road).

The Unmade Road Reserve is situated between Property 1 and the adjacent neighbour's (Property Owner 2) property, Section 23 Hundred of Coonarie, Foul Bay (Property 2). The Unmade Road Reserve separates Property 1 and Property 2. There are no other properties adjacent to the Unmade Road Reserve.

The entrance to the Unmade Road Reserve is immediately next to the dwelling located on Property 2.

In June 2021 Council received a request from Property Owners 1 to form, name and maintain (on an ongoing basis) the Unmade Road Reserve.

Historical pictures contained within Council's mapping system show that additional, unauthorised road material had been placed at the entrance to the Unmade Road Reserve (Entrance) to facilitate access, prior to Property Owner 2 purchasing the Property 2. Council is aware that Property Owner 2 has since also placed unauthorised material at the Entrance (to also facilitate access). It is unknown by Council what the extent and or quality of the unauthorised material is and Council have had no involvement whatsoever with the same.

Property Owners 1 provided photos of the Unmade Road Reserve to Cr Adam Meyer, in an email on 31 July 2021, which provide an excellent representation of the rough condition of this Unmade Road Reserve and supports why it was considered to be inappropriate as a primary access point, as provided in Attachment 2.

There has been no request put forward from Property Owner 2 for the Unmade Road Reserve to be formed, named and maintained.

DISCUSSION

The purpose of the Rural Road Addressing System is to:

- Ensure consistency in assigning rural property addresses;
- Assist emergency services and service providers to find properties;
- Improve the safety of people in rural areas;
- Improve delivery of services and infrastructure; and
- Provide a certainty of location and a recognised address which can be understood nationally.

Council's Transport Asset Management Plan ([available on Council's website www.yorke.sa.gov.au](http://www.yorke.sa.gov.au)) classifies South Coast Road as a 'High Use Sheeted – Unsealed Road', meaning it is a key road that links townships, a commodity route and a significant and major tourist pathway.

Property Owner 2 purchased Property 2 in early 2019. The previous owners of Property 2 had held Council issued permits to use the Unmade Road Reserve for farming purposes (Council Issued Permit) over an extensive period of time.

Property owners are required to hold a Council Issued Permit to use an unmade Council road reserve for farming purposes. Where a previous property owner has held a Council Issued Permit, it is usual practice for Council to offer the new property owner(s) the same opportunity. Council Issued Permits do not provide exclusive use and the public must still have unrestricted access (that is access must not be restricted to a material (significant) degree) to the unmade Council roads.

In August 2019 Council staff realised that a Council Issued Permit over the Unmade Road Reserve was still held by the previous owner of Property 2 and that Property Owner 2 had not been offered a Council Issued Permit.

Council staff subsequently contacted Property Owner 2 regarding this. Property Owner 2 advised Council staff that they were not made aware of the existence of the Unmade Road Reserve at the time of purchasing their property and that they wished to continue to utilise the Unmade Road Reserve for farming purposes. Council staff subsequently proceeded in arranging a new Council Issued Permit for Property Owner 2 (Permit).

The Act does not require public consultation be undertaken for this type of permit, unless Council proposes to grant a permit that would result in any part of a road being fenced, enclosed or partitioned so as to impede the passage of traffic to a material (significant) degree, which this Permit did not. Council was satisfied that Property Owners 1 had unrestricted access to the Unmade Road Reserve and that is still the case.

Property Owner 2 expressed an interest in buying the Unmade Road Reserve on 23 September 2019, followed by Property Owners 1 on 26 September 2019. The Unmade Road Reserve had not been identified as one for sale by the Council and both parties were informed that the Elected Body would be advised of the interest and that they would subsequently be notified as to whether or not the Council wished to sell the Unmade Road Reserve. Further, should Council have interest in selling the Unmade Road Reserve, a valuation would be sought to determine its value.

It is common practice for councils to sell unmade council road reserves to adjoining property owners.

To date, Council has not identified the Unmade Road Reserve as being for sale.

On 14 January 2020 Property Owners 1 submitted an application for a second rural property address, to be located on the Unmade Road Reserve (RPA Application).

If the RPA Application was successful, it would:

- Result in the Unmade Road Reserve officially becoming a main point of entry to Property 1 (including for emergency and other service providers)
- Prevent the Unmade Road Reserve being sold

- Prevent Property Owner 2 from using the Unmade Road Reserve for farming purposes and result in Property Owner 2's Permit being cancelled.

A map provided by Property Owners 1 (shown in Map 2 below) as part of the RPA Application, shows the proposed location (marked with a red pin) of the second rural property address requested, around half a kilometre down the Unmade Road Reserve (at the point of access from Unmade Road Reserve to Property 1). Map 1 shows a clear intention for persons seeking to access Property 1 to traverse the Unmade Road Reserve in order to obtain access.

Map 2



Property Owners 1 had not raised any prior concerns with the Council about the suitability of the Rural Address number 3099, since its issue in 2013.

Council would not usually consider issuing a rural road address that involves access via a road reserve that is not formed or maintained because it does not comply with the Rural Road Addressing System. Further, any affected Council Issued Permit holder(s) need to be adequately consulted and considered.

Council's Rates Officer (RO) received the RPA Application with no prior knowledge of the above-mentioned history relating to the Unmade Road Reserve and the Permit that was in the process of being arranged with Property Owner 2.

Property Owners 1 advised the RO that they did not wish to relinquish the existing 3099 rural road address.

Council are aware that Property Owners 1 knew about the occupancy agreement between Council and Property Owner 2, at the time of the RPA Application.

The RO sought and was granted special permission from the Department to issue a secondary rural road address on South Coast Road, 3325A South Coast Road, Foul Bay (3325A), on the same day the RPA Application was submitted.

Property Owner 2 was not aware of the RPA Application or of the approval.

Shortly after this Council's Chief Executive Officer (CEO) became aware that 3325A had been issued.

The CEO wrote to Property Owners 1 in February 2020 to advise that once Council has officially allocated a rural property address to a property, it is not able to be changed unless it is incorrect (Council's Frequently Asked Questions information sheet, [IS112 FAQ Rural Property Addressing](#) sets out the process) and, as Council had already allocated the 3099 address to their property, the newly issued 3325A had been issued in error. Further, that it was not consistent with the

Department's processes to have two rural property addresses and, more importantly, that the Unmade Road Reserve was unsuitable as a primary access road because it was not a formed or maintained road. The CEO apologised for the error and advised that rural property address 3325A was immediately revoked.

Property Owners 1 did not accept the CEO's decision and continued to actively pursue the 3325A address, also advising that they now wished to have 3325A as their only rural property address.

In June 2020 Cr Meyer advised the CEO that he had been approached by Property Owners 1 to assist in facilitating communication between Property Owners 1 and the Council, in particular regarding Property Owners 1 request to have 3325A reinstated.

On 29 July 2020 Cr Meyer requested further documentation from the CEO, which was subsequently provided.

Cr Meyer then requested further information in December 2020. The (then) Deputy Mayor, Tania Stock, then requested that a further survey be undertaken to confirm the property boundary locations, which was subsequently undertaken.

Cr Meyer requested the CEO revoke the Permit (issued to Property Owner 2). The Deputy Mayor supported Cr Meyer's request.

In an effort to try to resolve the ongoing situation, the CEO relented and reinstated the 3325A address early in 2021.

On 19 May 2021, Council staff wrote to Property Owner 2 to advise that:

- 3325A had been issued to Property Owners 1 as their official property address, which meant that the Unmade Road Reserve was now the primary point of access for Property Owners 1, including for visitors, services and emergency services;
- It was no longer appropriate for Property Owner 2 to hold the Permit for farming purposes for the Unmade Road Reserve and that Council would not be offering renewal at its expiry on 30 June 2021;
- Council had been made aware that there had been unauthorised alterations made to the Unmade Road Reserve in the past, to facilitate access to Property 2 and it was important to ensure that there were no further alterations made to the Unmade Road Reserve.

Property Owner 2 responded on 29 May 2021 advising that the alterations were made before they had any knowledge of the Unmade Road Reserve's existence and raised complaints about unfair treatment. A temporary Permit extension was subsequently agreed to by Council.

On 1 June 2021 Property Owners 1 advised that their insurer had advised that 3325A had caused a substantial increase in their insurance premiums because the insurer regarded the location of 3325A a "high risk". Further the insurer had suggested to Property Owners 1 that Council "*might have mistakenly applied the rules for rural property addressing incorrectly*"; "*insurance companies rely on the regulated numbering system [because it] provides a certainty of location and recognised addresses that can be understood nationally*".

Property Owners 1 acknowledged that the cause of the situation was due to their property being accessed via the Unmade Road Reserve (being unformed and unmaintained).

Property Owners 1 then requested that Council formally name the Unmade Road Reserve and generate a new rural road address, to alleviate the problem of increased insurance premiums.

Council's Director Assets and Infrastructure (DAI) considered the request from an independent point of view and responded to Property Owners 1 on 20 July 2021, advising that:

- Property Owners 1 were well aware that 3325A was inconsistent with the Rural Addressing System and that it had only been issued because of their repeated requests;
- Council's Street, Road and Public Place Naming Policy PO126 [available on Council's website www.yorke.sa.gov.au](http://www.yorke.sa.gov.au) requires "*All sealed public streets/roads and all formed public street/roads within the Yorke Peninsula Council, that are regularly accessed*" to be assigned a name, which does not include unmade roads;

- It is not reasonably practical to name the Unmade Road Reserve because it would need to be formed and maintained, which would be at a significant cost. Further, to do so for only two property owners would not be in the greater public interest or an appropriate use of public money.
- For the above reasons, Council did not intend to form, name or maintain the Unmade Road Reserve.

Also, in the same letter Property Owners 1 were provided with a number of alternative solutions:

1. Substitute the 3325A address with 3323 South Coast Road, Foul Bay (which was a suggestion from the Department); or
2. Reinstate the previously allocated 3099; or
3. Issue a new number at a new South Coast Road entry point, direct to their property, as selected by them (on the basis that any new access requirements, connective private access road, entry sign requirements and the associated installation costs would be at their expense).

Property Owners 1 did not accept this, nor have they agreed to any of the options presented by the DAI in July 2021.

As suggested by Cr Meyer, the DAI sought Crown Law advice on 23 July 2021. The Attorney-General's Department responded on 16 August 2021, advising *"Our office agrees with the Council's position and suggestions for the rural address"*.

Forming a road is more than a matter of placing the best value for money material over the surface. Roads must be formed and maintained using material that is suitable for the purpose and in accordance with the relevant Australian standards to ensure compliance with appropriate safety, water management, durability and sustainability requirements etc.

Further, Property Owner 1 has indicated that there is native vegetation present on the Unmade Road Reserve and therefore any new roadworks will also require approval of the Native Vegetation Council under the Native Vegetation Act. An assessment will need to be undertaken to determine the level of native vegetation present. Additionally, there is a minimum cost of \$500 and certain types of native vegetation clearance attracts further cost, which may include the need to engage a consultant.

Property Owners 1 maintain that they have not been treated fairly and continue to pursue the forming, naming and maintenance of the Unmade Road Reserve. They have been given multiple opportunities to make a deputation to the Elected Body to seek a resolution, however, have chosen not to do so.

Both the confidential legal advice sought and the Crown Law advice support the approach taken by Council staff.

When considering the significant financial investment of public money required to form, name and maintain the Unmade Road Reserve, Council must take into account that only two properties will benefit and that only Property Owner 1 has requested that it be done.

COMMUNITY ENGAGEMENT PLAN

Level 1 - Inform

Should Council determine to form and name the road, appropriate community consultation will need to be then undertaken.

CONSULTATION PROCESS

In preparing this report, the following Yorke Peninsula Council officers were consulted:

- Governance Officer

In preparing this report, the following external parties were consulted:

- Nil

POLICY IMPLICATIONS

Strategic Management Plan 2021 – 2025

Long Term Financial Plan 2023 - 2032

Annual Business Plan 2022-2023

Transport Asset Management Plan

PO091 Risk Management Policy

PO124 Asset Accounting Policy

PO126 Street, Road and Public Place Naming Policy

PO128 Asset Management Plan

A decision to form, name and maintain (on an ongoing basis) the Unmade Road Reserve is in conflict with the above-mentioned policies. Appropriate asset management is required to achieve our strategic service delivery and budget objectives.

BUDGET AND RESOURCE IMPLICATIONS

The estimated cost to survey and construct the Unmade Road Reserve, including drainage and other associated works, is \$171,000, as provided in Attachment 3.

The legal and gazettal process to name the road is a further \$6000.

Once constructed, the cost to maintain the road over period of 40 years, at one grade and roll per year including table drain obstruction clearance and allowance for sign replacement is \$101,000.

These costs are unbudgeted and the greater public interest must be considered.

In recent times Council staff have had requests from rural landholders wanting Council to provide them a new Council constructed and Council maintained access to their property along existing road reserves and such has been resisted. The view of the DAI is that Council needs to be decreasing the extent of road network it is taking responsibility for, not increasing it, noting that existing levels of road funding are insufficient to sustainably renew what we have now. Additionally one has to question the precedent that other landholders will remind Council of in the future if Council endorses adding to its roads network liability to service one landholder.

Council's adopted asset management plans and policies assist in achieving Council's immediate and long term financial objectives. Decisions to spend significant, unbudgeted funds will directly impact Council's ability to achieve its existing financial and strategic service delivery objectives.

In summary, Council do not currently have enough financial resources available to fund its existing, gazetted road network and are already facing tough decisions around the ability to maintain current service levels in a challenging financial environment.




RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

It is essential to ensure appropriate, transparent and responsible asset management in order to achieve the agreed service levels identified in Council's asset and financial management plans. Accordingly, the risk and consequences of variations must be carefully considered against budget resources to ensure any new assets and services are an economically and socially responsible use of public money.

Council must consider the greater public interest and the risk that forming, naming and maintaining this Unmade Road Reserve, for the benefit of one to two properties, will have upon its ability to achieve its existing, agreed service levels and budgets, in context of an environment where there is currently inadequate money available to fund our existing road network.

Further, Council must consider the public perception risk of forming, naming and maintaining this Unmade Road Reserve, for the benefit of one to two properties, where other ratepayers have unsuccessfully requested similar works be undertaken in the past, and the potential precedent doing so may set.

ATTACHMENTS

1. **Attachment 1 - Unmade Road Reserve - South Coast Road Foul Bay (under separate cover)** 
2. **Attachment 2 - Unmade Road Reserve Photos - Submitted by Property Owners 1 (under separate cover)** 
3. **Attachment 3 - Unmade Road Reserve Construction Estimate (under separate cover)** 

25 DEVELOPMENT SERVICES

25.1 LEASE PROPOSAL - EDITHBURGH RSL & BOWLING CLUB INC.

Document #: 23/25285

Department: Development Services

PURPOSE

To seek permission to proceed with the community engagement process for a proposed new lease to Edithburgh RSL & Bowling Club Inc. (the Club) for facilities located at 8 Anstey Terrace, Edithburgh.

RECOMMENDATION

That Council:

1. Give permission to commence the community engagement process for a proposed new lease to the Edithburgh RSL & Bowling Club Inc. for facilities located at 8 Anstey Terrace, Edithburgh. for a period of five (5) years with one (1) by five (5) year right of renewal.
2. Endorse the Community Engagement Report attached, which constitutes the information that is required to be made available to the public as part of the community engagement phase in accordance with Section 202 of the Local Government Act 1999.

LINK TO STRATEGIC PLAN

Goal: 1 Economically Prosperous Peninsula

Strategy: 1.8 Efficient delivery of permits, leases and licences

BACKGROUND

The Club lease expired on 1 November 2022 and is in monthly holdover. The Club has requested a new lease agreement for five (5) years with one (1) by five (5) year right of renewal, being a total of ten (10) years, to be post-dated 1 November 2022.

Pursuant to Section 202 of the Local Government Act 1999, a lease or licence for a term greater than five (5) years, Council must follow the relevant steps set out in its public consultation policy.

The consultation period (minimum 21 days required) will begin on 18 April 2023 and close at 5pm on Wednesday 3 May 2023.

A public notice will be placed in the Yorke Peninsula Country Times and on Council's social media sites. The Community Engagement Report is available for viewing at Yorke Peninsula Council offices at Maitland, Minlaton and Yorketown and on Council's website.

Following the consultation period, a report will be presented to Council on the outcome of the consultation for consideration.

To progress a new lease to the Club, Council must:

- give permission to commence the community engagement process for a proposed new lease to the Edithburgh RSL & Bowling Club Inc. for facilities located at 8 Anstey Terrace, Edithburgh for a period of five (5) years with one (1) by five (5) year right of renewal.
- endorse the Community Engagement Report attached, which constitutes the information that is required to be made available to the public as part of the community engagement phase in accordance with Section 202 of the Local Government Act 1999.

DISCUSSION

The Club has a history dating back to 1959. The club is inclusive and boasts excellent facilities that provide a welcoming place for members and the wider community to play sport and socialise.

The RSL provides an opportunity for current and ex-service personnel and their families to enjoy a safe and comfortable place to gather, to enjoy each other's company, and to share a meal and a drink. The annual ANZAC Day remembrance celebrations include a parade and a flyover by a jet or Orion.

Run by volunteers, the club is very proud of their facilities that they wish to maintain for future generations of bowlers as well as providing a place of remembrance for the contribution and sacrifice of all Australian Defence personnel.

Lease Proposal

- Term five (5) years with the right to renew for a further one (1) by five (5) year with an overall lease term of ten (10) years, to be post-dated 1 November 2022.
- The lease provides the lessee with exclusive use of the premises.
- The annual rent being a peppercorn rental, consistent with that currently paid by other community groups.
- The permitted use is for sporting facilities and clubrooms.

COMMUNITY ENGAGEMENT PLAN

Level 2 - Consult

Pursuant to Section 202 of the Local Government Act 1999, a lease or licence for a term greater than five (5) years, Council must follow the relevant steps set out in its public consultation policy.

CONSULTATION PROCESS

In preparing this report, the following Yorke Peninsula Council officers were consulted:

- Corporate Management Team
- Property Tenure Officer

In preparing this report, the following external parties were consulted:

- Edithburgh RSL & Bowling Club Inc.

POLICY IMPLICATIONS

PO057 Community Engagement Policy

BUDGET AND RESOURCE IMPLICATIONS





Public Notice – Yorke Peninsula Country Times, estimated cost \$370 (cost Lessee's responsibility)

Annual Lease fees \$50 plus GST

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Pursuant to Section 202 of the Local Government Act 1999, a lease or licence for a term greater than five (5) years, Council must follow the relevant steps set out in its public consultation policy.

ATTACHMENTS

1. Community Engagement Report  
2. Community Engagement Plan  



EDITHBURGH RSL & BOWLING CLUB INC.

LEASE PROPOSAL



The Yorke Peninsula Council is seeking public feedback on a proposal to renew the lease for the Edithburgh RSL & Bowling Club Inc. (the Club) located at 8 Anstey Terrace, Edithburgh.

Under the Local Government Act 1999, Council is required to formally undertake community consultation for a lease or licence over community land when the term is greater than five (5) years.

Lease Proposal

To aid in the preparation of a lease agreement with the Edithburgh RSL & Bowling Club Inc. the community is invited to comment on the following principles;

- An overall lease term of 10 years
- The lease provides the lessee with exclusive use of the premises
- The annual rent being a peppercorn rental, consistent with that currently being paid by other community groups
- The permitted use is for sporting facilities and clubrooms

Project Background

The Club has a history dating back to 1959. The club is inclusive and boasts excellent facilities that provide a welcoming place for members and the wider community to play sport and socialise.

The RSL provides an opportunity for current and ex-service personnel and their families to enjoy a safe and comfortable place to gather, to enjoy each other’s company, and to share a meal and a drink. The annual ANZAC Day remembrance celebrations include a parade and a flyover by a jet or Orion.

Run by volunteers, the club is very proud of their facilities that they wish to maintain for future generations of bowlers as well as providing a place of remembrance for the contribution and sacrifice of all Australian Defence personnel.



HAVE YOUR SAY

The Yorke Peninsula Council welcomes your feedback on the Proposed Edithburgh RSL & Bowling Club Inc. Lease.

To provide your feedback:

- By email – admin@yorke.sa.gov.au
- By Post – PO Box 57, Maitland SA 5573

All feedback must be returned by 5pm on Wednesday 3 May 2023.

Next Step

Following the public consultation period, submissions received may be presented to a meeting of the Council for consideration.

More Information

Got a question about the lease proposal?

Contact Yorke Peninsula Council at admin@yorke.sa.gov.au or Ph 8823 0000.



COMMUNITY ENGAGEMENT PLAN Proposed New Lease Agreement Edithburgh RSL & Bowling Club Inc.	SF215
	Responsible Officer: Community Development & Engagement Officer
	Issue Date: 09/12/2021
	Next Review Date: December 2025

Stakeholders	Level 2 CONSULT	Responsibility	Start Date	End Date	Status	Evaluation Method
Entire community	Public Notice Website	Property Tenure Officer	18/04/2023	3/05/2023	NS	Report back to Council on outcome of public consultation. Elected members to make decision based on any submissions received from the public consultation process.
Entire community		Property Tenure Officer	18/04/2023	3/05/2023	NS	
Entire community	Social Media	Property Tenure Officer	18/04/2023	3/05/2023	NS	

25.2 SETTING OF DOG REGISTRATION FEES AND CHARGES**Document #:** 23/27141**Department:** Development Services**PURPOSE**

To set 2023/2024 financial year dog registration fees.

RECOMMENDATION

That Council adopt the following fee schedule in relation to dog registrations commencing 1 July 2023:

Standard dog - \$44.50 (Desexed and microchipped)

Non-standard dog - \$89

Working Livestock Dog - \$44.50

Business Registration - \$89 per dog

Fee for late registration - \$20

Pensioner/Concession rebate:

To be 50% of the applicable fee for Standard and Non-Standard dogs only and is applicable upon the verification of a current DVA "Gold" Card, DVA "White" Card, Pension Card, Senior Health Care Card or a Health Care Card.

Assistance Dog or Assistance Dog in training - Free

Dogs under 3 months of age as of 1 January receive a 50% rebate

Dogs under 3 months of age as of 1 April - Free

New Dogs registered in June - Free

Replacement registration disc \$10

Fee for impounded dog - \$80 during normal working hours, \$120 after hours

Daily pound fee \$25

LINK TO STRATEGIC PLAN

Goal: 5 Responsible Governance and Leadership

Strategy: 5.3 Meet all legislative requirements and compliance with Council's internal controls

BACKGROUND

Councils' arrangements for the management of dogs must meet the legislative requirements of the Dog and Cat Management Act (the Act) and in a manner that satisfies the criteria set down by the Dog and Cat Management Board (the Board), which includes the setting of fees in relation to the Act. Councils need to have their fees and charges set in May to enable any charges be placed in the new Dogs and Cats Online (DACO) system, so that dog registration renewal notices can be printed.

DISCUSSION

Council last increased the maximum fee to register a dog from \$80 to \$84 in 2019, and fees have not been increased since. It is estimated that \$100,000 will be derived from dog registration fees this current financial year, which is a slight decrease on the previous year. Recent changes to legislation which requires most dogs to be desexed and microchipped has contributed to this decrease.

The Act legislates that councils must have at least two categories of dog registration, a standard dog, which is desexed and microchipped, and a non-standard dog, which is neither desexed and/or microchipped. Council has currently set a fee of \$84 for a non-standard dog and a fee of \$42 for a standard dog, which is a 50% discount. The Board recommends that Council offer a 50% discount for a standard dog.

It is worth noting that the Board used to set maximum fees for Councils, however this practice was abolished a few years ago requiring Council to set the fees. It is therefore recommended to increase the maximum fee to register a dog from \$84 to \$89 and maintain all current rebates, so that dogs now incurring a fee of \$42 will increase to \$44.50. Council has approximately 2650 dogs registered in the district. This is the first increase in registration fees since 1 July 2019 and is an increase of approximately 6% in line with CPI. The cost of impounding a dog is also proposed to increase by \$10 to \$80 for impounding during normal office hours and to \$120 for a dog impounded after office hours. The daily pound fee for keeping of an impounded dog in the pound has been increased from \$20 to \$25.

Legislation also states that any Assistance Dog, namely a dog accredited as a guide, hearing or disability dog shall be registered free of charge. The Board also require that all Assistance Dogs in training also receive free registration.

The Board recommends that Councils offer free registration in June for all new dogs. In line with this recommendation it is proposed to continue to offer free registration for all new dogs in the month of June, but any fee will still be applicable for dogs that are having the registration renewed from the previous year.

Council currently has a 50% rebate available for dogs under the age of 3 months as at 1 January. To encourage the owners of dogs under the age of 3 months as at 1 April to register their dogs, Council offers them free registration. If a dog owner takes up this free registration offer they are automatically sent a dog registration renewal notice with the appropriate fee for the next financial year.

Council also currently gives a 50% reduction of the fee payable to the holders of a Pensioner/Concession card. The new DACO system is able to get verification from Centrelink that a holder of a DVA "Gold" Card, DVA "White" Card, Pensioner Card, Senior Health Care Card and a Health Care Card is entitled to a concession at the time of the transaction. Council has currently accepted the Board's recommendation that Councils only accept these five concession cards. If Council wishes to accept other concession cards, DACO will not be able to process the transaction, but will need to be completed by Council staff.

All dog registrations expire on 30 June each year and need to be renewed by 31 August to remain registered. To encourage dog owners to re-register their dogs on time, Council has set a \$20 late payment fee. This fee is usually only added about 10 days after the due date of the renewal.

Although the Act stipulates that a dog registration fee needs to be paid each year to register a dog, the DACO system issues dog owners a registration disc that applies to the life of that dog. If the disc is broken or becomes lost, DACO organise the replacement of the disc at a cost of \$10. As Council can accept this \$10 as payment for the replacement disc, a fee of \$10 needs to be set for a replacement disc.

The registration fees for cats is set pursuant to Council's By-laws. There is no proposal to change these fees for the 2023/2024 Financial Year.

COMMUNITY ENGAGEMENT PLAN

Level 1 - Inform

CONSULTATION PROCESS

In preparing this report, the following Yorke Peninsula Council officers were consulted:

- Manager Building and Compliance
- Manager Financial Services

- Senior Compliance Officer

POLICY IMPLICATIONS

Not applicable

BUDGET AND RESOURCE IMPLICATIONS

It is believed that the mandatory desexing and microchipping of dogs may result in less dogs paying the maximum fee, which will result in a reduction in revenue received from dog registrations.

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Dog and Cat Management Act

Local Government Act

ATTACHMENTS

Nil

26 GENERAL BUSINESS

Section 85 of the Act requires that matters on the Agenda are described with reasonable “particularity and accuracy” and reports and other documentation to be considered at a meeting are available to the public prior to the meeting. The practice of general business should be restricted to matters of urgency.

CONFIDENTIAL AGENDA**27 CONFIDENTIAL ITEMS****27.1 COMMUNITY WASTEWATER MANAGEMENT SCHEMES****RECOMMENDATION****Section 90 Order**

That pursuant to Section 90(2) and (3)(b)(ii),(j)(i) of the Local Government Act 1999, the Council orders, that the public be excluded from the meeting relating to Item 27.1 Community Wastewater Management Schemes, with the exception of the following persons:

- Chief Executive Officer
- Executive Assistant to CEO and Mayor
- Director Corporate and Community Services
- Director Assets and Infrastructure
- Director Development Services

The Council is satisfied that, pursuant to Section 90(2) and (3)(b)(ii),(j)(i) of the Act, the information to be received, discussed or considered in relation to report Item 27.1 Community Wastewater Management Schemes, is confidential information relating to:

- (b)(ii) information the disclosure of which would, on balance, be contrary to the public interest
- (j)(i) information the disclosure of which would divulge information provided on a confidential basis by or to a Minister of the Crown, or another public authority or official (not being an employee of the Council, or a person engaged by the Council).

Accordingly, on this basis, the principle that meetings of the Council should be conducted in a place open to the public has been outweighed by the need to keep the information or matter confidential.

27.2 PORT RICKABY CARAVAN PARK WATER SUPPLY UPGRADE**RECOMMENDATION****Section 90 Order**

That pursuant to Section 90(2) and (3)(k) of the Local Government Act 1999, the Council orders, that the public be excluded from the meeting relating to Item 27.2 Port Rickaby Caravan Park Water Supply Upgrade, with the exception of the following persons:

- Chief Executive Officer
- Executive Assistant to CEO and Mayor
- Director Corporate and Community Services
- Director Assets and Infrastructure
- Director Development Services

The Council is satisfied that, pursuant to Section 90(2) and (3)(k) of the Act, the information to be received, discussed or considered in relation to report Item 27.2 Port Rickaby Caravan Park Water Supply Upgrade, is confidential information relating to:

- (k) tenders for the supply of goods, the provision of services or the carrying out of works.

Accordingly, on this basis, the principle that meetings of the Council should be conducted in a place open to the public has been outweighed by the need to keep the information or matter confidential.

27.3 CEO KEY PERFORMANCE INDICATORS 2022/2023 - STATUS UPDATE**RECOMMENDATION****Section 90 Order**

That pursuant to Section 90(2) and (3)(a) of the Local Government Act 1999, the Council orders, that the public be excluded from the meeting relating to Item 27.3 CEO Key Performance Indicators 2022/2023 - Status Update, with the exception of the following persons:

- Chief Executive Officer
- Executive Assistant to CEO and Mayor
- Director Corporate and Community Services
- Director Assets and Infrastructure
- Director Development Services

The Council is satisfied that, pursuant to Section 90(2) and (3)(a) of the Act, the information to be received, discussed or considered in relation to report Item 27.3 CEO Key Performance Indicators 2022/2023 - Status Update, is confidential information relating to:

- (a) information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead).

Accordingly, on this basis, the principle that meetings of the Council should be conducted in a place open to the public has been outweighed by the need to keep the information or matter confidential.

RESUMPTION OF PUBLIC MEETING

28 NEXT MEETING

Wednesday 10 May 2023

29 CLOSURE