



ATTACHMENTS

UNDER SEPARATE COVER

Ordinary Council Meeting

11 October 2023

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22/21264



PRINCIPAL OFFICE:
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 Fax (08) 8853 2494
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 Website: www.yorke.sa.gov.au



APPLICATION FOR MEMORIAL PLAQUE	SF208
	Responsible Officer: Director Assets and Infrastructure Services
	Issue Date: 19/06/2018
	Next Review Date: June 2023

APPLICANT DETAILS

Applicant Name: Michael "Dusty" Millar on behalf of Port Clinton Progress Assn

Postal Address: C/O Port Clinton General Store

Phone Number (BH): [REDACTED] Mobile: [REDACTED]

Email: ptclintoncp@outlook.com

PREFERRED LOCATION FOR PLAQUE

Description (i.e. Foreshore): Cliff face overlooking ocean foreshore

Nearest Street/Street Address: Cnr Yelta and Yoolamardy Streets

Town or Hundred: Port Clinton 5570

PLAQUE DETAILS

Host Structure (i.e. Bench Seat): 1m high x 1m wide 3mm Cortex metal stand

New Structure Required? Yes / No

N.B. Council will include the cost of any new structure as part of the quotation.

Desired Plaque Wording and Layout:
 Photos and map of site attached.

*Printed copies are considered uncontrolled.
 Before using a printed copy, verify that it is the current version.*

Updated 19/06/2018

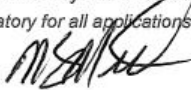
22/21264

SIGNATURE OF APPLICANT

I, the applicant, confirm that I will be responsible for all costs associated with the erection of the plaque and host structure (if applicable), subject to my approval of the proof and quotation provided by Council.

I, the applicant, confirm that I have enclosed evidence of support for the placement of the plaque and host structure by the relevant progress association (if applicable).

N.B Mandatory for all applications on public land.

Signature:  Date: 23 FEBRUARY 2022

N.B. In accordance with Council's PO096 Memorial Plaques Policy all applications are subject to approval by the Director Assets and Infrastructure Services.

APPROVAL SECTION (to be completed by Council)

Your application for memorial plaque has been:

APPROVED / DECLINED

(Please circle)

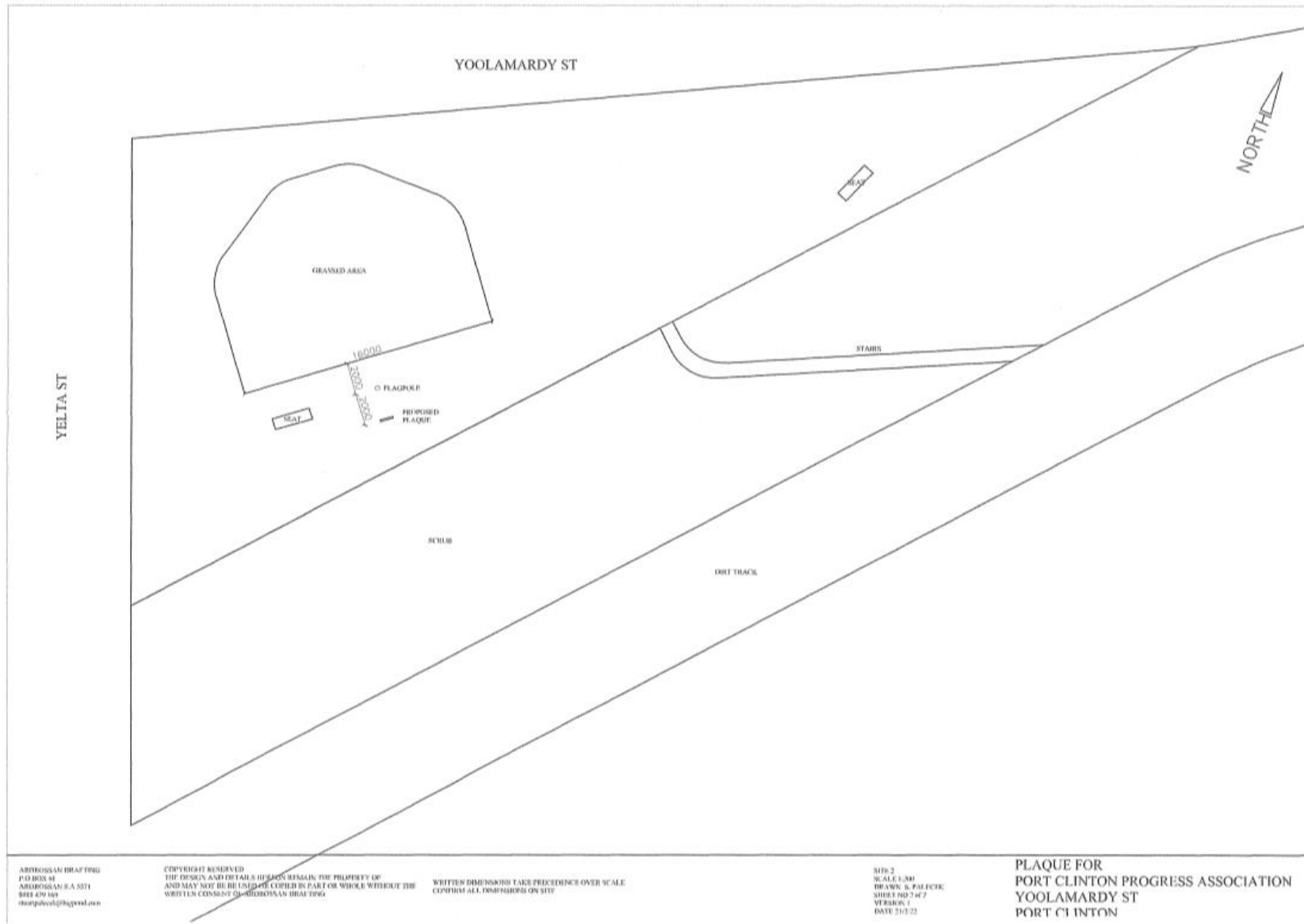
If the application has been declined please state the reason(s) below:

Name: _____ Signature: _____ Date: _____

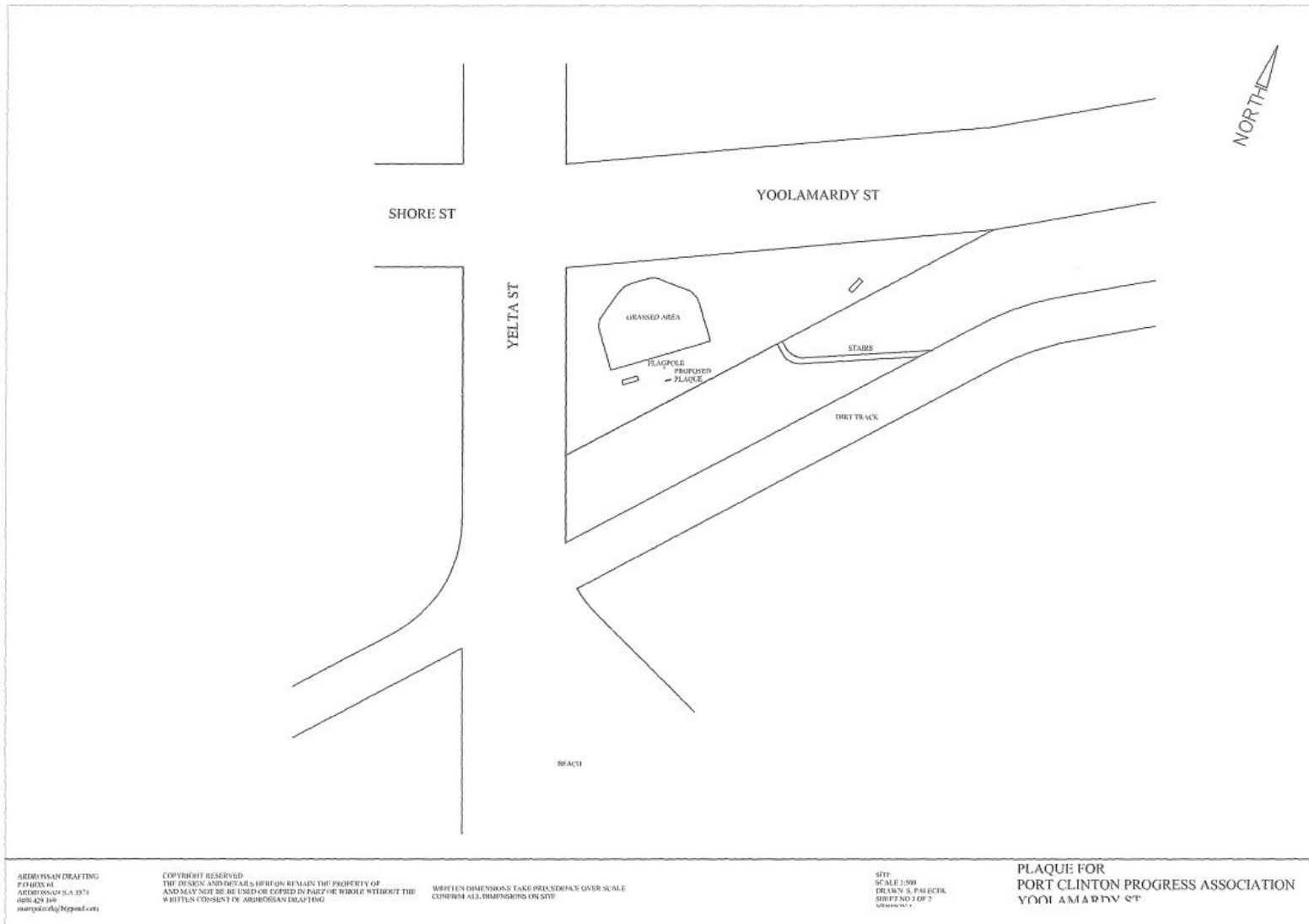
INSTALLED BY (to be completed by Council)

Name: _____ Signature: _____ Date: _____

22/21264



22/21264



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7 BARRIS ST
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081423 140
mard@ardrossan.com

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SITE
SCALE 1:500
DRAWN S. P. & B. C. D.
SHEET NO. 1 OF 2
10/10/23

PLAQUE FOR
PORT CLINTON PROGRESS ASSOCIATION
YOOLUMARDY ST

22/21264

Administration

m. 0417 378 769
 e. admin@a1plaquesgroup.com.au
 Po Box 152
 Tocumwal, NSW 2714
 Australia



Quote No.	QU 0116	Date	03/09/2021
Name:	Port Clinton Caravan Park		
Contact:	Dusty [REDACTED] 03		
Address:	Port Clinton		
Email:	<ptclintoncp@outlook.com>		
Item:	Custom Remebrance stand from 3mm Corten 1m high with red poppies [REDACTED] 0		
Crown?	Custom Remembrance stand from 3mm corten 850 mm high with red poppies [REDACTED] 0		
	1.8 m Soldier resting on arms 6 mm corten Steel [REDACTED] 0		
	1 m Soldier resting on arm 6 mm corten [REDACTED] 0		
	Park Bench (Each) [REDACTED] 0		
Delivery:	[REDACTED].00		
Total inc GST:			

****AUSTRALIAN MADE & OWNED****

We have pleasure in offering our quotation for the supply of Stands, Soldiers & Park Benches.

Production time on standard orders takes approx. 4 weeks (from the time we receive your approval). Can be earlier if required. Plaques requiring more involved production or artwork may take longer. Lead-time on artwork production is 1-3 working days.

If you have any queries or wish to discuss this quotation further, please do not hesitate to contact us with the details above.

We await further instructions. Look forward to hearing from you.

Kind regards,

Steven Bell

22/21264

Anzac Memorial Ideas



 Diana Parsons 
To:  Corporate Email Address

69 Marine Parade
PORT VINCENT SA 5581

26 July 2023

Community Consultation
Community Land Management Plan Amendments

Email: admin@yorke.sa.gov.au

I understand the Council is seeking feedback from the community on an amendment to the Community Land Management Plan (CLMP) for Lot 72, Marina Drive, Port Vincent.

Greg and I have been long-term residents of Port Vincent and reside at 69 Marine Parade Port Vincent. We are familiar with Lot 72 as Greg is an avid fisherman and this is directly opposite the Boat Ramp parking area. We are both supportive of the changes to the Community Land Management Plan to enable carparking to be created in this reserve.

In recent years, Port Vincent has seen a decline in businesses and should this trend continue, Port Vincent will gradually become a holiday home town with very few local residents. We have also recently lost our only fuel outlet in town. The majority of houses sold are being purchased by non-residents which does not help local business or community groups. We no longer have an active tennis team and the bowls teams have reduced in recent years due to a decline in players.

Port Vincent needs new commercial offerings to create jobs and encourage people to move here permanently. The Dockside development may be the catalyst for this. Carparking within a portion of Lot 72 will improve road safety in this part of the Marina and provide a safe access to the well site.

When the marina in Port Vincent was first proposed, many people thought it would be detrimental to the town, but this has certainly not occurred. While there are quite a few homes in the Marina, it is lacking atmosphere without commercial activity, so for this reason, Council should be supporting the amendment to the Community Land Management Plan, allowing the carparking to go ahead and to get some commercial development happening.

I do not wish to appear before Council.

Yours sincerely




Greg and Diana Parsons

Charmaine A Kimber
[REDACTED]
[REDACTED]
Email: [REDACTED]@m
Phone: [REDACTED]

13 August 2023

Community Consultation
Community Land Management Plan Amendments
PO Box 47
Maitland SA 5573
Email: admin@yorke.sa.gov.au

Att'n: Sue Beech - Property Tenure Officer

Dear Ms Beech

Community Engagement – Lot 72 in Deposited Plan 61751, Marina Drive, Port Vincent

I strongly object to any proposed change being made to the Community Land classification for Lot 72 in DP61751, Marina Drive Port Vincent. The whole of Lot 72 should retain its current classification of Category 1 – Reserve. This area should have additional planting and be maintained as a green entrance to the marina.

There was sufficient car parking for all residential housing blocks and the commercial site in the original 'council approved' development plan for Vincent Landing as all sites were to be single dwellings, and the construction of all housing sites and the commercial site were to be not more than two-storeys or seven metres in height (whichever is the lesser). I note that the plan also positioned the construction on Lot 1 along the boundary of Lot 2 so that the building would buffer any noise of the car park from the adjacent housing blocks.

Because Council has approved multiple dwellings (either two or three) on quite a few of the single house allotments this will already increase residential traffic, cause parking issues, and reduce space for trees and vegetation on the housing allotments.

The proposed floating homes and cafe on E arm of the marina berths, along with the grandiose five-storey proposed development at Lot 1 will all add to future traffic and parking problems. The original development plan did not allow for this.

Future re-marking of the existing marina car park and also along Breakwater Road could probably provide sufficient extra car parking for the proposed development on E Arm, but the five-storey proposal for Lot 1 will be "the straw that broke the camel's back" and cause major parking and traffic issues.

As per my verbal suggestion some time ago to Mr Peter Villis, Director of Development, the only area that extra car parking could possibly be obtained would be current the beach area (apparently known as Button's Beach) south of the marina which could be infilled between the two breakwaters to extend further seaward to provide extra car parking. This beach was never part of the original vision of the developer but was imposed so that the development would be accepted by council. It has proven to be unsatisfactory as a beach.

Please leave the reserve at Lot 72 to be exactly that - a parkland void of bitumen.

Should the Dockside development go ahead as per the current proposal, and if Lot 72 is used for carparking, the marina area will become a densely populated "concrete jungle" over-run with vehicles instead of being a showcase for Port Vincent.

Attached to your letter to me dated 14 July 2023, Page 3 of the Community Consultation document re the Community Land Management Plan amendments – Category 1 and 3, states that "Whilst the public car parks will be available to Dockside guests and visitors it is anticipated that the level of usage across the year is likely to be low, with all residents having reserved spaces within the developments." Whilst this may work in theory, in practice "reserved" signage is frequently ignored. (I have been inconvenienced many, many times in North Adelaide, the most recent being just a few days prior to writing this.)

I ask that council please keep in mind the following from Attachment A of the application for Authorisation, October 2002

*"..... regarding the objective and principles of development control that apply to the **Residential (Port Vincent Marina) Zone** shown on Maps 50 and 88:*

Objective 1: A zone primarily accommodating detached dwellings on individual allotments.

Objective 2: A desire future character that is distinguished by:

- a) development of a high standard of design and construction*
- b) contemporary housing design etc....*
- c) development providing an outlook to and over the water and adjoining open spaces*
- d) development set well back from the road alignment to allow for landscaping and to impart a spacious appearance to the street, and*
- e) landscaped, open or low fenced gardens to the street frontage of properties*

Commercial (Port Vincent Marina) Zone

The objective and principles of development control that apply to the Commercial (Port Vincent Marina) Zone shown on Maps 50 and 88. They are additional to those expressed for the whole of the Council area. In the case of apparent conflict or inconsistency, the provisions of the Commercial (Port Vincent Marina) zone will prevail.

OBJECTIVES

*Objective 1: A zone accommodating a range of **marina based business and service activities** to serve the day-to-day needs of the marina and visiting public*

Objective 2: A zone accommodating berthing facilities and areas for the passage and manoeuvring of vessels

Objective 3: Development designed and sited to complement the zone's coastal setting, and in particular the cliffs which form a backdrop to the marina.

The following list is indicative of those facilities that are anticipated in the fully developed Commercial (Port Vincent Marina) zone:

- a) Marina berths;*
- b) Marina office and administrative facilities;*
- c) Shop not more than 50 square metres in floor area;*
- d) Chandlery;*
- e) Boat maintenance facilities;*
- f) Fuel outlet (for marine craft only);*
- g) A ferry landing*
- h) Public boat ramp;*
- i) Public car parking;*
- j) Tavern/motel/restaurant*

PRINCIPLES OF DEVELOPMENT CONTROL

1. The size and range of retail and commercial uses should be limited to those serving the day-to-day needs of marina users and residents of the zone.
2. Retail activities should relate directly to the operation of the marina, and should be small in scale.
3. Buildings, including commercial structures should be designed and constructed to a unified design them.
4. **Development within the zone should be designed to achieve a suitable relationship with the cliffs that form the backdrop of the marina, and to create a concentrated tourist activity focus, and in particular:**
 - a) The profile of the buildings should have proportions and architectural design features (such as gables and roof pitches) which create a vertical rather than a horizontal profile of development.
 - b) Where pitched roofs are used they should have a pitch of 15 to 35 degrees. Small span roofs should have a steeper pitch. Large span roofs should have a lesser pitch.
 - c) Roof spans should be no greater than 8.0 metres
 - d) Buildings facing the marina should abut each other, or have minimal side setbacks, so as to achieve a cohesive frontage to the marina.
 - e) Road access to the waterfront developments should be from the landward side.
 - f) **Buildings should have a maximum roof height of seven metres, with two-storey.**

I would be happy to appear before council.

I was the first permanent resident living within the Port Vincent marina, since 1 January 2005. I am a former Director/Secretary of Adelaide Civil Pty Ltd (AdCiv) which became a partner in the marina development company Paradise Developments (Port Vincent) Pty Ltd, and as such I was a business associate of Mr John McDonnell and so have had knowledge of the marina development since the early planning stages during the 1990s.

Yours faithfully



14 August 2023

Community Consultation
Community Land Management Plan Amendments
PO Box 47
Maitland SA 5573
Email: admin@yorke.sa.gov.au

Att'n: Sue Beech - Property Tenure Officer

Dear Ms Beech

Community Engagement – Lot 72 in Deposited Plan 61751, Marina Drive, Port Vincent

I object to the proposed change for Lot 72 in DP61751, Marina Drive Port Vincent. Lot 72 should retain its current classification of Category 1 – Reserve and the area, with additional planting, should be maintained as a green entrance to the marina.

A car park at Lot 72 will add extra congestion for entry and egress to the marina.

The original plan for the marina environs provided sufficient car parking for all residential housing blocks and the commercial site as that plan allowed for ALL construction to be not more than two-storeys or seven metres in height (whichever is the lesser).

Multiple dwellings (either two or three) on single house allotments will already increase residential traffic, cause parking issues, and reduce space for trees and vegetation on the housing allotments.

The original development plan for the marina did not allow for such density of population.

Please leave the reserve at Lot 72 as a parkland with no bitumen.

Yours sincerely

14 August 2023

Community Consultation
Community Land Management Plan Amendments
PO Box 47
Maitland SA 5573
Email: admin@yorke.sa.gov.au

Att'n: Sue Beech - Property Tenure Officer

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The original development plan for the marina did not allow for such density of population.

Please leave the reserve at Lot 72 as a parkland with no bitumen.

Yours sincerely

Darren McCrickard

To Sue Beech, Property Tenure Officer

Re: Community Engagement at Lot 72 Marina Drive Port Vincent

This letter is to address the issues within the Lot 72 in Deposited Plan 61751, Marina Drive, Port Vincent proposed on the council website in accordance with Section 198 of the Local Government Act 1999 and Council's Community Engagement Policy.

The following serious issues need to be addressed before support can be granted to reclassify the subject land from Community Land Management Plan (CLMP) Category 1 – Reserve to CLMP Category 3 - Public and Community Facilities.

The main issues to the rezoning of Lot 72 are as follows:

1. Unnecessary surrender of public open space for further commercial development
2. Lack of Preliminary Site Investigations to classify if the environmental & material within lot 72 is appropriate for construction of commercial or residential facilities;
3. Lack of heritage consultation on the significant site within Lot 72;
4. Lack of stormwater management plan or reduction of heat island affect on surrounding vegetation or residential areas;
5. Lack of traffic engineering on new ramp configuration

1: Open Space

As the Council well understands publicly owned and managed open space is a community asset for the benefit of the entirety of the Council area. Once a Council sacrifices open space it faces significant difficulty of ever regaining the open space and indeed belies a more permissive approach in respect of the sacrifice of open space in the name of future development proposals.

In short, the proposal does not justify the sacrifice of community open space (let alone the obvious risk of later requests for more open space) for what is substantially the privatised benefit of a developer.

In the event that following the development that there is a need for further parking within the facility (as opposed to mere projections) it will always be in the power of Council to revisit whether the proposed classification would be to the overall benefit of the Community. Making the decision now is premature and would irredeemably prejudice the rights of the community.

2: Environmental Management

No evidence of a desktop site history has been conducted (but may have been provided as a part of previous development applications), this creates a risk that the soil material for Lot 72

may be contaminated and works will cause leaching into the ocean or adjacent properties if disturbed.

The developer must engage in a study to ensure that identification, remediation and removal of site contamination is dealt with in accordance with the *Environment Protection Act 1993* (EP Act).

The professional assessment of site contamination and consequential risk to human health and the environment is guided by:

- EPA, 2018, Guidelines for the assessment and remediation of site contamination (GAR 2018)
- NEPC 1999, National Environment Protection (Assessment of Site Contamination) Measure, National Environment Protection Council (the ASC NEPM, as amended 2013)

The geology of the site also needs to be understood to ensure that the geology of the site is not going to be adversely affected by the introduction of a parking structure. As well as any Sensitive Receiving Environment, such as the ocean and marina, the car park is located adjacent to.

3: Heritage Consultation

The risk of impacting Aboriginal Heritage Sites, objects or remains during the proposed development on lot 72 need to be assessed due to the close proximity of the existing aboriginal heritage well site. The community rightfully has significant concern in respect of developing on or near sensitive aboriginal heritage sites presently left as open space.

The council / developer are required to undertake a Heritage Management Study for the proposed development that is able to manage any investigations on the site including:

- An Aboriginal heritage site discovery procedure put in place for the project.
- Heritage induction for workers.
- Archaeologist on call to identify potential Aboriginal site, object or remains.

This will allow any Aboriginal or European Heritage items throughout the site to remain undamaged if excavated during investigative or construction works.

All European heritage and archaeological features, whether listed or not, are protected and must be managed in line with the requirements of the HPA and the PDIA.

4: Stormwater Management

Due to the planned development's location at the bottom of the hill there is concern that the natural water runoff could cause problems for the opposing sites on either side of the car parking development.

All developments for the site need to be carried out after an in depth geotechnical survey is completed to AS1726 and all Civil works to AS1348.

4: Traffic Management

There are no indications of swept path analysis, turning circle analysis or traffic management strategies indicated in the DA for the boat ramp and car parking of the development. There are concerns that the current dock configuration isn't wide enough to accommodate the turning circles required within the current configuration while maintaining safety and operation for users attempting the boat ramp at the same time.

While the current design accommodates the minimum requirement launching two boats at once of a singular ramp, there is a high level of risk associated with operators moving around to detach boats off trailers and being hit by oncoming users.

The design of the ramps is to be reviewed before public acceptance of the design can be sought and needs to conform to Australian Standards, Austral road design guidelines (AGRD03-16) and DIT RD-GM-D1 Road Design for safety considerations.

There is also an issue around the mixing of boat/trailer parking with public parking being so closely associated without the use of a gate or other safety mechanisms and the chance of children or tourists being struck by a vehicle is more likely to occur if this separation is not maintained.


Conclusion:

Once a council sacrifices open space it rarely if ever gets it back. Further, once a council sacrifices open space to the benefit of the purported requirements of a private developer for the viability of a private development the Council will inevitably get further requests which it will be bound to abide to permit further open space to be reclassified in the name of viability of a development. At the very least there is no detriment in the Council awaiting the development of the site and determining whether forecast parking demand eventuates and then reconsidering its position.

The presently contemplated approach will be to the permanent detriment of the community and should not be followed.

The fact that the existing site is classified as a reserve and is being rezoned to provide facilities that are not critical to the improvement of critical infrastructure for the town is causing concern. This appears that a private development is being unfairly prioritised over other critical infrastructure projects that can be beneficial to Port Vincent and its residents.

It is our conclusion that without the proper governing reports and investigations being undertaken the community of Port Vincent is not in support of this development and propose that the Development Application be postponed until the proper mechanisms can be put in place.

Yours Sincerely
Elizabeth Perkins
John Skipper




29 August 2023

Sue Beech
Property Tenure Officer
Yorke Peninsula Council

By email only: admin@yorke.sa.gov.au; Sue.Beech@yorke.sa.gov.au

Dear Sue,



Level 4, 345 King William Street
Adelaide SA 5000
P (08) 8110 2800
F (08) 8110 2811
W www.nativetitlesa.org
ABN 66 131 591 841

Submission to Yorke Peninsula Council – Proposed Community Land Management Plan Amendments – Category 1 & 3

I write on behalf of the Narungga Nation Aboriginal Corporation (NNAC), in response to the Yorke Peninsula Council's request for public comment on a proposal to change the Community Land Classification for Lot 72, Marina Drive Port Vincent from 'Category 1 – Reserves' to 'Category 3 – Public and Community Facilities'.

NNAC is the representative body for the Narungga people, the traditional owners of Yorke Peninsula. The Narungga people maintain a deep cultural and spiritual connection to their country. On 14 March 2014 the native title of the Narungga people over Yorke Peninsula was recognised by the Federal Court in the matter of *Sansbury v State of South Australia (Narungga Nation Native Title Claim) [2023] FCA 196*.

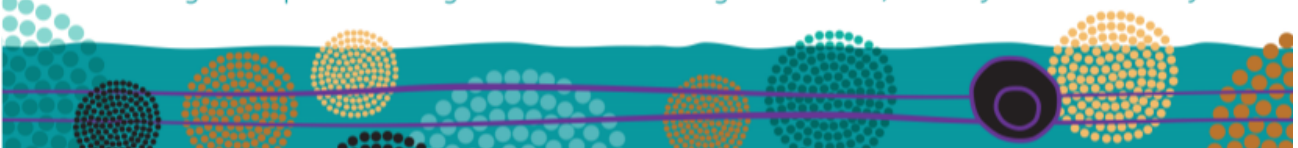
As the Yorke Peninsula Council's Community Consultation report concerning Port Vincent acknowledges, the natural spring on allotments 72 is of great significance to the Narungga people. Natural fresh water sources are rare on Yorke Peninsula and the Port Vincent area was an important traditional fishing place for the Narungga people and a place for obtaining scarce fresh water. Now referred to as the 'Narungga Well', the spring was known as a water source used by early Europeans. It was described in an early record of European contact with Narungga people in the Port Vincent area. James H. Hughes, a surveyor, wrote in the *Adelaide Chronicle* in 1840:

"Having been alone in the huts there [Port Vincent] all night, I went to the springs for water, about nine o'clock in the morning. On my return, after only two or three minutes absence, I missed two blankets and some other trifles, which surprised me very much, as I had no idea there were natives in the neighbourhood. I immediately commenced a search, and having gone about one hundred yards along the beach, I saw about ten natives fishing very deliberately, middle deep in water, two of whom had the missing blankets on their shoulders."

The Narungga Well is a registered Aboriginal site under the *Aboriginal Heritage Act 1988 (SA)* and it has the subject of several heritage surveys and heritage reports. The 2000 Port Vincent

1

Working to empower Aboriginal Nations to strengthen culture, country and community





Indigenous Land Use Agreement (Port Vincent ILUA) between the State Government, Narungga people and the Marina developer (as it was then) included provisions to ensure the protection of the Narungga Well. The Port Vincent ILUA led to protection and rehabilitation works that can be seen today: cement retaining wall, timber fencing, picnic table and landscaping. The Narungga Well remains an important part of culture for the Narungga people to this day. Moreover, the adjacent crown land parcel to the west of Lot 72 is land over which the Narungga People have native title rights and interests protected at common law and under the *Native Title Act 1994*.

NNAC understands that the proposed reclassification of Lot 72 is to facilitate the construction of carparking for public and private purposes as part to the proposed Dockside development. NNAC also acknowledges the stated willingness of the developer to engage with Narungga representatives to seek their input and guidance on preserving this sensitive area. Narungga looks forward to continuing that dialogue in due course. Nonetheless, NNAC is concerned that, in the absence of appropriate protections, the proposed reclassification of Lot 72 has the potential to jeopardise the integrity of the Narungga Well.

The NNAC does not oppose the Dockside development at the Port Vincent *per se*. As noted above, NNAC is a party to the Port Vincent ILUA which facilitated development at the marina in the early 2000's. However, NNAC notes that while the proposed reclassification of Lot will potentially benefit the public generally, and the developer substantially, it is the Narungga people alone who bear the risk of harm to their culture and connection to land.

NNAC, therefore, requests that any reclassification of the Lot 72 should be conditional on the Dockside developer entering into (or being required to enter into) a suitable cultural heritage agreement with NNAC to acknowledge, protect and enhance this important site during the design, construction and for the life of the development, through such measures as sensitive design, improved signage, landscaping, naming protocols and participation of Narungga people in the development.

Finally, NNAC representatives also welcome the opportunity to meet with council representatives at the site of the Narungga Well to discuss the proposal and explore options for protection and enhancement of this important cultural site.

Yours Sincerely

Tim Graham
Senior Legal Officer
South Australian Native Title Services



26 July 2023

Community Consultation
Community Land Management Plan Amendments
PO Box 57
MAITLAND SA 5573

Email: admin@yorke.sa.gov.au

Thank you for your letter dated 14 July 2023 advising of a proposed amendment to the Community Land Management Plan (CLMP) over Lot 72, Marina Drive, Port Vincent.

My husband and I were one of the original purchasers of a residential block in the Marina and have watched the development of this area progress since our house was completed in 2006. We have an excellent view of the proposed Dockside development and of Lot 72, Marina Drive. It is disappointing to see the Commercial block still remain vacant after more than 20 years since the Marina was completed.

I offer my full support to the proposed amendment to the CLMP over Lot 72 which will subsequently allow much needed carparking over a portion of this Reserve which will provide safe access to the historic well and will also support the proposed Dockside development. Council needs to support developments such as Dockside to help reverse the considerable decline in local businesses which has been occurring in Port Vincent in recent years.

Some of these businesses / facilities include: -

- Port Vincent Hardware;
- 2 Garages and the only 2 fuel outlets in the town;
- Corner Delicatessen;
- Butcher Shop;
- Sporting Store (Main Street);
- Port Vincent Primary School.

The Dockside development will provide an opportunity for new businesses and jobs to be created and a progressive regional Council should be doing everything within its power to ensure projects such as this are approved. As a previous resident of the Copper Coast Council, I have seen what can be achieved when a Council works proactively with developers to create new commercial opportunities for the benefit of residents and visitors.

I have also viewed Lot 72 and understand the proposed carparking will be sited within a relatively cleared area with minimal vegetation to be impacted. I have also seen traffic park on Marina Drive adjacent to the historic well which creates a road safety issue in this area. Parking within Lot 72 will reduce this risk. It will also be beneficial to property owners near the commercial site as this provides an option for visitors to park there rather than in front of residential properties which also creates access issues.

Parking within Lot 72 will also support the nearby bush walking tracks / recreational activities and take some pressure off the boat ramp trailer park area. I appreciate there will be opposite views regarding this matter, but believe the benefits will far outweigh these concerns. The historic well does require better signage for it to be promoted properly, however carparking is required on Lot 72 to ensure better access.

I don't wish to appear before Council on this matter, but would be pleased if you could take this letter of support into consideration.

Yours faithfully

A solid black rectangular box used to redact the signature of the sender.

Mrs Angela Bruhn

Community Consultation
Community Land Management Plan Amendments
PO Box 57
Maitland SA 5573
Email: admin@yorke.sa.gov.au

Proposal to change Lot 72, Marina Drive, Port Vincent from Category 1 to Category 3

The Eucalyptus socialis, porosa, incrasata and leptophylla that have been planted are endemic to the area. Their importance should not be diminished because they were planted and the birds that frequent the area would not notice the fact. Spiny Cheeked Honeyeaters, New Holland Honeyeaters, Singing Honeyeaters, Red wattle Birds, White Browed Babblers and Rainbow Lorikeets frequent the mature vegetation in Lot 72.

Mallee, probably E socialis existed around the well when it was in its natural state more than 20 years ago. The setting was divine with the well nestled in a depression amongst sand dunes and mallee (probably E. socialis) and coastal shrubs. The existing presentation of the well does not do it justice. The respect that this cultural and historical landmark deserves is further diminished if more endemic vegetation is removed and a car park encircles it. Sadly information board at the well explaining the significance of this site is also missing at this important time of consultation.

I believe the Lot 72 should remain as a category 1- Reserve.

Proposed plantings of trees, garden beds with shrubs and turf.

I remain very sceptical of propositions of generous plantings that require ongoing care. They look good in glossy brochures but do they really eventuate? Marine Parade has garden beds, dripper lines and plantings that were maintained for a few years. For the last 18 years they are a wasteland and eyesore on the foreshore approaching the Marina along Marine Parade. Who will maintain such a generous proposal of plantings? Who will be responsible and have the accountability to maintain a garden appearance? The gardens around the marina carpark are equally appalling and display a complete lack of care.

I am disappointed at the choice of trees. On the one hand the report diminishes the vegetation value of lot 72 because the vegetation is not entirely locally endemic and then the proposal is to plant Japanese Elms and Palm trees. Paradoxical! Please embrace our local vegetation that supports our nectar loving birds.

End piece

I am amazed at the scale of this proposal and wonder what legacy there will be if it goes ahead. Port Vincent remains a Christmas and Easter destination and sleeps the rest of the time.

Respectfully submitted

Greg Kretschmer
[REDACTED]
[REDACTED]

Community use of car park spaces

1. It is simply outrageous that Council even considers re-zoning council community land as a developer's car park. This land is currently a reserve. The current classification of this land "Strictly excludes any commercial activities" and the land is held is for conservation, primarily used to protect flora and fauna.
2. The CLMP for Public and Community Facilities is very clear on what activities this land can and should be used for, and a car park does not comply with its objectives.
3. It is not reasonable (or we suggest accurate) to predict that parking utilisation will be low. If that was to be the case, why do we need this carpark in the first place (except to satisfy develop criteria for a private development).
4. 67 carparking spaces along Breakwater Drive will result in what is already a narrow road being turned into a congested traffic hazard with the constant movement of cars along its full length, and an increased risk to pedestrians and nuisance to both existing residences and CYC marina users.
5. Breakwater Drive was never intended to have this volume of cars using such a narrow road. This will present a hazard to pedestrians who often walk along this road due to its already narrow footpaths. At night car headlights already shine into residents houses along and across the marina and this will increase significantly.
6. Breakwater Drive is a narrow road and its intersection with Marina Parade, along with the increase in general traffic from the development, will turn what is a safe and quiet area into a busy and dangerous intersection. Speeding along this road is already an issue during peak holiday periods.
7. The Community engagement document regurgitates the developer's application under the heading '*Benefits of the Project*' and puts forward a motherhood statement to the effect that the development will be a 'catalyst' to create jobs, help build, and drive the economy for Port Vincent. Leaving aside the subjective and emotive nature of this comment, the principal of giving

community land to a developer for a carpark does nothing to drive the economy of Port Vincent.

8. In fact, it has a negative effect by detracting from the natural beauty of the area and eliminates or reduces community land for the protection of flora and fauna and the recreational use by residents and tourists alike. There is a picnic spot and areas of indigenous significance directly adjacent (or part of) the area now earmarked for carparking. The phrase 'paved paradise to put up a parking lot' comes to mind.
9. The Council should further not be using rate payer's money to contribute 50% of the costs for the realignment of the trailer boat carpark. Residents already pay exorbitant rates and their money should not be used to subsidise a developer in circumstances where the developer cannot meet the development criteria using their own land.
10. The consultation document goes on to state:

"If any new carparking is to be vested back to Council after construction, the Developer will first provide 'whole of life' maintenance costings acceptable to Council, and pay a bond that can be drawn down over time by Council to maintain the infrastructure, otherwise the Developer will retain ownership and maintenance liability for new carparking".

This should be of great concern to residents and ratepayers. This is the same developer that has already demonstrated it cannot be trusted to follow through with promises made and has moved away from its original intentions and plans. The initial marina development contained fuel dispensing facilities and other marina related support infrastructure. Once land was sold and profit received, no infrastructure was provided and the marina users left to fend for themselves.

In their most recent iteration of the developer's plans, a five storey building is sought to be introduced, single blocks along the marina frontage have been split into 3 with little regard for the planning guidelines and remarkably, instead of the previously promised support infrastructure, floating residential homes are sought to be approve, contrary to Infrastructure, Ferry and Marina

Facilities zoning requirements. Instead of enhancing the area or the marina in any way, all of these proposals detract from the visual amenity and facilities for marine users.

The clear motivation of the developer is maximising profit.

If the developer fails to provide a bond of sufficient value or to undertake maintenance works as required, who pays then? They have already dug up Marina Drive in front of residential blocks owned by them to access water mains and failed to fix the road in a fit or proper manner. The same approach and absence of care for other residents should be expected for the proposed carpark.

The loss of community land that is currently a reserve, to allow a developer to build a carpark is not supported. Ratepayers money should not be gifted to a developer for alterations to the existing boat ramp carpark.

The amendment proposed:

To reclassify the subject land (Lot 72 Marina Drive, Port Vincent) from Community Land Management Plan (CLMP) Category 1 – Reserve to CLMP Category 3 - Public and Community Facilities

We are writing to express our opposition to the reclassification of this parcel of land from Community Land Management Plan Category 1 – Reserve to Community Land Management Plan Category 3 - Public and Community Facilities.

As residents of the Marina, initially when we heard Lot 1 of Marina Drive, Port Vincent was being developed, we thought it was for a small single story tavern and we welcomed the idea.

However, we have since found out Dockside is far more than this and we believe it will end up being a white elephant and an eye sore that will actually detract from the marina simply because we do not believe the development, as it stands, is commercially viable.

We understand the need to bring tourists to the region, but the reason they are attracted to Port Vincent is for its raw beauty, recreational activities such as fishing and the fact that it does not look or feel like Suburbia (from which people are trying to escape). Concrete car parks catering for 198 cars and a 5 story complex, along with additional development associated with Float, will not attract people (especially in the longer term) when they will look and feel empty because they are underutilized.

Furthermore, we don't believe community land should be forgone for the commercial benefit of the Developer – perhaps they should down scale their plans to meet what is available (eg they are selling three townhouses next to the five storey complex – why do they not use this land for their car parking?)

Finally, we would ask that you include us in any further correspondence/consultation in regards to this Development.

We both responded separately to Public Consultation Submission - Development Application ID 2202703 in November 2022 and yet only David was sent an email giving him the opportunity to be involved in this Community Consultation. We are also aware of others who responded to the aforementioned Development Application who also were not offered to opportunity to be involved in this Community Consultation; (we would have thought all persons submitting to the Development Application ID 2202703 would have automatically been emailed).

Thank you.

Ingrid and David McKay

[Redacted signature block]

**Real Estate**

1/08/2023

Yorke Peninsula Council

Community Consultation

Community Land Management Plan Amendment.

Dear Sir,

RE: Lot 72 DP 61751 Marina Dve, Port Vincent

I have viewed the plan for the proposed change of land use with regard to Category 1 – Reserves to Category 3 – Public & Community Facilities. For the benefit of the community & the developers proposal of the Apartments & mixed use development I think this area (Lot 72) best suits the land use whilst maintaining the natural scrubland behind the proposed change of use area. I am in support of this change of use.

Concerns Regarding Future Carparking:

- **Use of land for 19 Carparks – “Buttons Beach” Marina Dve:**
This strip of vacant land has been used at least four times in the last 5 years for **Medical Evacuation by helicopter & at least 3-4 Emergency response vehicles** in each instance. This is an essential site for this purpose & should not be utilised as a “carpark”. This is an essential service location for the yachting, boating community & in particular in view of the increased human patronage of the adjacent Apartment multi use development.
- This area is utilised also by the aquatics group as a vehicular delivery point / drop off point for students, retrieval of kayaks, paddleboards, snorkelling. Residents / Tourists use alike.
- Area Frequently used in peak periods for overflow of boat trailer parking from adjoining boat ramp.
- **Boat Ramp Park.** Proposed Decreasing the size of existing boat trailer parking to allow for more carparking for Dockside Development. This is a mistake. Congestion is already a problem from December to March particularly on weekends. See above comment re overflow.

This franchise is operated by M.A. Easter Nominees Pty Ltd t/as Elders Real Estate Yorke Peninsula

- **Breakwater Road:** A proposal to utilise the southern shoulder to create 85 Carparks. Reluctantly agree that to get the approval for the development this is the only option to help meet parking criteria. I disagree with the proposal for the provision of 8 parking spaces in front of A Row berths. This area is currently used for Marina Administration staff, boat provisioning & tradie parking. Should not be used for general parking. Also, the aesthetics along Breakwater Rd to the roundabout on the eastern end would be stark black sealed road mass & not fit the tranquillity / ambience of the area.

Currently the developer has committed two vacant blocks that they own opposite the proposed Apartment site. The developer also owns another 3 vacant allotments within 30 metres of the proposed Apartment site which would perhaps create another 50 additional car parks (*see annexure site plan*).

I am happy to discuss these issues further should the situation arise.



Len Easther

Principal. Sales, Auctioneer & Valuer



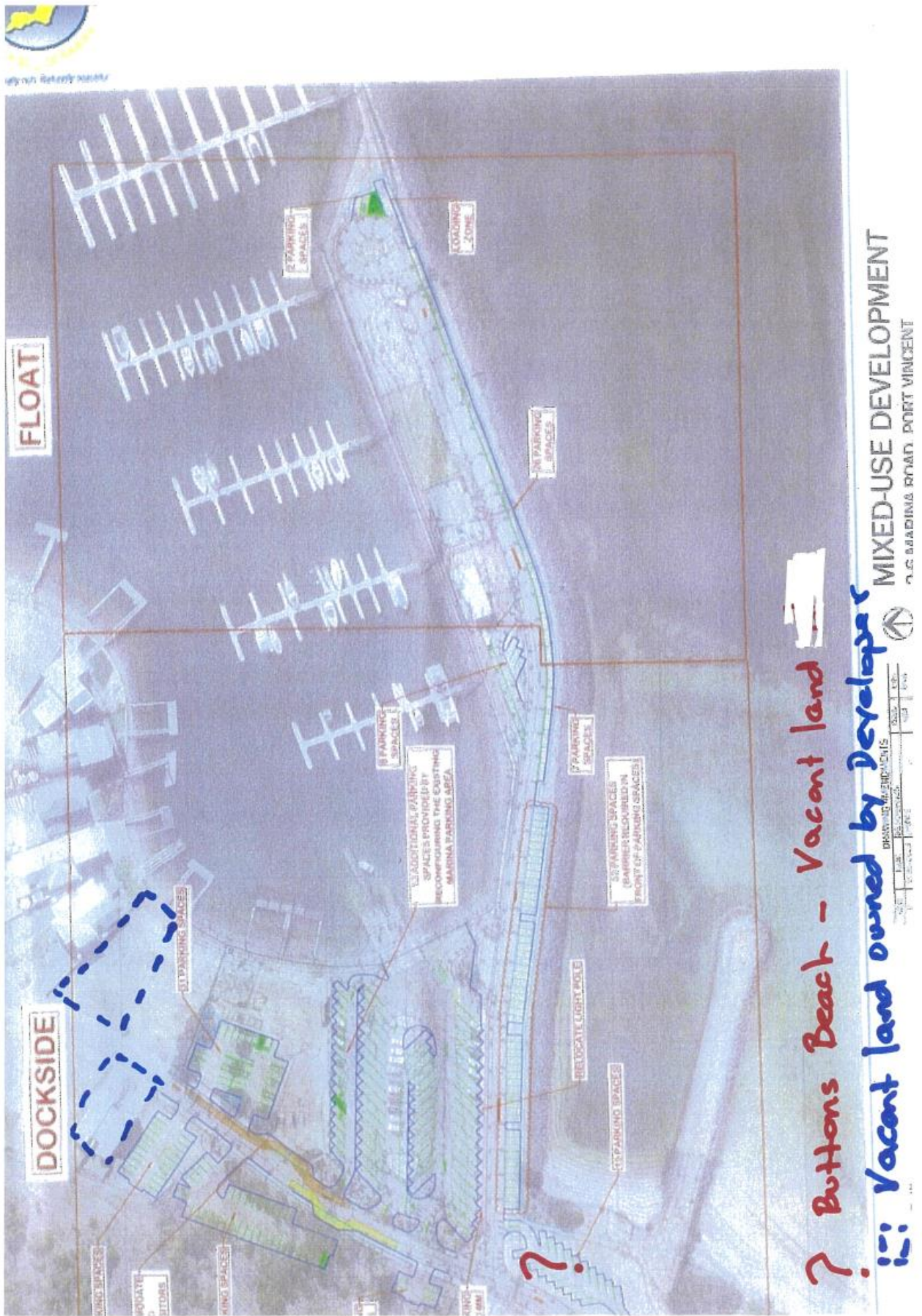
Photographs



Medical retrieval on vacant land in front of Buttons Beach, Marina Dve



Aquatics utilising the beach / vacant land for pick up / drop off



? Button's Beach - Vacant land owned by Developers
 !: Vacant land owned by Developers

Sue Beech

From: Nathan Wright [REDACTED]
Sent: Monday, 14 August 2023 1:56 PM
To: [REDACTED]
[REDACTED]
[REDACTED]
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[REDACTED]
[REDACTED]
Subject: Fwd: Community Consultation, Community Land Management Plan Amendments
Attachments: 2023 08 14 Community Consultation re Lot 72 reclassification.docx
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.

Hello everyone,

I hope this email finds you well. As the developer in charge of this proposal, I'd like to take this opportunity to address the points raised in this discussion.

The Dockside site falls within the Infrastructure (Ferry and Marina Facilities) Zone, which explicitly envisions a variety of uses such as dwellings, tourist accommodations, shops, restaurants, and parking areas for both vehicles and boats. The overarching goal for this zone is to foster waterfront-oriented recreational and tourist development activities. The proposal in question aligns with these objectives by introducing high-quality waterfront commercial, café, and residential facilities that cater to the desired uses outlined in the zone's guidelines.

Regarding the height of the proposed development, it's worth noting that there are no maximum height restrictions for the subject land or any development within the Infrastructure (Ferry and Marina Facilities) Zone. While the scale of this development may exceed that of the surrounding two-story residential buildings, the design has been thoughtfully crafted to integrate with the marina and adjoining public spaces without overpowering them or adjacent homes.

The ongoing consultation process conducted by the Council pertains solely to Lot 72, which is the community land across Marina Drive from the Dockside site and the boat trailer parking area. This initiative aims to gather community feedback about the proposed change in category for Lot 72 under the Community Land Management Plan. The intended shift from the Reserve category to the Public and Community Facilities category would grant the Council the flexibility to consider Dockside's request for a public car park on the site. This car park would be accessible to all community members without any restrictions. Importantly, the development team will cover the costs of these improvements, ensuring there's no financial burden on the community. The proposal would also improve the landscaping on the site.

On a broader note, I'd like to highlight several advantages that the proposed development could bring:

1. Increased economic activity and business prospects.
2. Job opportunities for locals.
3. Enhancement of sailing events.
4. Additional dining and beverage choices for both residents and visitors.
5. Comprehensive improvements to the marina's overall landscaping.
6. The potential to stimulate other opportunities, including the establishment of a ferry service to/from the marina.

From my perspective, the most significant benefit is the anticipated economic activity that would be generated in the region. As we're all aware, Port Vincent has experienced the loss of several services in recent years. Dockside PV has the potential to attract service providers back to the town and revitalise the local economy. This, in turn, could create jobs for residents and help retain local youth who might otherwise seek opportunities in urban areas. Our team has been receiving interest and proposals from various businesses eager to be a part of this venture, ranging from Flinders Gin and Brindabella yacht tours to sightseeing tour operators, fishing charters, hotels, coffee shops, seafood producers, and even ice cream parlours. These businesses' interest aligns well with the town's existing amenities and would contribute significantly to its growth.

When I initiated this project, I was well aware of the history of various proposals for this site. The common thread among these previous proposals was their financial infeasibility, leading to their abandonment. Over the past two years, our team has embarked on a systematic approach to ensure the success of the site and breathe new life into the marina for residents and visitors alike. Extensive due diligence has been conducted to determine the factors necessary for any commercial venture to thrive here. This investigation has resulted in identifying specific room numbers and population densities that form the foundation of the Dockside development. Deviating from these figures could jeopardize the commercial viability of the project.

While my family and I may not be full-time residents, we've been visiting Port Vincent for over two decades, and we've grown to consider ourselves part of the town's fabric. Our house is located at 37 Marina Drive, and we frequent the area with our three children. I assure you that my intentions align with enhancing the marina and preserving the vision that my father-in-law Terry Lillis and 'uncle in law' John McDonnell initially had for this development. Their ambitious vision inspires me to strive for its realization.

I'm grateful to acknowledge that an overwhelming majority of individuals in Port Vincent and the Yorke Peninsula have expressed support for our proposal. We've worked closely with those who have raised concerns, actively addressing their worries to find resolutions. If any of you have questions or concerns about the development, please don't hesitate to contact me directly. Even better, consider paying a visit to my home for a face-to-face conversation over coffee or a beer. Lastly, if you're in support of our proposal, please consider drafting a positive supporting letter for submission to the council.

With sincere regards,
Nathan and family



Nathan Wright • Principal
Dockside Port Vincent • Where life meets the sea
m. [REDACTED] | e. [REDACTED]
w. docksideportvincent.com

[REDACTED]

Sue Beech

From: Ian markos [REDACTED]
Sent: Monday, 14 August 2023 4:08 PM
To: [REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED] Corporate Email Address;
 [REDACTED]
Subject: Re: Community Consultation, Community Land Management Plan Amendments

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.

Thanks for your email Nathan,

This land is currently a reserve. The current classification of this land "Strictly excludes any commercial activities" and the land is held is for conservation, primarily used to protect flora and fauna. The council CLMP for Public and Community Facilities is very clear on what activities this land can and should be used for, and a car park does not comply with its objectives.

Leaving aside the subjective and emotive nature of your comments concerning the developments advantages, the principal of giving community land to a developer who cannot meet the development criteria using their own land for a carpark does nothing to drive the economy of Port Vincent. I note your comments regarding the viability of the project and why it is "five" levels high. Maximising profit comes to mind.

As to your proposal for nine, three level floating residential homes - The Planning and Design Code denotes two separate planning zones within the marina precinct.

1. "Infrastructure Ferry and Marina Facilities" – within which the proposed development is located; and
2. the adjacent residential zoning for homes constructed around the marina - Port Vincent "Neighbourhood"

These two zones have completely different Code requirements.

The Desired Outcome for the Infrastructure Ferry and Marina Facilities is stated as the accommodation of On-Water development associated with the function of marinas and passenger ferry services together with a range of complementary waterfront-oriented recreational and tourist development activities.

The performance outcome criteria for the on-water component of the zone is then set out as comprising boat and ferry berthing, boat servicing facilities, walkways and channel markers which preserve the function of marinas, passenger ferry services and port activities.

No where in the Planning Code is the construction of residential dwellings or bars accommodated in the On-Water component of the infrastructure zone.

It is clear the Code does not condone dwellings or residential property "On-Water". The intent of the Performance Outcome and Deemed to Satisfy criteria is that On-Water marina development is for boats and associated

infrastructure – Not residential dwellings. Residential dwellings associated with marinas should be developed and built Off-Water. Marine berths are for boats.

Regards

Ian Markos

[REDACTED]

Sue Beech

From: Ed Little [REDACTED]
Sent: Thursday, 20 July 2023 12:32 PM
To: Corporate Email Address
Subject: A few questions

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Hi,

My family has owned 111 Marine Parade for many years. My mother sent me this proposal to have a look at.

Questions:

If you have to go to multi level carpark, where is this going to be located?
How do you see the car and trailer carpark working. From the look of how you have designed over the top of the current carpark, there is no room to reverse. Every one who parks in there will need to be a precision expert driver. I see a lot of accidents occurring in the peak of the summer rush. Maybe set up some cones on the carpark and see if it works.

Regards

Edward Little
HSE Supervisor



Hansen Yuncken Pty Ltd
Level 1, 193 Fullarton Road, Dulwich, SA
T [REDACTED] M [REDACTED]
www.hansenyuncken.com.au

*___ We acknowledge the Traditional Custodians
of the land on which we work. We pay our respects
to Elders, past, present and emerging ___*

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Sue Beech

From: Jo Barrie [REDACTED]
Sent: Monday, 14 August 2023 3:26 PM
To: Corporate Email Address
Subject: Att Sue Beech, re: Community Consultation - Community Land Management Plan Amendments

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.

Dear Sue,

Re: Community Engagement – Lot 72 in Deposited Plan 61751, Marina Drive, Port Vincent

I am writing to offer my support of the proposed change for Lot 72 in DP61751, Marina Drive Port Vincent.

Until more recently, the Aboriginal well area was overgrown and the signage was in disrepair. In fact most visitors to the area and many residents didn't even know it was there. I believe the change of use will not only allow for car parking, it will enhance the overall site and Aboriginal Well area with landscaping and improve the overall use of the area and public amenity. It will also provide other potential opportunities. For example: indigenous tours, art installations and information; to a detour from the Walk the Yorke trail along the cliff top, down through the marina, with the opportunity to visit the Erratics at the northern end of the marina and the Aboriginal Well to the south.

More car parking would help avoid cars taking up the larger car and boat trailer parks in peak times at the boat ramp car and trailer park. The change of use could also be a catalyst to the overall commercial marina development on: Lot 1; floating cafe and houses on E-Row; a potential ferry service; tours and endless tourism opportunities. The overall economic development and job creation a project of this scale can bring to the region is massive.

Thank you for the opportunity to provide feedback.

Kind regards, Jo

Jo Barrie
[REDACTED]
[REDACTED]
[REDACTED]

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23/75951

RECEIVED
- 8 AUG 2023
BY:.....

Letter of support.

As a local business we are in support of Dockside Port Vincent using lot 72 for additional car parking as part of their development.

We provide a unique local product here in Port Vincent and are hugely reliant on the tourist trade all year round.

Dockside Port Vincent is looking to provide a much needed boost to both Port Vincent and the Yorke Peninsula to encourage visitors to our area. Tourists spend money in our town and look for experiences such that we can provide.

Additional parking is essential so that there is no impact on the current boat ramp and parking facilities.

Judy Degiglio
Port Vincent Oysters

Sue Beech

From: Rob Skipper [REDACTED]
Sent: Thursday, 10 August 2023 10:55 AM
To: Corporate Email Address
Cc: Anne Skipper [REDACTED]
Subject: Lot 72 Marina Drive PORT VINCENT: Deposited Plan 61751

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.

As an owner and ratepayer of the property at 89 Marine Parade PORT VINCENT, I wish to comment on the potential change of Lot 72 from Cat. 1 – Reserve to Cat. 3 – Public and Community Facilities; and to make further general comments about the overall parking proposed in Annexure 1 of the Community Consultation paper relating to proposed changes to Lot 72.

My comments are as follows:

- Firstly, Lot 72 is a reserve and should be preserved as such.
- The principle use of the marina is for boating: that is, the mooring of boats within the marina along with facilities to launch boats including parking for trailers.
 - I am particularly concerned about the reconfiguration of the trailer parking area. The overall size of the boat trailer park will be significantly reduced which will make it extremely difficult for the likes of trailer-sailers to rig and derig their boats while others manoeuvre their boats past them. Note: trailer-sailers are regular entrants in the Sunday sailing races in the bay. They have nowhere else to rig/derig their boats.
 - It is also important that there be sufficient room to manoeuvre boat trailers past one another in the boat trailer park to ensure that people launch and retrieve their boats in an efficient manner. Reducing the size of the park (despite retaining the same number of parks) will impede movements and slow boat launch and recovery and inevitably lead to angst and potential confrontations.
 - I have no doubt that the proposed development that is generating a need for additional parking will see some of it (unintentionally) spilling over into the car park designated for boat trailers.
- During summer, the current boat trailer park cannot cope with the number of boats launched hence there is a spill over to areas along the northern end of Marine Parade. The proposal for car parking opposite the 'swimming beach' will at times make it impossible for 'spill over' boat trailers to park anywhere close to the boat ramps causing additional congestion and significant delays on the boat ramp.
 - As boat trailers (and cars) are parked further and further south on Marine Parade, they will impact the ambience of long-standing residents who should not be penalised by events specifically related to the activities of a marina.
- Those who have chosen to build houses around the marina presumably based their choice on their perception of the ambience of doing so in the supposed knowledge that their choice would not be severely impacted by the disruption of a major development.
 - While a tavern has been a long term component of the marina, the current scale and purpose of the proposed development which has necessitated additional parking at the core of the proposed change to Lot 72 from Reserve to Public and Community Facilities, could not have been foreseen by those who purchased blocks on the marina and subsequently built there.
- I also note that there is a well attributed to First Nations people. Given First Nation politics currently pervading developments elsewhere, I would think it very brave for any council to allow parking to interfere with or even overshadow the current natural spring/well that is clearly delineated including a sign attesting to its history. To surround it with a car park is surely an insult to the Narrunga people. The tokenism of such an approach is breathtaking!
- The aesthetics of the marina will be compromised enormously given the entry point to the marina will now be car parking on either side ... with numerous cars potentially blighting the ambience and serenity of the marina. Moreover, designated parking for 43 cars on Lot 72 will be supplemented by parking for 31 cars on

the adjacent Lot 1 along with 19 parking spaces on the area in front of the ‘swimming beach’. An ‘asphalt jungle’ where once Reserve and natural vegetation prevailed!

- As an aside, the ‘swimming beach’ is a ‘white elephant’ ... and was always going to be so; but of course local views that it would silt up were ignored in favour of the so-called experts in such matters. The bay has also silted up as a result of the marina – despite so-called experts assuring us it would not do so – again in contrast to local views.
- I trust therefore that local views will prevail in this instance and the parking proposal for Lot 72 is rejected accordingly along with the other parking ‘adjustments’.

Yours sincerely, Rob and Anne Skipper

[Redacted signature]

Rob Skipper
Managing Director

Anro Traders Pty Ltd t/as Capstone Insurance Brokers
AR 273311 | CAR 449267 | ABN 48 166 195 419

Level 3, 185 Victoria Square ADELAIDE SA 5000
GPO Box 1368 ADELAIDE SA 5001

Phone [Redacted] Mobile [Redacted]
Web: www.capstoneinsurance.com.au Email [Redacted]

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Ghafar and Roya Sarvestani
[REDACTED]

24 July 2023

Yorke Peninsula Council
Development Planning Board
PO Box 57, Maitland SA 5573
admin@yorke.sa.gov.au

Subject: Support for proposed community land management amendments - Lot 72 Marina Drive, Port Vincent.

Dear Yorke Peninsula Council,

We are writing this letter to express our support for the proposed carpark development adjacent to the Dockside Port Vincent development in the Port Vincent Marina. We firmly believe this project holds immense potential to transform our town positively and bring numerous benefits to residents and visitors alike.

The idea of utilizing the block of land, which is currently informally used as car parking anyway, as an official car park is an excellent initiative. By formalizing the parking arrangements, we can ensure better organization, safety, and accessibility for all users, including those who visit the Walk the Yorke Trail and the Indigenous freshwater spring. Providing dedicated parking facilities will undoubtedly enhance the overall experience for everyone interested in exploring these natural treasures, encouraging more people to embrace an active and healthy lifestyle.

One of the primary advantages of the proposed development is the far-reaching impact it will have on our community. It is evident that the entire development project, with the added carpark, will be transformative for the town. The benefits include:

1. **Employment Opportunities:** The construction and operation of the development will create numerous job opportunities for local residents, boosting our economy and contributing to a more sustainable livelihood for our community members.
2. **Increased Food Options:** The development's additional food options will provide a diverse culinary experience for both locals and tourists, supporting local businesses and potentially attracting new entrepreneurs to invest in our town.
3. **Enhanced Tourism:** The availability of better facilities and infrastructure, such as the proposed car park, will attract more tourists to our area. This increased tourism will have a positive ripple effect on other existing businesses, driving economic growth and prosperity for the entire community.
4. **Aesthetic Improvement:** The transformation of the current "scrubby" area into a well-landscaped and attractive space will not only complement the surrounding natural beauty but also create a positive impression on visitors, enhancing our town's overall image.

In conclusion, we wholeheartedly support the development of the carpark adjacent to the Dockside development. The project's positive impact on the community's well-being, economic growth, and aesthetic appeal cannot be overstated. It aligns perfectly with our vision of creating a more vibrant and thriving town that celebrates and preserves its natural and cultural heritage.

Thank you for your time and consideration.
Sincerely,

Ghafar and Roya Sarvestani
[REDACTED]

Sue Beech

From: Ron Turnbull [REDACTED]
Sent: Monday, 14 August 2023 4:44 PM
To: Corporate Email Address
Subject: Lot 72 Marina Drive, Port Vincent

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Community Consultation – Community Land
Management Plan Amendments

As residents and business owners in Port Vincent my wife, Peta and myself fully support the Dockside development in our town.
The proposed rezoning of Lot 72 to facilitate car parking will be of far greater benefit than any loss of a small parcel of vacant land.
It would seem to me a small price to pay for a better outcome for all current and future users of the Marina precinct and our town.
Let us aim high to be a showpiece in South Australia.

As the owners of the IGA Supermarket in town we are disappointed that some people are so anti development in Port Vincent. The town needs more permanent residents as well as tourists to maintain the services we already have and avoid more business closures. The attraction of some new business activity would be most welcome.
We have already had the anti development voice succeed in the sewerage debate.

Are we to be forever stuck in a time warp?

In Summary – Support for the rezoning of Lot 72 and Dockside.

Regards

Ron & Peta Turnbull
[REDACTED]

Sent from [Mail](#) for Windows

Sue Beech

From: James Wark [REDACTED]
Sent: Thursday, 27 July 2023 9:57 AM
To: Corporate Email Address
Subject: Community Engagement ..Dockside development.

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Attention : Sue Beech.

Hi Sue ,

My name is James Wark , owner of the house at 107 Marine Parade, Pt Vincent.

I am naturally concerned about the negative impacts of the proposed Marina development on our family life at 107 Marine Prd.

It appears the developer requires 198 car parking spaces as a pre-condition for the development to proceed. To gain these spaces the developer seeks to take over community owned land for this purpose.

I have difficulty in reconciling the fact that Lot 72 will be transformed from a restful natural scrub reserve containing an important indigenous watering well to a paved car park.

When I attended the early public meetings relating to this development, the need for additional car parking spaces were mentioned as an issue. The developer reassured the audience there were options in place to resolve this issue , including filling in the walled swimming area which is rarely used ..no mention was made of taking over precious community land and converting it to a paved car park ?

As the resident owner of 107 Marine Parade I am very concerned that if this development proceeds as planned, on busy occasions cars will spill over from the allotted car spaces into our side road which services our few shacks/ houses.

I require please reassurance from you that this will never happen and that our position will be protected by marking our side road restricted to residents only.

Look forward to hearing from you.

Kind Regards,

James Wark.