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

Date:	**Wednesday, 13 December 2017**
Time:	**5.30pm**
Location:	**Council Chambers**
	57 Main Street, Minlaton
	Minlaton

AGENDA

Ordinary Council Meeting

13 December 2017

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.

Agenda

1 Welcome by Mayor 5
2 Opening Prayer 5
3 Present 5
4 Leave of Absence 5
5 Apologies 5
6 Conflict of Interest 5
7 Minutes of Previous Meeting – for Confirmation 5
8 Motions on Notice 5
Nil
9 Questions on Notice 5
Nil
10 Questions without Notice 5
11 Petitions 5
Nil
12 Mayor 6
12.1 Mayor's Monthly Report November 2017 6
13 Councillors' Report 8
Nil
INFORMATION AGENDA 10
14 Items for Exclusion 10
15 Receipt of Information Reports 10
16 Chief Executive Officer 11
16.1 CEO Activities November 2017 11
16.2 Action Listing Report 13
16.3 Correspondence from the Minister for Transport and Infrastructure 18
16.4 Hillside Mine Community Voice Minutes 21
17 Corporate and Community Services 26
17.1 Audit Committee Minutes - 25 October 2017 26
18 Assets and Infrastructure Services 33
18.1 Construction and Maintenance Works 33
19 Development Services 40
19.1 Inspectorial Activity Report 40
19.2 Development Application Decisions 42
19.3 Wastewater System Application Decisions 49
20 Visitors to the Meeting 52
DEBATE AGENDA 54
21 Chief Executive Officer 54

21.1 Delegations Register 54
21.2 Black Point Beach Management Report 59
21.3 Marion Bay Boat Launching Facility Review Outcomes 74
21.4 SYP Community Housing Association 106
21.5 Edithburgh Outdoor Gym Space 112
22 Corporate and Community Services 128
22.1 Financial Report as at 30 November 2017 128
22.2 Change of fees at the Point Turton Caravan Park 133
22.3 Black Point Progress Request for Funding - Sand Erosion Study 135
22.4 Local Government Association Workers Compensation Scheme Work Health Safety and Return to Work Policy 160
22.5 Strategic Risk Register 168
22.6 Speed Limit Review Results Updated 173
23 Assets and Infrastructure Services 180
23.1 Draft Major Plant Asset Management Plan 180
23.2 Coastal Management Strategy Working Party 182
24 Development Services 188
24.1 New Lease - James Well & Rogues Point Progress Association Inc. 188
25 General Business 192
CONFIDENTIAL AGENDA 193
26 Confidential Items 193
Nil
27 Next Meeting 193
Wednesday 17 January 2018
28 Closure 193

1 WELCOME BY MAYOR

Meeting declared opened

2 OPENING PRAYER

3 PRESENT

4 LEAVE OF ABSENCE

Nil

5 APOLOGIES

Cr Trevor Davey

6 CONFLICT OF INTEREST

7 MINUTES OF PREVIOUS MEETING – FOR CONFIRMATION

7.1. Ordinary Council Meeting - 8 November 2017

7.2. Confidential Council Meeting - 8 November 2017 at 6.35pm

7.3. Special Council Meeting - 14 November 2017

7.4. Confidential Special Council Meeting – 14 November 2017 at 6.28pm

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 NOVEMBER 2017

Document #: **17/82330**

Department: **Executive Services**

PURPOSE

To keep Elected Members updated on Mayoral activities during the month of November 2017.

RECOMMENDATION

That the report be received.

DISCUSSION

6 November	Attended a cocktail event at the invitation of The Nature Conservancy in Adelaide to celebrate the Adelaide International Bird Sanctuary with CEO Andrew Cameron and Deputy Mayor Hoyle. It was pleasing to note that TNC also shared the recent successes of the Windara Reef project.
8 November	Coastal Management Strategy Working Party Meeting.
	Monthly Council Meeting.
11 November	Mayoress Claudia and I attended the Remembrance Day service held at Bublicowie Military Museum, led by Councillor Darren Braund in his role as Pastor of the Light Church at Edithburgh, and laid a wreath on behalf of Council.
12 November	Attended the book launch of “Everyday Matter’s” by Neil Longbottom, held at Minlaton Golf Club.
14 November	Special Council Meeting – Section 270 Review.
15 November	With CEO Andrew Cameron, Cr Rich and Cr Bittner, attended the LGA General Conference held in the Magarey Room at Adelaide Oval. In the evening we attended the LGA Dinner where I accepted on behalf of Cr Trevor Davey his 20 Year Service Award.
16 November	Attended the LGA General Meeting held in the Magarey Room at Adelaide Oval.
17 November	Andrew and I were apologies for the Legatus Group Board of Management Ordinary Meeting held at Burra.
	In the evening Mayoress Claudia and I were guests at the Yorketown Area School Year 12 Formal held in the Yorketown Town Hall. The students had decorated the hall brilliantly, turning it into a fairyland.
20 November	Interview with Jessica Braithwaite from 9 News Adelaide for a story on SA Tourism’s Coastal Way Road Trip.
21 November	Hosted the LGA President Lorraine Rosenberg and CEO Matthew Pinnegar on their annual visit to discuss matters of mutual concern with Crs Bittner, Rich and Headon, CEO Andrew Cameron and myself in the Gum Flat Room at the Principal Office in Maitland.
22 November	Elected Members Monthly Workshop.
28 November	Observer at the Council Assessment Panel Meeting.

30 November	Presented on behalf of Rowan Ramsey MHR his award to Kimberly Hamilton for her service to the Minlaton District School at their Annual Presentation Night.

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 CEO ACTIVITIES NOVEMBER 2017

Document #: **17/84370**

Department: **Executive Services**

PURPOSE

To keep Elected Members informed of other meetings and activities during the month of November 2017.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN

Goal: 5 Responsible Governance

Strategy: 5.2 Effective leadership and informed decision making

BACKGROUND

The CEO activities report is provided to Council on a monthly basis to inform Elected Members of other meetings and activities during the preceding month.

DISCUSSION

1 November	Meeting with Lexi and Michael Murdoch
	Corporate Management Team Meeting
6 November	Attended The Nature Conservancy's function celebrating the Adelaide International Bird Sanctuary and Windara Reef with Mayor Ray Agnew OAM and Deputy Mayor Scott Hoyle
8 November	Monthly Council Meeting
9 November	Corporate Management Team Meeting
13 November	Meeting with Richard Carruthers from Ardrossan Progress Association
14 November	Special Council Meeting – Section 270 Review in relation to Black Point Community Land Revocation
15-16 November	Local Government Association Annual General Meeting
21 November	LGA President's Visit
22 November	Ardrossan Community Hospital Board Meeting
	Executive Services Team Meeting
	Monthly Elected Member's Workshop
23 November	Regional Development Australia briefing with RDA Yorke and Mid North CEO, Kelly-Anne Saffin
24 November	Meeting with Building Fire Safety Committee and Ardrossan Progress Association Representatives in relation to Ardrossan Caravan Park
28 November	Corporate Management Team Meeting
	Ardrossan Community Hospital Annual General Meeting

ATTACHMENTS

Nil

16.2 ACTION LISTING REPORT

Document #: **17/83937**

Department: **Executive Services**

PURPOSE

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

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN

Goal: 5 Responsible Governance

Strategy: 5.5 Undertake effective risk management

BACKGROUND

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

DISCUSSION

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

ATTACHMENTS

1. Action List - December 2017

COUNCIL MEETING 13th December 2017

Action List

Responsible Officer	Agenda Item Number	Task	Due Date	Status
14th May 2014				
Director Assets & Infrastructure Services	DA/AIS/R3	Organise to have the following documents signed and sealed for the Walk the Yorke Leisure Trail with the State Government and private landholders	July 2014 – ongoing for duration of project	Completed all except one private agreement who refused to sign
13th May 2015				
Director Development Services	DA/DS/R2	Council agreed to accept care, control and management of Lot 10 Moorowie Terrace Port Moorowie CR5323/554	As soon as Ministerial approval is granted	Application to dedicate land submitted 22/11/2017
14th September 2016				
Director Corporate and Community Services	DA/CCS/MON	Staff to investigate ways to reduce the 3% sustainability rate increase – various strategies	December 2016	Ongoing
10th October 2016				
Director Development Services	General Business – Question on Notice	Installation of RV dump point in the Minlaton Show Grounds	March 2018	Underway
14th December 2016				
CMT	Motion on Notice	Staff conduct a review of Township Speed Limits and consult with affected communities in relation to their preferred option	December 2017	Process Underway
8th March 2017				
Director Development Services	DA/DS/R5	Entrance ramp at Yorketown Office - Access Advisory Working Party	February 2018	Access ramp plan currently being revised
12th April 2017				
CEO	DA/CEO/R1	CEO to work through design and safety issues for the Black Point Boat Ramp Walkways with all stakeholders	Project on hold	No action as yet

10th May 2017				
Director Development Services	DA/DS/R1	Finalise the requirements for the proposed road process order for Adelbridge Pty Ltd	February 2018	Documentation lodged with Minister
Director Development Services	DA/DS/R2	Finalise the requirements for the proposed road process order for S T Johns Pty Ltd	February 2018	Documentation lodged with Minister
Director Development Services	DA/DS/R7,R8, R9, R10	Following Council's decision for the Mayor and CEO to sign and seal documentation to proceed with seeking Ministerial Approval for revocation of community land at Black Point, Council received a request to review the decision pursuant to Section 270 of the Local Government Act 199.	November 2017	Section 270 Review Completed – report presented at the November Special Council Meeting
12th July 2017				
CEO	DA/CEO/R1	Proceed with the community engagement process - Marion Bay Boat Launching Review	November 2017	Report presented at December 2017 Council Meeting
Director Development Services	DA/DS/R1	Commence the Community engagement process for amending the lease term for the Port Victoria Gulfhaven Caravan Park and arrange for Mayor and CEO to sign and affix the Council seal to documentation	January 2018	Report back to Council on Community Engagement Process
9th August 2017				
Director Development Services	DA/DS/R4	Install access ramps at Stansbury and Edithburgh and a crossover in Main Street, Minlaton – Access Advisory Working Party	March 2018	Not commenced – Discussions underway with contractors.
13th September 2017				
Director Development Services	DA/DS/R2	Arrange for Mayor and CEO to sign and seal the necessary documentation to finalise a road process order for an unmade	February 2018	Documentation lodged with Minister

		road reserve at Wool Bay		
Director Development Services	DA/DA/R4	Undertake the public consultation process in relation to the construction of a new telecommunications tower at Balgowan	November 2017	Completed
11th October 2017				
CEO	21.5	Undertake required preparations to inform the public of the Council offices closure over the holiday period	December 2017	Underway
Director Corporate and Community Services	22.7	Undertake the public consultation process on Super VIO model for visitor information provision	December 2017	Underway
8th November 2017				
CEO	8 Motion on Notice	Staff to organise an application to the NHVR for blanket approval for road trains up to 30m on all Council roads and intersections subject to the outlined conditions	December 2017	Application submitted to NHVR
CEO	21.1	CEO to certify the General Purpose Financial Statements, CEO and Presiding Member of Audit Committee to sign Certification of Auditor Independence and CEO and Director Corporate and Community Services to sign Management Representation Letter	November 2017	Completed
CEO	21.3	Update PO150 Gifts and Benefits Policy and include in Council's policy manual and on website page	November 2017	Completed
Director Corporate and Community Services	22.3	Advise the Department of Environment, Water and Natural Resources of Council's confidence in the Friends of Port Moorowie Business Plan	December 2017	Completed

Director Corporate and Community Services	22.4	Arrange for payment of $5,000 to be made to Maitland Aero Club for the repair of the apron fence	December 2017	Letter has been sent requesting invoice to be sent to Council for payment
Director Assets and Infrastructure Services	23.1	Organise for CEO to endorse the recommendation from the Tender Evaluation Panel complimenting Tender 176/2017 – Street Paving Project process	November 2017	Completed
Director Development Services	24.1	Organise for Mayor and CEO to sign and seal documentation to execute licence agreement for SAGRN Telecommunications tower at Balgowan	January 2018	Licence preparation underway
Director Development Services	24.2	Organise for the Mayor and CEO to sign and seal documentation to lift and re-apply a Land Management Agreement for land at Parsons Beach	November 2017	Completed
CEO	20 General Business	CEO to query the State Government funding for repairs to some jetties in which YP was not included and provide an update to Elected Members	December 2017	CEO to meet DPTI Staff in December
CEO	20 General Business	Staff to arrange for the Mayor's prepared statement in relation to Australia Day to be included on social media and Council's website	November 2017	Completed
Director Corporate and Community Services	26.1	Advise successful tender outcome to all involved in process Provision of External Audit Services Tender	December 2017	Completed

16.3 CORRESPONDENCE FROM THE MINISTER FOR TRANSPORT AND INFRASTRUCTURE

Document #: **17/84466**

Department: **Executive Services**

PURPOSE

To provide Elected Members with correspondence received from the Minister for Transport and Infrastructure.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN

Goal: 1 Economically Prosperous Peninsula

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

1.5 Partner and build positive relationships with key stakeholders (e.g. Regional Development Australia, Central Local Government Region, YP Tourism and& Progress Associations) to progress tourism and business growth, including enabling the attraction of niche businesses

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

Goal: 2 Community Connected through Infrastructure

Strategy: 2.4 Create partnerships with State Government to maintain State's assets (roads, jetties etc.)

2.5 Explore provision of new infrastructure

BACKGROUND

Elected Members would be aware of a letter sent from our Council, Wakefield Regional Council, Copper Coast Council, District Council of Barunga West, Port Pirie Regional Council, District Council of Mt Remarkable and Clare & Gilbert Valleys Council to the Minister of Transport and Infrastructure on 9 May 2017 in relation to a proposed dual lane carriageway upgrade of Highway One through Port Wakefield.

DISCUSSION

Correspondence has been received from the Minister of Transport and Infrastructure informing Council of the State Government’s current position in relation to Port Wakefield Traffic Management.

ATTACHMENTS

1. Advice - Port Wakefield Traffic Management - Minister for Transport and Infrastructure

Government of South Australia

The Hon Stephen Mullighan MP

17MTR/0786
17MINV/0396

COPY

Mr Rodney Reid
Mayor
Wakefield Regional Council
PO Box 167
BALAKLAVA SA 5461

Dear Mayor Rodney

Thank you for the letter from yourself and the Mayors of: District Council of Copper Coast; Yorke Peninsula Council; District Council of Barunga West; Port Pirie Regional Council; District Council of Mt Remarkable, and Clare & Gilbert Valleys Council, dated 9 May 2017, regarding a proposed dual lane carriageway upgrade of Highway One through Port Wakefield. I apologise for the delay in responding.

As you would be aware, the *Integrated Transport and Land Use Plan* (ITLUP) identifies the intention to deliver a bypass of Port Wakefield in the medium (five to 15 years) timeframe. These works are not currently funded within the State Budget.

The South Australian Government has acknowledged the importance of improving productivity for primary producers and supporting economic development in the region by its investment of $40 million in the Upper Yorke Peninsula Road Network Upgrade Works program. This includes an upgrade of the Ardrossan to Port Wakefield route for 36.5 metre Road Train access.

Port Wakefield Road is part of the National Land Transport Network forming the primary road link from South Australia to Western Australia and the Northern Territory. It also links Adelaide to the extensive mining, grazing and farming areas located in the northern and western regions of the state, as well as the Yorke Peninsula.

The Department of Planning, Transport and Infrastructure (DPTI) has previously undertaken planning to identify potential Port Wakefield Bypass options to improve the efficiency and safety for the movement of freight vehicles through the region, and along the National Land Transport Network in line with ITLUP. The preferred Bypass option is a four lane, high speed, full bypass of Port Wakefield that includes grade separated interchanges north and south of the township, as well as at the Balaklava Road to the Bowmans Intermodal.

This option for a bypass of Port Wakefield would provide:

- Reduced travel times, potentially between 60 seconds and 90 seconds at free flow speeds.
- Greatly reduced travel times during peak holiday periods due to increased capacity.
- Improved Freight access to Bowmans Intermodal both in terms of distance and time. The potential to provide for vehicle combinations greater than Performance Based Standards Level 3A (36.5m long road trains) currently permitted.

Minister for Transport and Infrastructure
Minister for Housing and Urban Development
12th Floor, Roma Mitchell House, 136 North Terrace Adelaide SA 5000 | GPO Box 1533 Adelaide SA 5001 DX 171
Tel 08 8402 1708 | Fax 08 8402 1991 | Email ministermullighan@sa.gov.au

SOUTH AUSTRALIA

- Safe and efficient access to businesses in Port Wakefield via grade separated interchanges.
- Improved amenity for Port Wakefield with the potential to transform the existing Port Wakefield Road main street into a pedestrian and parking friendly boulevard.
- A bypass of the junction of the problematic Augusta Highway and Copper Coast Highway.

Whilst the bypass option is a longer term solution, DPTI is also considering short to medium term treatment options for the township of Port Wakefield. I am pleased to advise that DPTI will commence a Traffic Management Feasibility Study (the Study) to identify the short to medium term treatment options for improving the problems of traffic flow and traffic delays in Port Wakefield, particularly during peak holiday demand.

The study will focus on the five kilometre section of Port Wakefield Road between the intersection of the Copper Coast and Augusta Highways north of Port Wakefield and the double carriageway to the south, and will include the consideration of an option for dual lanes in either direction through Port Wakefield.

DPTI will engage an engineering consultancy firm to undertake the Study. The process will involve a start-up meeting and workshop(s), giving councils an opportunity to provide input into the Study development.

Any infrastructure or non-infrastructure solutions identified are intended to be compatible with the longer term bypass option, and complement the existing traffic management alternative route detours during peak holiday periods.

The State Government is committed to working with the Council in exploring these shorter term solutions to address the issues you have raised within Port Wakefield, and provide benefit to the adjacent regional Councils. I have asked DPTI to contact the Council in progressing this study.

Yours sincerely

HON STEPHEN MULLIGHAN MP
MINISTER FOR TRANSPORT AND INFRASTRUCTURE

7 November 2017

Cc. Mayor Paul Thomas, District Council of Copper Coast
Mayor Ray Agnew, Yorke Peninsula Council
Mayor Cynthia Axford, District Council of Barunga West
Mayor John Rohde, Port Pirie Regional Council
Mayor Colin Nottle, District Council of Mount Remarkable
Mayor Allan Aughey, Clare & Gilbert Valleys

16.4 HILLSIDE MINE COMMUNITY VOICE MINUTES

Document #: **17/82314**

Department: **Executive Services**

PURPOSE

To provide Elected Members with the latest endorsed minutes from the Hillside Community Voice Group.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN

Goal: 4 Community Engaged and Supported

Strategy: 4.12 Continuous improvement in communicating with and engaging the community

BACKGROUND

Elected Members would be aware of the community group formed to represent the local community and facilitate communication in relation to the proposed Hillside Mine Project.

DISCUSSION

Minutes from the 9th October 2017 meeting are attached for Elected Members information.

ATTACHMENTS

1. Hillside Mine Community Voice Minutes - 09/10/2017

Hillside Mine Community Voice Minutes (HMCV)

9th October 2017

Chairperson P Tyler

HCV Attendees J Sandercock (Ardrossan PA), B Sleath (Pine Point PA), J Wundersitz (YPLOG), D Bradshaw (James Well/Rogues Point PA), S Kennedy (Local Trader), Stewart Lodge (Ag Bureau, Petersville), A Headon (YPC), Stephen Lodge (YPLOG), D Kluske (Local Trader), M & C Redding (Community Member), D Hosking (Community Member),

Apologies P Koulizos (Community Member), T Stock (YPC), R Sawers (Rex Minerals), R Laufmann (Rex Minerals), J Buchanan (YP Tourism & RDA), G Mattschoss (Black Point PA), P Klopp (Ag Bureau, South Kilkerran), L Easther (Port Vincent), L Kakoschke (Ag Bureau, South Kilkerran),

Visitors G Hall (Rex Minerals), K Van Schaik (IPC), G Dodd (Community Member), J Mifsud (Rex Minerals), B Fioretti (Community Member),

Minute Taker K Van Arend (Rex Minerals)

AGENDA ITEM	Notes	ASSIGNED TO/DATE DUE
1. Welcome & Introductions	Meeting opened at 6.31pm **Record keeper for this meeting /recording** – K Van Arend Safety Statement as per the agenda acknowledged **Apologies** – noted above	
2. Endorsement of Minutes	*September 4th 2017 Minutes*: P Tyler thanked Stewart Lodge for checking the September minutes. **Moved** J Sandercock – **Seconded** – A Headon HMCV member to check minutes for this meeting: S Kennedy *YPC website:* September 4th 2017 minutes were endorsed for distribution and can now be made available on the Yorke Peninsula Council (YPC) website and through the community networks.	K Van Arend to send minutes to YPC for posting on website and to the HMCV members for distribution.
3. Business Arising (Actions)	• K Van Arend to send minutes to YPC for posting on website and to the HMCV members for distribution. • R Sawers to circulate final draft of SMP to SMP working group who will then circulate to HMCV members for fast turnaround feedback. • J Mifsud to arrange further marine discussion meeting. **J Mifsud has had discussions with the working group and the southern monitoring site has now been moved further south so that it is a true control site which will be reflected in the final management plan. The working group indicated that there would be further feedback on Marine provided.** • G Hall to provide a list of the questions and the responses around air quality, blasting and noise as they are completed. • Stewart Lodge to provide feedback to Rex from farmer meeting. **The working group has not had a meeting yet and will provide feedback once this meeting has occurred.** • Transport working group to circulate details of public information session to HMCV members • P Tyler to advise HMCV members outcome of PEPR extension request	COMPLETE COMPLETE COMPLETE See Rex Update ONGOING COMPLETE COMPLETE

Minutes

Hillside Mine Community Voice – 9th October 2017

AGENDA ITEM	Notes	ASSIGNED TO/DATE DUE
4. Update from Chairman	P Tyler: • Thanked the various working groups for writing up and providing their feedback following their public consultation sessions. • Has had conversations with R Laufmann and DPC regarding Rex's PEPR request for an extension. This was granted on Monday 2nd October and the due date is now 26th February 2018. The reason an interim extension was initially provided was because the Minister was overseas. Upon his return he gave the request consideration resulting in the extension being granted. • Working with the Transport working group organising the community information session to be held at Pine Point on Sunday 15th October 2017 @ 1.30pm. This is an information session rather than a consultation session due to the approvals being previously granted. • Prepared and issued a flyer for circulation and a media release regarding this information session. • Have been speaking with a B Noble representing the Black Point community regarding matters they are concerned about. As a result a meeting has been arranged between B Noble, G Mattchoss and Rex for later in the week. • Had a meeting with Rex to discuss and gain an understanding on Rex's work program including the timing of Management Plans.	

5. Update from Rex	Rex Update
	• J Mifsud advised Rex have set up a program on a project management system including a Gantt chart providing specific timelines that Rex are working towards. This includes a spreadsheet compiling all feedback received, the tracking of the feedback, response and corresponding MP tracking. These responses to feedback will be made available once all comments have been received and responses provided.
	• Mine Closure MP is anticipated to be completed by the end of next week. G Hall to follow up the progress of the Mine Closure MP on Monday 16th October 2017 and advise P Tyler and J Wundersitz.
	• Most of the PEPR Sections have now been completed and are being checked for consistency. Rex are scheduled to close them off by the end of October but this is an internal date and community feedback and responses will continue.
	• Updates following Feedback received:
	  ○ Noise MP and responses has been updated and will be made available to the WG after Wednesday.
	  ○ Blasting MP and responses have been completed and given to DPC. Waiting on DPC before this can be provided to WG.
	  ○ Air Quality – still completing responses. Anticipated this will take a couple of weeks. The MP will also then be updated.
	  ○ Marine MP has been updated but acknowledge that further feedback from the WG is still to be received.
	  ○ Traffic MP has been updated but will wait for any further comments following the meeting on Sunday before providing
	  ○ Surface Water MP – initial feedback has been received from DPC. They have requested additional diagrams to be included. Once completed the MP will be updated and HMCV members advised.
	• Management Plan updates will continue as feedback is received. Rex's internal aim is to have all documents submitted to DPC by mid-December
	• John Wilbury a consultant to Tonkin's will be attending the Community Information Session at Pine Point on Sunday.
		G Hall to follow up the progress of the Mine Closure MP on Monday 16th October 2017 and advise P Tyler and J Wundersitz.
		
		Rex to provide updated feedback responses to Noise, Blasting and Air Quality MP's

Minutes

Hillside Mine Community Voice – 9th October 2017

AGENDA ITEM	Notes	ASSIGNED TO/DATE DUE
6. Working Groups Update	**Air Quality, Noise, Light and Blasting -** Group Leader – L Kakoschke • Have provided Rex with feedback and awaiting response **Rehabilitation & End of Mine Life** – Group Leader – J Wundersitz • A Community Meeting to be held following the release of the MP- a tentative date of 12th November 2017 was been set. • G Hall explained the 'Future Works List' included in the MP **Water Quality & Marine Environment** - Group Leader – Stephen Lodge **Agriculture** - Group Leader – Stewart Lodge **The above Working Groups will be holding a combined meeting Wednesday night 11th October 2017 which will include discussions on:** • Providing feedback on Ground water MP. • Looking at surface water MP as it was only recently released. • Providing written responses to the Marine MP • Providing feedback following Agriculture meeting • Soil and Land feedback will be included with Mine Closure **Transport –** Group Leader– D Hosking • D Hosking thanked P Tyler for organising the community information session to be held on Sunday 15th October 2017 **Communication** - Group Leader – T Stock • No further update **Social Management –** Group Leaders – P Koulizos & K Van Schaik • Feedback collation on SMP was provided to HMCV members *Key items identified* ○ Payment terms for local business ○ Priority areas ○ Clarity around definitions *Other general items noted* ○ Consistencies of document types ○ CEP will be reviewed and updated • G Hall advised that DPC have completed an adequacy check on the SMP and will now move on to the formal review • Managing of Complaints document – draft being worked on by E Dearlove and D Martin. Rex to forward this to HMCV once completed.	J Wundersitz to confirm this date following combined WG meeting Combined working group to provide feedback on Groundwater MP, Marine MP and farmers meeting. K Van Schaik to forward document definitions to HMCV members Rex to forward this to HMCV once completed.
7. Other Business		
8. Confirm actions	**Agreed actions** • K Van Arend to send minutes to YPC for posting on website and to the HMCV members for distribution. • G Hall to follow up the progress of the Mine Closure MP on Monday 16th October 2017 and advise P Tyler and J Wundersitz. • J Wundersitz to advise HMCV once the date for the Mine Closure Community Session is confirmed at the combined WG meeting • Rex to forward copy of draft complaints management document when completed • Rex to provide updated feedback responses to Noise, Blasting and Air Quality MP's • K Van Schaik to forward document definitions to HMCV members • Combined working group to provide feedback on Groundwater MP, Marine MP and farmers meeting.	

Minutes

Hillside Mine Community Voice – 9th October 2017

AGENDA ITEM	Notes	ASSIGNED TO/DATE DUE
9. Meeting Close Meeting was closed at 7.17pm **Next HMCV meeting date** When: Monday 6th November 2017 Where: Ardrossan Bowling Club Time: 6.30pm **Agenda Items** •		

17 CORPORATE AND COMMUNITY SERVICES

17.1 AUDIT COMMITTEE MINUTES - 25 OCTOBER 2017

Document #: **17/88558**

Department: **Corporate and Community Services**

PURPOSE

The Audit Committee is a Section 41 Committee of Council. A copy of the minutes from their meeting held on 25 October 2017 is attached.

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

To keep Council informed in regard to regular Audit Committee Meetings.

DISCUSSION

Business discussed at the meeting centred around:

- Audit Committee Work Plan 2017 (Revised)
- 2016/2017 Audited General Purpose Financial Statements
- Asset Management Update
- Draft Water Infrastructure Asset Management Plan
- Draft Stormwater Infrastructure Asset Management Plan
- Risk Management Update
- Internal Audit Activity Report

ATTACHMENTS

1. Minutes of Audit Committee Meeting - 25 October 2017

MINUTES

Audit Committee Meeting

25 October 2017

(Subject to Confirmation)

MINUTES OF YORKE PENINSULA COUNCIL
AUDIT COMMITTEE MEETING
HELD AT THE COUNCIL CHAMBERS, 57 MAIN STREET, MINLATON
ON WEDNESDAY, 25 OCTOBER 2017 AT 3.00PM

1 WELCOME BY CHAIRPERSON

Peter Brass welcomed everyone to the meeting and declared the meeting open.

2 PRESENT

Independent Member Peter Brass, Independent Member Rob Reiman, Deputy Mayor Scott Hoyle, Cr John Rich.

IN ATTENDANCE

Ray Agnew (Mayor), Andrew Cameron (CEO), David Harding (Director Corporate and Community Services), Trevor Graham (Director Assets and Infrastructure), Sid Jain (Manager Financial Services), Bobbi Pertini (Manager People and Culture), Daniel Griffin (Accountant – Financial Operations), Amanda Pitt (Business Improvement Officer), Mark Austin (Senior Rates Officer), (Rachel Rich (Minute Taker).

3 LEAVE OF ABSENCE

Nil

4 APOLOGIES

Cr Tania Stock, Michael McCauley (Asset Manager), Roxanne White (Risk Management Officer).

5 CONFLICT OF INTEREST

Peter Brass reminded all Audit Committee Members of the requirement to disclose any conflict of interest in relation to any matters before Council.

6 MINUTES OF PREVIOUS MEETING – FOR CONFIRMATION

COMMITTEE RESOLUTION

Moved: Rob Reiman
Seconded: Cr Scott Hoyle

That the minutes of the Audit Committee Meeting held on 13 September 2017 be confirmed.

CARRIED 033/2017 (25/10/2017)

7 VISITORS TO THE MEETING

Dean Newbery and Partners – Jim Keough, External Auditor

3.05pm Council Staff left the Chamber. The Audit Committee and the External Financial Auditor discussed the Audited Financial Statements.

3.07pm Mayor Agnew entered the Chamber and was seated in the gallery.

3.35pm Council Staff returned to the Chamber and joined the meeting.

REPORTS

8 NEW BUSINESS

8.1 AUDIT COMMITTEE 2017 WORK PLAN

PURPOSE

To consider the revised 2017 Audit Committee Work Plan.

COMMITTEE RESOLUTION

Moved: Cr John Rich
Seconded: Cr Scott Hoyle

That the Audit Committee endorse the revised 2017 Audit Committee Work Plan.

CARRIED 034/2017 (25/10/2017)

8.2 2016/2017 AUDITED GENERAL PURPOSE FINANCIAL STATEMENTS

PURPOSE

To present Council's 2016/2017 audited General Purpose Financial Statements ("Statements") for the Committee's information and consideration.

Rob Reiman suggested financial year results could be compared to the Long Term Financial Plan. Suggestion taken on notice.

COMMITTEE RESOLUTION

Moved: Cr Scott Hoyle
Seconded: Cr John Rich

That the Audit Committee recommend to Council that the audited General Purpose Financial Statements for the year ended 30th June 2017 be adopted and that:

1. The Chief Executive Officer and Mayor be authorised to certify the General Purpose Financial Statements; and

2. The Chief Executive Officer and the Presiding Member of the Audit Committee sign the Certification of Auditor Independence; and

3. The Chief Executive Officer and the Director Corporate and Community Services be authorised to sign the Management Representation Letter to be provided to the Auditor.

CARRIED 035/2017 (25/10/2017)

8.3 ASSET MANAGEMENT UPDATE

PURPOSE

To update the Audit Committee members on Asset Management activities.

COMMITTEE RESOLUTION

Moved: Rob Reiman
Seconded: Cr Scott Hoyle

That the report be received.

CARRIED 036/2017 (25/10/2017)

8.4 DRAFT STORMWATER INFRASTRUCTURE ASSET MANAGEMENT PLAN

PURPOSE

To advise the Audit Committee that the draft Stormwater Infrastructure Asset Management Plan has undertaken public consultation.

COMMITTEE RESOLUTION

Moved: Cr John Rich
Seconded: Rob Reiman

That the Audit Committee recommend that Council adopt the Stormwater Infrastructure Asset Management Plan after consideration of public consultation feedback.

CARRIED 037/2017 (25/10/2017)

8.5 RISK MANAGEMENT REPORT

PURPOSE

The Risk Management Officer presents an update on the progress of Council's Risk Management Framework.

Manager People and Culture spoke to the report.

COMMITTEE RESOLUTION

Moved: Cr Scott Hoyle
Seconded: Rob Reiman

That the report be received.

CARRIED 038/2017 (25/10/2017)

8.6 INTERNAL AUDIT ACTIVITY REPORT

PURPOSE

The Business Improvement Officer presents an update on recent Internal Audit Activity.

COMMITTEE RESOLUTION

Moved: Cr Scott Hoyle
Seconded: Rob Reiman

That report be received.

CARRIED 039/2017 (25/10/2017)

CONFIDENTIAL AGENDA

9 CONFIDENTIAL ITEMS

9.1 PROVISION OF EXTERNAL AUDIT SERVICES - TENDER 173-2017

COMMITTEE RESOLUTION

Moved: Deputy Mayor Scott Hoyle
Seconded: Independent Member Rob Reiman

Section 90 (3) (k) Order

1. That pursuant to Section 90(2) & (3) of the Local Government Act 1999, the Audit Committee orders, that the public be excluded from the meeting with the exception of the Mayor, Chief Executive Officer, Director Corporate and Community Services, Executive Assistant to the Director Corporate and Community Services and Manager Financial Services.

   The Audit Committee is satisfied that, pursuant to Section 90 (3) (k) of the Act, the information to be received, discussed or considered in relation to report 9.1 Provision of External Audit Services Tender 173-2017 is confidential information relating to:

   (k) tenders for the supply of goods, the provision of services or the carrying out of works.

   Accordingly, the Council is satisfied that the principle which states the meeting be conducted in a place open to the public has been outweighed in the circumstances.

Section 91 (7) Order

That having considered report 9.1 Provision of External Audit Services - Tender 173-2017, in confidence under Section 90 (2) and (3) (k) of the Local Government Act 1999, the Audit Committee, pursuant to section 91 (7) of that Act orders that the agenda report, and supporting documentation relevant to report 9.1 Provision of External Audit Services – Tender 173-2017 be retained in confidence for a period of 12 months.

CARRIED 040/2017 (25/10/2017)

4.08pm The public were asked to leave and the Chamber was secured.

4.15pm The public meeting resumed.

Released in camera minute

Moved: Cr Scott Hoyle
Seconded: Cr John Rich

That the Audit Committee recommend that Council accept the tender from Dean Newbery and Partners Chartered Accountants for the provision of External Audit Services to Council and be appointed under section 128 of the Local Government Act 1999 as Council's Auditor for five (5) years commencing 1 July 2017.

CARRIED 040/2017 (25/10/2017)

10 GENERAL BUSINESS

Nil

11 NEXT MEETING

Wednesday 13 December 2017, 3.00pm

12 CLOSURE

The Meeting closed at 4.18pm.

.....

Independent Member Peter Brass

13 December 2017

18 ASSETS AND INFRASTRUCTURE SERVICES

18.1 CONSTRUCTION AND MAINTENANCE WORKS

Document #: **17/88275**

Department: **Assets and Infrastructure Services**

PURPOSE

To provide a summary of capital and maintenance works undertaken within Assets and Infrastructure Services throughout the month preceding the December 2017 meeting of Council.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN

Goal: 2 Community Connected through Infrastructure

Strategy: 2.5 Explore provision of new infrastructure

2.6 Install and upgrade appropriate traffic control device management

2.7 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 clearance by contractor (Mechanical Vegetation Solutions Pty Ltd) has ceased with activities recommencing in February 2018. The table below reflects the current status of this contract. The statuses are defined as follows:
  - **Not Commenced**
  - **Stage 1** – Bulk horizontal cut
  - **Stage 2** – Bulk horizontal cut / vertical removals / envelope widths
  - **Completed**

Road Name	Start Point	End Point	Status
South			
Hickman Road	Old Coast Road	Dans Road	Completed
Mulburra Park Road	Cemetery Road	Old Coast Road	Completed
Sheoak Flat Road	Old Coast Road	Cemetery Road	Completed
Main Road	Port Vincent Road	St Vincent Highway	Completed
Powerline Road	Yorke Highway	Port Vincent Road	Completed

Twelve Mile Road	St Vincent Highway	Yorke Highway	Completed
Vinecombe Road	St Vincent Highway	Twelve Mile Road	Completed
Sparrow Road	Yorke Highway	Redding Road	Completed
Bittner Road	Yorke Highway	Sparrow Road	Completed
North			
Porky Road	Yorke Highway	Germein Road	Completed
Boundary Road	St Vincent Highway	Sparrow Road	Not Commenced
Ross Road	St Vincent Highway	Yorke Highway	Not Commenced
Yorke Valley Road	Spencer Highway	Yorke Highway	Not Commenced
Black Bobs Road	Yorke Highway	Wauraltee Road	Not Commenced
Mount Rat Wells Road	Spencer Highway	Mount Rat Road	Completed
Nelligan Road	Spencer Highway	Wauraltee Road	Completed
Andrews Road	Spencer Highway	Davies Road	Not Commenced
McFarlane Road	Pine Point Road	Davies Road	Not Commenced
Davies Road	Yorke Valley Road	Boundary Road	Not Commenced
North South Road	Clinton Road	Germein Road	Not Commenced
Yarrum Road	Spencer Highway	Pine Point Road	Not Commenced
James Well Road	Yorke Highway	Pine Point Road	Not Commenced
Lodge Road	Standpipe Road	Piggery Corner Road	Not Commenced
Hasting Road	Piggery Corner Road	Pine Point Road	Not Commenced
Back Road	Maitland Road	Pine Point Road	Not Commenced
Lizard Park Road	Barley Stacks Road	Port Victoria Road	Completed
South Kilkerran Road	Spencer Highway	Balgowan Road	Completed
Miller Road	Port Victoria Road	Balgowan Road	Completed
Cross Road	Miller Road	Nalyappa Road	Completed

- Attention to Parks, Gardens and Reserves is ongoing throughout the district in accordance with available resources. There is a general focus in preparation for the upcoming holiday season.
- Information regarding roadside vegetation maintenance activities undertaken by Council are detailed in the table below:

Road Name	Start Point	End Point	Status
South			
Queens Highway	Kangaroo Flat Road	Lake Sunday Road	Completed
Kings Highway	Kangaroo Flat Road	Lake Sunday Road	Completed
Bookamurray Road	Queens Highway	Moorowie Station Road	Completed
Sunbury Oval Road	St Vincent Highway	No Through Road	Completed
Black Hope Ranch Road	St Vincent Highway	No Through Road	Completed
Gravel Pit Road	Pookawarowie Road	Kangaroo Flat Road	Completed
Lake Sunday Road	Harry Butler Road	St Vincent Highway	Current
Boothill Station Road	Lake Sunday Road	Black Hill Road	Programmed
North			
Pine Point Road	Piggery Corner Road	North South Road	Completed
Smith Road	Pine Point Road	Spencer Highway	Commenced
Thiepvale Road	Spencer Highway	Port Victoria Road	Programmed

- Patrol Grading is ongoing throughout the district aligned with current circuit, technique and available resources. The following matrix provides percentage (%) output over the twenty-four (24) day period for respective areas (sectors), which are identified on the attached map (Attachment 1):

Area	Output (%)	Factors Influencing Productivity
North	75	Operators – 3 days Annual Leave / 3 days Sick Leave
Maitland	80	Operators – 4 days Annual Leave / 1 day Sick Leave
Minlaton	88	Operators – 2 days Sick Leave Machinery – Downtime (Service)
South	88	Operators – 1 day TOIL Machinery – Downtime (Maintenance Servicing)

- Remedial civil works to the parking area behind the Minlaton Town Hall were undertaken following the installation of the new shed.
- Two sets of stairs have been installed, one set adjacent to the Point Turton jetty and the second set at The Pines by what is commonly referred to as 'Walkway 5'.
- Council staff assisted with the upgrade to the playground at Point Pearce.

- New kerb and water table infrastructure has been installed on a 100m section of the western side of Grahn Road, James Well.
- The status of road construction and maintenance requirements is summarised in the table below, complementing 2017/18 budget allocations:

Road	Description of Works	Work Status	Estimated Completion Date
Weetulta Road	Reconstruct and resheet a 4.7km section	Ongoing	End-May 2018
Nalyappa Road	Reconstruct and resheet a 3km section	Ongoing	Mid-January 2018
Pine Point Road	Reconstruct and resheet a 4km section from Hasting Road heading north towards the Maitland end of the bitumen seal.	Ongoing	End-December 2017
Pine Point Road	Reconstruct and resheet a 3km section from the Yorke Highway heading north.	Ongoing	End-March 2018
South Coast Road	Reconstruct and resheet an estimated 14kms of identified sections.	Ongoing	End-June 2018
Sturt Bay Road	Reconstruct and resheet a 3km section.	Ongoing	End-December 2017
Grain Stack Road, Stansbury	Construct and bitumen seal a 400m section.	Ongoing	End-February 2018
Elliot Street, Coobowie	Construct and bitumen seal a 95m section.	Commenced	End-February 2018
Daniell Street, Coobowie	Construct and bitumen seal a 140m section.	Commenced	End-February 2018

- The Point Turton Nature Playspace and Bike Track Project is progressing with the picnic shelter structural plans prepared and development application submitted. A consultant has been engaged to design the bike track and prepare the design documentation to inform construction. A Request for Quote has been issued for the preparation of the playspace construction documentation including a site survey, set out plan, surfaces plan, construction details and specification. The picnic shelter plans, bike track design and playspace construction documentation (once prepared) will be collated to form a Request for Tender for a Lead Contractor for the Construction of the Natural Playspace and Bike Track Project.
- The Minlaton Powerline Undergrounding Power (PLEC) is progressing with the following summary provided by the Project Manager:
  - Approximately 720m of trenching completed.
  - Road crossing excavation continuing.
  - Easement requirement finalised with the Crown.
  - Bitumen reinstatement programmed for mid-December.
  - SA Power Networks have confirmed their work will commence in late-January 2018.
- Further bin banks have been installed at Edithburgh, Warooka and Yorketown, aligned with Bush Camping Working Party strategies.

- Footpath rework has been undertaken within sections of identified streets in Ardrossan, Balgowan, Maitland, Minlaton, Port Victoria, Price and Yorketown.
- Development of the garden bed in Fourth Street, Minlaton has commenced including; brick edging installed, irrigation infrastructure installed, levelling of loam and replacing of trees and shrubs.
- The following works / upgrades have been applied to Council's Community Wastewater Management Schemes (CWMS), Water and Stormwater Harvesting Schemes:

  CWMS

o Gravity drain blockages cleared	**Ardrossan**
o Upgrade to filtration system	**Chinaman Wells**
o Access hatch to decant tank installed	**Foul Bay**
o Replaced 20m gravity drain	**Maitland**
o Maintenance shafts installed	**Maitland**
o Caravan Park loop up commenced	**Point Turton**
o Circulation valves installed	**Point Turton**
o WWTP aerator replaced	**Point Turton**
o WWTP flowmeter repaired	**Port Vincent**
o Additional chlorine dosing pump installed	**Port Vincent**
o WWTP flowmeters upgraded	**Yorketown**

  Water Schemes

o Fire hydrants serviced	**Black Point**
o New water meters installed	**Black Point**
o Repairs to supply lines	**Desalination Plant**

  Stormwater Harvesting Schemes

o Stage four tender documents released	**Ardrossan**
o Delivery pump upgraded	**Minlaton**
o Council fill point installed	**Minlaton**

  (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.)

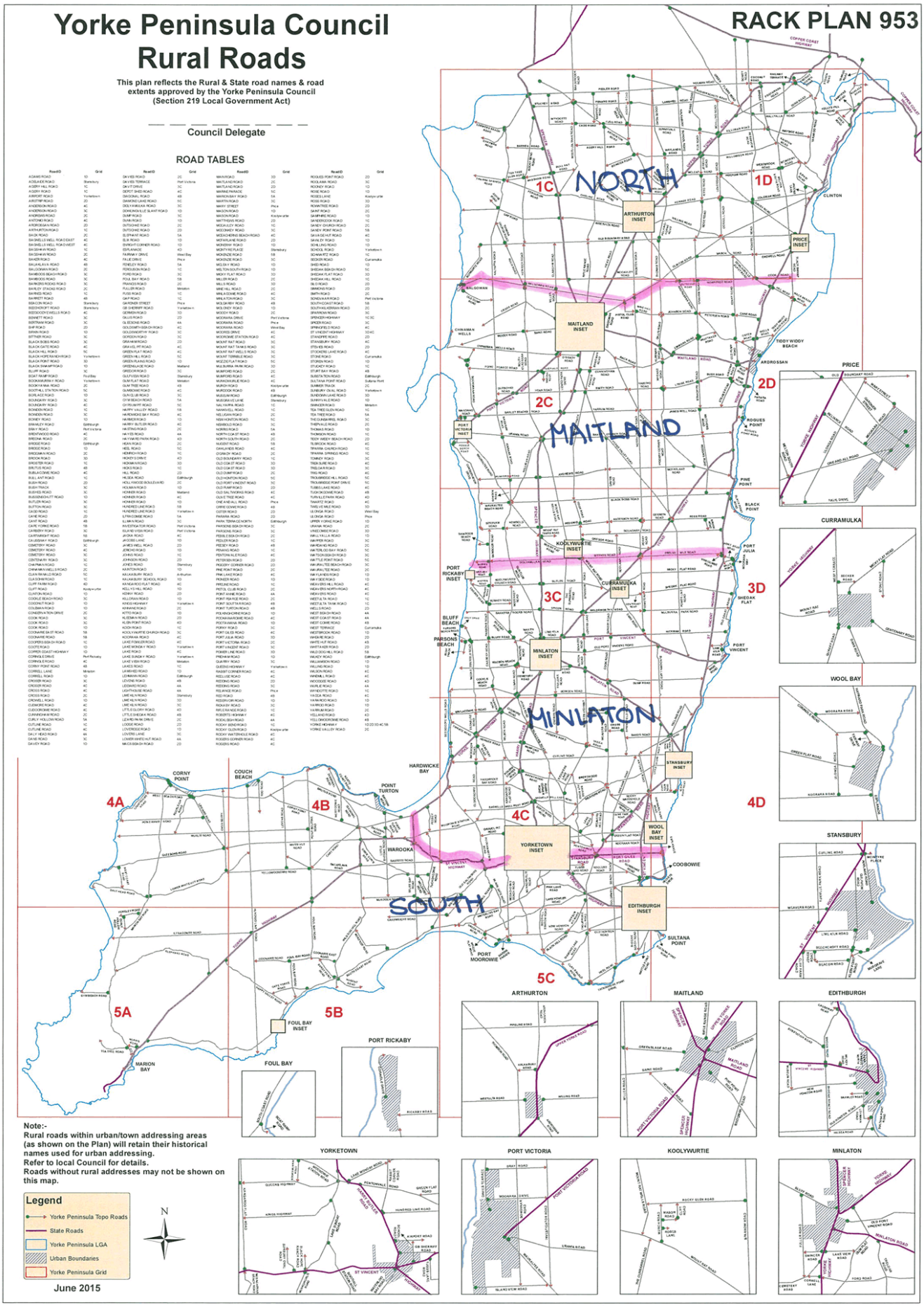
- Approximately forty-five (45) Customer Service Requests (CSRs) have been addressed throughout November with activities including:
  - o Maintenance to public conveniences
  - o Public building maintenance
  - o Removal of bee hives
  - o Repairs to playgrounds
  - o Replacement of and repairs to signs
  - o Replacement of damage traffic control devices
  - o Responding to acts of vandalism
  - o Stormwater infrastructure maintenance
  - o Weed spraying
- Realignment and reconstruction of the Yorketown Airstrip is in its final stages with the successful contractor, Neo Infrastructure (SA) Pty Ltd. Works commenced shortly after the contractor induction in the first week of November and it is anticipated that works will be completed on or around 15 December 2017, weather permitting.
- The following works have been undertaken as part of the upgrade to the Northern Beach Access at Balgowan by the successful contractor, Geoff Wilde Earthmoving Pty Ltd:
  - o The cliff face has been cut to the appropriate slope and excess material removed.

- The access ramp has had fill added to sides and battered to the appropriate slopes.
- The access track has been watered and compacted by an excavator, and as a result has been made safe and opened to the public.

Works are now on hold pending the supply armour rock.

ATTACHMENTS

1. Patrol Grading Sector Map


Yorke Peninsula Council
Rural Roads
This plan reflects the Rural & State road names & road extents approved by the Yorke Peninsula Council (Section 219 Local Government Act)
Council Delegate
ROAD TABLES
RACK PLAN 953
NORTH
1C
1D
ARTHURTON INSET
PRICE INSET
MAITLAND INSET
2C
2D
MAITLAND
PORT VICTORIA INSET
PORT RICKABY INSET
KOOLYWURTIE INSET
CURRAMULKA INSET
3C
3D
MINLATON INSET
BLUFF BEACH
PARSONS BEACH
MINLATON
WOOL BAY INSET
STANSBURY INSET
YORKETOWN INSET
4A
4B
4C
4D
SOUTH
EDITHBURGH INSET
5A
5B
5C
FOUL BAY INSET
Note:-
Rural roads within urban/town addressing areas (as shown on the Plan) will retain their historical names used for urban addressing.
Refer to local Council for details.
Roads without rural addresses may not be shown on this map.
Legend
Yorke Peninsula Topo Roads
State Roads
Yorke Peninsula LGA
Urban Boundaries
Yorke Peninsula Grid
June 2015
N
ARTHURTON
MAITLAND
EDITHBURGH
YORKETOWN
PORT VICTORIA
KOOLYWURTIE
MINLATON

19 DEVELOPMENT SERVICES

19.1 INSPECTORIAL ACTIVITY REPORT

Document #: **17/84974**

Department: **Development Services**

PURPOSE

To inform Council of the activities of the Inspectorial Team.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN

Goal: 5 Responsible Governance

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

BACKGROUND

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

DISCUSSION

During the past month Council's Inspectors have dealt with many routine matters including By-Law Compliance, Nuisance Complaints and Dog and Cat Management issues.

Dogs

Rangers have impounded three dogs a result of dogs wandering at large. Two of the dogs were returned to local residents. Another dog, which was picked up on a Sunday afternoon near Minlaton, was identified with a microchip, but no immediate contact could be made with the owner. The owner of the dog, who was visiting the area, returned Council's Rangers phone call a short time after the dog had been placed in the pound. They were subsequently reunited with their dog that afternoon. The owners of each dog received Expiation Notices and paid the appropriate pound fees. Rangers have been updating the dog register to ensure all dogs are registered. As a result of their inquiries, 7 dog owners have been give an expiation notice for owning or keeping an unregistered dog.

Bush Camping

Rangers have conducted regular patrols at the bush camping reserves. Those campers that had not obtained a bush camping permit prior to setting up camp were requested to obtain a permit in the normal manner. It is disappointing that many of the campers state that they are not aware of the need to purchase a camping permit prior to setting up camp. Staff are investigating ways to improve compliance.

Patrols are also performed to ensure persons are not camping in the non-designated areas.

A camper at The Gap was given an Expiation Notice after he was observed riding his motor cycle in the sand dunes adjacent to camping grounds. The riding of such vehicles in the sand dunes causes significant damage to the dune system.

Boat Ramps

Routine patrols of boat ramps have been performed to ensure that users are paying for the use of the facilities. Thirty one notices have been placed on vehicles where a launch permit/ticket could not be observed. Those who can produce a valid permit/ticket and reason why the ticket was not

displayed are cautioned for failing to display the ticket. As a result of previous notices placed on vehicles, ten expiations have been recently issued to persons for failing to purchase a ticket. Several boat launchers have produced a permit they purchased after the notice had been placed on their vehicles, but were still issued with an expiation for failing to purchase a ticket prior to launching their boat.

Traffic Management

Council Rangers routinely patrol all townships for traffic management, including foot patrols, paying particular attention to disabled parking bays and vehicles parking on yellow lines. One Expiation Notice has been issued for a person not having a disabled parking permit whilst parked in a disabled park adjacent to the Port Julia jetty.

Fire Prevention

Council's Fire Prevention Officers have issued some further notices as a result of further growth. A contractor has been engaged to reduce the fuel levels on properties where the property owner has not taken the appropriate action as per the notice.

Local Nuisance and Litter Control

In September, Council became aware of some rubbish that had been dumped on Green Plains Road, Kainton. This location has been used for many years as an illegal dumping ground. This recent rubbish consisted of many removal packing boxes, fencing iron and associated framework. As a result of evidence collected a business operator was spoken to in Kadina who had recently shifted to the area. This person has also had an old fence removed from his land. As a result of further inquiries the person who removed the fence from the land was also responsible for disposal of the boxes. The person responsible was met on Green Plains Road and they subsequently arranged the removal of the rubbish. An Expiation Notice of $1000 was issued.

A ute load of rubbish was also dumped on Weetulta Tank Road, Agery. Evidence located in the rubbish suggested it had been deposited by tenants who had moved out of an address in Moonta. Inquiries later revealed these persons had moved to an address in North Shores, Wallaroo. The male occupant made admissions to the dumping of the rubbish as a result of them moving from Moonta and was subsequently issued with a $1000 fine for the depositing of the rubbish.

ATTACHMENTS

Nil

19.2 DEVELOPMENT APPLICATION DECISIONS

Document #: **17/88556**

Department: **Development Services**

PURPOSE

To inform the Elected Members of Development Application decisions for the period 30 October to 1 December 2017.

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

The following is a list of all Development Applications processed for the period 30 October to 1 December 2017.

Yorketown

544/1153/2017	544/1262/2017	544/1313/2017
544/1324/2017	544/1363/2017	544/1373/2017
544/1375/2017	544/1393/2017	544/1394/2017
544/1400/2017	544/1413/2017	544/1415/2017
544/1439/2017		

Maitland

544/2076/2015	544/1334/2016	544/1450/2016
544/1184/2017	544/1186/2017	544/1226/2017
544/1243/2017	544/1248/2017	544/1291/2017
544/1292/2017	544/1296/2017	544/1303/2017
544/1327/2017	544/1328/2017	544/1331/2017
544/1350/2017	544/1359/2017	544/1365/2017
544/1366/2017	544/1367/2017	544/1368/2017
544/1369/2017	544/1371/2017	544/1372/2017
544/1374/2017	544/1379/2017	544/1388/2017
544/1390/2017	544/1402/2017	544/1403/2017
544/1404/2017	544/1412/2017	544/1426/2017

544/1433/2017 544/1434/2017

ATTACHMENTS

1. Approval Listing - Development Applications - November 2017

LIST OF DEVELOPMENT APPLICATIONS & DECISIONS ISSUED BY THE ASSISTANT BUILDING SURVEYOR UNDER DELEGATION FOR THE PERIOD 30 OCTOBER TO 1 DECEMBER 2017

YORKETOWN

Dev. App. No.	Name & Address	Location	Proposal	Class	Area m^2	Cost $	Conditions Planning Building	Assessment / Valuation No	Decision Date	Builder & Licence No
544/1153/2017	Donald Downs Pty Ltd C/- Post Office COOBOWIE	(Lot 8) 38 Beach Road COOBOWIE	Renovate Existing Shop/Office, New Dwelling & Verandah; Demolish Shed	6 1a 10a 10a	81 216 86 63	200,000	Planning 15 Building 3	214429 5405647500	14 Nov 2017	TBA
544/1262/2017	R Hill Rohan_the_champ@hotmail.com	(Lot 10) 42 Seaview Road CORNY POINT	New Dwelling	1a	80	80,000	Planning 10 Building 5 Private Certifier	427690 5400671260	9 Nov 2017	TBA
544/1313/2017	I Johnson PO Box 7 POINT TURTON	(Lot 2) 108A Esplanade POINT TURTON	Garage	10a	61	10,000	Planning 6 Building 3	431742 5400784054	13 Nov 2017	Golden Choice
544/1324/2017	D and K Martin 13 Jonathon Ave NURIOOPTA	(Lot 103) 25-27 West Street EDITHBURGH	Verandah/ Deck	10a	52.09	18,231	Planning 3 Building 4	423046 5405173818	6 Nov 2017	GB concepts & Building BLD201323
544/1363/2017	J Rooney C/- Port Office MARION BAY	(Lot 21) 38 Norris Road MARION BAY	Garage	10a	56.42	5,215	Planning 6 Building 3	421057 5400926420	20 Nov 2017	Martin Goody BLD 181416
544/1373/2017	S A Halman 3-5 Price Street KADINA	(Lot 1) 10 Sultana Point Rd EDITHBURGH	Attached Carport	10a	39	10,365	Planning 1 Building 2	425322 5405119950	6 Nov 2017	TBA
544/1375/2017	Yorke Peninsula Council PO Box 57 MAITLAND	(PTS 645) Yorketown Road EDITHBURGH	Garage	10a	54	7,800	Planning 4 Building 3	211375 5405105022	3 Nov 2017	TBA
544/1393/2017	S Ashworth PO Box 767 HAPPY VALLEY	(Lot 32) 86 Beach Road COOBOWIE	Verandah, Covered Area & Outdoor Shelter	10a	51	11,500	Planning 5 Building 3	412676 5405636608	17 Nov 2017	A Johnson BLD 40369
544/1394/2017	M Henderson 49a Warri Parri Dve FLAGSTAFF HILL	(Site 90) (Lot 23) 22 Oyster Point Drive STANSBURY	Caravan Annexe & Porch	1a 10a	18.75 6.48	4,800	Planning Nil Building 7	207654 5404753001	23 Nov 2017	M Lampe BLD262044

544/1400/2017	E Powell 23 Shephard Street RIDGEHAVEN	(Sec 423) 1 Grundy Street SHEOAK FLAT	Carport	10a	18	4,985	Planning 1 Building 2	315507 5408664348	7 Nov 2017	DT George BLD 206757
544/1413/2017	B Wigley 19 Kensington St CLOVELLY PARK	(Lot 11) 22 Hickeys Drive COOBOWIE	Verandah & Carport	10a 10a	21.33 29.61	11,900	Planning N/A Building 3	213884 5405622505	22 Nov 2017	A Haywood BLD58028
544/1415/2017	A & J Van Der Veer PO Box 1035 GOLDEN GROVE	(Lot 275) 21 O'Halloran Pde EDITHBURGH	Carport	10a	37.82	4,398	Planning N/A Building 3	209817 5405010605	16 Nov 2017	Owner Builder
544/1439/2017	Point Turton Caravan Park PO Box 57 POINT TURTON	(Lot 102) 146 Bayview Road POINT TURTON	Removal of 6 Cabins	1b	45 each	10,000	Planning N/A Building 4	102046 5400452607	22 Nov 2017	TBA
TOTAL						**$379,194**				

MAITLAND

Dev. App. No.	Name & Address	Location	Proposal	Class	Area m^2	Cost $	Conditions Planning Building	Assessment / Valuation No	Decision Date	Builder & Licence No
544/2076/2015	AB Thompson 13 Moseley Road PARADISE	(Lot 25) 60 Marshall Road PORT VICTORIA	Garage	10a	68.4	7,000	Planning 6 Building Nil	405423 58841908	13 Nov 2017	TBA
544/1334/2016	T Yard 46 Fuller Road BERRI	(Lot 19) 1 Clift Road ARDROSSAN	Office, Display Room, Workshops and Signs	5 7b 8 10b	11 46 432	150,000	Planning 7 Building 2 Private Certifier	421313 4600343700	9 Nov 2017	TBA
544/1450/2016	S J Colliver PO Box 8 ARTHURTON	(Sec 49) 8658 Upper Yorke Road ARTHURTON	Micro Distillery & Cellar Door	8 6	203 79	160,000	Planning 12 Building 4 Private Certifier	44727 4607170004	13 Nov 2017	HE & EH Hollit BLD 23
544/1184/2017	S and K Dutschke 4 Hobbs Street TANUNDA	(Lot 6) 6/14 Davies Terrace PORT VICTORIA	Tourist Accommodatio n	1b	242	300,000	Planning 4 Building 2 Private Certifier	427237 4603151359	16 Nov 2017	TBA
544/1186/2017	Yorke Peninsula Council PO Box 57 MAITLAND	(PTS 482) 1 Park Terrace ARDROSSAN	Two Semi Detached Cabins (Including Removal of 2 Existing Cabins)	1b	85	85,000	Planning 3 Building 3 Private Certifier	59 4600103247	9 Nov 2017	TBA
544/1226/2017	JW Lodge PO Box 134 ARDROSSAN	(Lot 62) 4133 Yorke Highway ARDROSSAN	Dwelling, Verandah and Garage UMR	1a 10a 10a	329 130 35.46	200,000	REFUSED	435016 4604033004	28 Nov 2017	TBA

544/1243/2017	DK Aldridge and EK Latus 16 Bridge Road ARDROSSAN	(Lot 126) 5-7 South Terrace ARDROSSAN	Garage	10a	69.16	5,000	Planning 4 Building 1	434001 4600162503	20 Nov 2017	D K Aldridge
544/1248/2017	CY Cougars Netball Club PO Box 181 MAITLAND	(PTS 365) Rogers Terrace MAITLAND	Four Light Towers	10b	1 each	39,000	Planning 2 Building 1	416115 4601701054 A0040	28 Nov 2017	TBA
544/1291/2017	Yard Nominees PO Box 983 BERRI	(Lot 19) 1 Clift Road ARDROSSAN	Industrial Building Addition	7b	36	5,000	Planning 1 Building 2 Private Certifier	421313 4600343700	9 Nov 2017	Yard Nominees
544/1292/2017	BJ Moloney PO Box 59 MAITLAND	(Lot 793) 15827 Spencer Hwy MAITLAND	Garage and Varandahs	10a 10a	166 273	100,000	Planning 2 Building 2 Private Certifier	25270 4604358001	17 Nov 2017	TBA
544/1296/2017	NC and DW Richardson 47 Sansom Road SEMAPHORE PK	(Sec 485) 9 Adonis Court PORT JULIA	Garage	10a	84	10,000	Planning 4 Building Nil	315960 5408665420	17 Nov 2017	TBA
544/1303/2017	RA and BJ Smallman 3 Carlingford Drive SALISBURY PARK	(Lot 4) 1 Cooper Street PORT CLINTON	Dwelling Addition and Verandah	1a 10a	21.6 10.8	12,000	Planning 2 Building 1	39594 4606184156	29 Nov 2017	Owner Applicant
544/1327/2017	JW and KE Pointon PO Box 44 CURRAMULKA	(Lot 45) 12 Correll Street PORT VINCENT	Dwelling Addition	1a	28.8	35,000	Planning 3 Building 3 Private Certifier	309989 5408377509	27 Nov 2017	Owner Applicant
544/1328/2017	Yorke Peninsula Council PO Box 57 MAITLAND	(PTL 756) 11 Robert Street MAITLAND	Public Toilet Replacement and Renovations	10b	28	90,000	Planning 2 Building 1	412445 4601892508 A0020	16 Nov 2017	TBA
544/1331/2017	DK Aldridge and EK Latus 16 Bridge Road ARDROSSAN	(Lot 126) 5 South Terrace ARDROSSAN	Two story Dwelling, Balcony and Verandah	1a 10a 10a	188.56 32.47 34.69	283,860	Planning 5 Building Nil Private Certifier	434001 4600162503	20 Nov 2017	Rivergum Homes Pty Ltd
544/1350/2017	HA Semmler 12 South Terrace NURIOOTPA	(Lot 64) 62 Hosking Road TIDDY WIDDY BEACH	Alteration to Roof, Wall & Floor Frame	1a	17	1,500	Planning 1 Building 2	8524 4600625862	8 Nov 2017	TBA
544/1359/2017	JL Newbold PO Box 201 MINLATON	(Lot 2) 56 Newbold Road WAURALTEE	Garage	10a	140.1	14,000	Planning 2 Building 1	29058 4604636500	2 Nov 2017	TBA
544/1365/2017	WD and SA Rowntree PO Box 1257 ARDROSSAN	(Sec 149) 323 Downlingville Slant Road DOWLINGVILLE	Farm Building Implement Shed	7b	1080	76,000	Planning 2 Building 1	419531 4604084151	28 Nov 2017	P Obst BLD 147287

544/1366/2017	JA and SK Denbow John.dendow@bigpond.com	(Lot 6) 82 Davies Terrace PORT VICTORIA	Garage Addition	10a	27.5	4,200	Planning 3 Building Nil	432617 4604727751	30 Oct 2017	Owner Builder
544/1367/2017	MW & JL Smith 16 Short Terrace BALAKLAVA	(Lot 602) 71 Marine Parade PORT VINCENT	Garage	10a	81	13,970	Planning 3 Building Nil	311159 5408440002	13 Nov 2017	TBA
544/1368/2017	G Klunyk and PJ O'Dwyer-Klunyk 11 Yoolamardy Tce PORT CLINTON	(Lot 99) 11 Yoolamardy Terrace PORT CLINTON	Verandah	10a	55.75	4,820	Planning 2 Building 1	41152 4606282004	27 Oct 2017	TBA
544/1369/2017	PI and MC Baillie 5 Diagonal Road ARDROSSAN	(Lot 6) 5 Diagonal Road ARDROSSAN	Freestanding Carport and Attached Verandah	10a 10a	44.02 25.75	6,200	Planning 1 Building 2	2162 4600255030	31 Oct 2017	Owner Builder
544/1371/2017	CJ & M Potticary PO Box 501 GAWLER	(Lot 54) 42 Hosking Road TIDDY WIDDY BCH	Variation to 544/1265/2017 Verandah	10a	36	5,000	Planning 3 Building 1 Private Certifier	8425 4600625598	7 Nov 2017	TBA
544/1372/2017	KR Hasting PO Box 5 SOUTH KILKERRAN	(Lot 487) 804 South Kilkerran Road SOUTH KILKERRNA	Garage	10a	139	16,000	Planning 1 Building 3	15248 4603116190	27 Oct 2017	Olympic Industries GL 37130
544/1374/2017	TP and TJ Oster 34 Oval Terrace ARDROSSAN	(Lot 157) 34 Oval Terrace ARDROSSAN	Freestanding Carport	10a	67.5	5,000	Planning 3 Building Nil	5181 4600320006	17 Nov 2017	Owner Building
544/1379/2017	Yorke Peninsula Council PO Box 57 MAITLAND	(Lot 18) 24 Talbot Road PORT VINCENT	Verandah	10a	75	11,800	Planning 2 Building 1	310078 5408384506	1 Nov 2017	DT George BLD 206757
544/1388/2017	DL and RI Miller 5 Manuella Court PARALOWIE	(Lot 11) Chinaman Wells Rd CHINAMAN WELLS	Freestanding Carport	10a	54	7,000	Planning 4 Building Nil	24588 4604318464	10 Nov 2017	TBA
544/1390/2017	RN Davey 6 Clinton Road MAITLAND	(Lot 73) 8 Clinton Road MAITLAND	Garage	10a	45	9,500	Planning 2 Building 1	411546 4602052738	3 Nov 2017	TBA
544/1402/2017	JW Joyce PO Box 29 GULNAR	(Lot 30) 13 Cardigan Castle Cctt PORT VICTORIA	Verandah	10a	48	6,500	Planning 2 Building 1	434456 4604724032	16 Nov 2017	TBA
544/1403/2017	M E Taylor 20 Waterman Tce MITCHELL PARK	(Lot 27) 2 Bullock Street ARDROSSAN	Verandah	10a	24	7,500	Planning N/A Building 2	429639 4600338759	13 Nov 2017	J C Hollitt BLD 235817
544/1404/2017	S R Davey 1C Beaulah Ave MAITLAND	(Lot 57) 1C Beaulah Avenue MAITLAND	Garage and Carport	10a 10a	90	9,780	Planning 3 Building Nil	14019 4602093003	13 Nov 2017	TBA

544/1412/2017	C Southam 119 Penrice Road PENRICE	(Lot 133) 17-19 Yelta Street PORT CLINTON	Demolish Shed; Carport & Garage	10a 10a	54 36	13,500	Planning 3 Building Nil	40857 4606253000	22 Nov 2017	Owner Building
544/1426/2017	G Klunyk and PJ O'Dwyer-Klunyk 11 Yoolamardy Tce PORT CLINTON	(Lot 99) 11 Yoolamardy Tce PORT CLINTON	Swimming Pool	10b	34.86	38,000	Planning N/A Building 5 Private Certifier	41152 4606282004	16 Nov 2017	Webb Constructions Pty Ltd
544/1433/2017	S M Adams PMB 12 KADINA	(Sec 433) 96 Adams Road SUNNYVALE	Machinery Shed	7b	495	55,980	Planning 3 Building Nil	46623 4607353003	29 Nov 2017	YP Erect BLD 179387
544/1434/2017	R K & S A Mumford PO Box 5 MINLATON	(Lot 17) Black Point Drive BLACK POINT	Demolish Dwelling	1a	100	10,000	Planning N/A Building 7	48868 4604904084	22 Nov 2017	Robert Minks 45779
TOTAL						**$1,598,110**				

19.3 WASTEWATER SYSTEM APPLICATION DECISIONS

Document #: **17/88597**

Department: **Development Services**

PURPOSE

To inform the Elected Members of Wastewater Application decisions for the period 30 October to 1 December 2017.

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 30 October to 1 December 2017.

Maitland

050/076/2016	050/035/2017	050/058/2017
050/080/2017	050/090/2017	050/091/2017
050/092/2017	050/097/2017	

Yorketown

050/067/2016	050/071/2016	050/017/2017
050/022/2017	050/031/2017	050/041/2017
050/057/2017	050/078/2017	050/083/2017

ATTACHMENTS

1. Approval Listing - Wastewater Systems - November 2017

LIST OF WASTE CONTROL APPLICATIONS & DECISIONS ISSUED BY THE ENVIRONMENTAL HEALTH OFFICERS UNDER DELEGATION FOR THE PERIOD 30 OCTOBER TO 1 DECEMBER 2017

Maitland

Septic App. No.	Owner	Location	Proposal	Conditions	Assess. No	Decision Date	Plumber & Licence No
050/076/2016	Peninsula Property Investments Pty Ltd PO Box 145 GLENSIDE	(Sec 282) 299 Old Coast Road SHEOAK FLAT	Aerobic System	11	313908	10 November 2017	Owner Applicant
050/035/2017	SM and KJ Dutschke 4 Hobbs Street TANUNDA	(Lot 6) 6/14 Davies Terrace PORT VICTORIA	CWMS Sewer	11	427237	16 November 2017	JBG Architects
050/038/2017	WH and PJ Holmes PO Box 151 TANUNDA	(Lot 68) Black Point Drive BLACK POINT	CWMS STED	11	49361	23 November 2017	Owner Applicant
050/058/2017	PC & AV Kerley PO Box 6002 BURTON	(Lot 5) Port Victoria Road PORT VICTORIA	Septic and Soakage	11	428094	25 August 2017	Owner Applicant
050/080/2017	DK Aldridge and EK Latus 16 Bridge Road ARDROSSAN	(Lot 126) 5 South Terrace ARDROSSAN	CWMS STED	11	434001	20 November 2017	Rivergum Homes
050/090/2017	S J Colliver PO Box 8 ARTHURTON	(Sec 49) 8658 Upper Yorke Road ARTHURTON	Septic and Soakage	11	44727	10 November 2017	Owner Applicant
050/091/2017	Yorke Peninsula Council PO Box 57 MAITLAND	(PTS 362) 16 Main Street BALGOWAN	Septic and Soakage	11	37184	14 November 2017	Owner Applicant
050/092/2017	Yorke Peninsula Council PO Box 57 MAITLAND	(PTL 756) 11 Robert Street MAITLAND	CWMS STED	11	412445	1 November 2017	Owner Applicant
050/097/2017	C Safralidis 17 Kirkcaldy Avenue GRANGE	(Lot 1) 3046 Nalyappa Road BALGOWAN	Septic and Soakage	11	23952	31 October 2017	Peninsula Plumbing

Yorketown

Septic App. No.	Owner	Location	Proposal	Conditions	Assess. No	Decision Date	Plumber & Licence No
050/067/2016	F Sandercock and E & P Kernaghan 21 Treetop Terrace BELAIR	(Lot 105) 43 Northshore Road HARDWICKE BAY	CWMS Sewer	11	323048	14 November 2017	Owner Applicant

050/071/2016	B Harris PO Box 158 BLI BLI	(Lot 32) 39 Eight Street MINLATON	Septic Soakage	Withdrawn	431387	30 November 2017	Longridge Group Pty Ltd
050/017/2017	J A Weeks PO Box 63 PORT VINCENT	(Lot 5) 12 Buttfield Avenue PORT VINCENT	Aerobic System	11	311589	16 November 2017	B Weeks
050/022/2017	AS Kafagy C/- Luxor Commercial Unit 3/3 Pat Devlin Close CHIPPING NORTON	(PTL 102) 38 Warooka Road YORKETOWN	CWMS STED	11	204321	14 November 2017	Peninsula Plumbing
050/031/2017	E Bott RMD 7277 ESPERANCE	(Lot 3) 8 Pinwattle Place THE PINES	Aerobic System	11	104976	6 November 2017	Owner Applicant
050/041/2017	Fry & Co Pty Ltd 48 Minlaton Road YORKETOWN	(Lot 1) 48 Minlaton Road YORKETOWN	Septic and Soakage	11	200303	14 November 2017	A & BS Searle Builders
050/057/2017	N and A Armstrong 11 Roeder Crescent PORT NOARLUNGA	(Lot 108) 177 North Coast Road POINT TURTON	Aerobic System	11	111591	22 November 2017	J Crowl
050/078/2017	JW and KE Pointon PO Box 44 CURRAMULKA	(Lot 45) 12 Correll Street PORT VINCENT	Septic and Soakage	11	309989	27 November 2017	Owner Applicant
050/083/2017	R Hill rohan_the_champ@hotmail.com	(Lot 10) 42 Seaview Road CORNY POINT	Aerobic System	11	427690	9 November 2017	Owner Applicant

20 VISITORS TO THE MEETING

Andrew and Jillian Mill

DEBATE AGENDA

DEBATE AGENDA

21 CHIEF EXECUTIVE OFFICER

21.1 DELEGATIONS REGISTER

Document #: **17/89691**

Department: **Executive Services**

PURPOSE

Council has conducted a review of its Delegations Register in response to legislative change and there is a need to update the existing Delegations Register.

RECOMMENDATION

That having considered its Delegations Register in response to legislative change, in accordance with Section 44 of the Local Government Act 1999, the Council:

1. **Revocations**

1.1 Hereby revokes its previous delegations to the Chief Executive Officer of those powers and functions under the following:

1.1.1 Development Act 1993 and Development Regulations 2008

1.1.2 Local Government Act 1999

1.1.3 Work Health and Safety Act 2012

1.1.4 Road Traffic Act 1961 (SA), Road Traffic (Miscellaneous) Regulations 2014 and Road Traffic (Road Rules – Ancillary and Miscellaneous Provisions) Regulations 2014

1.1.5 Heavy Vehicle National Law (South Australia) Act 2013

1.2 Hereby revokes its previous delegations to its Development Assessment Panel under the Development Act 1993 and Development Regulations 2008.

2. **Delegations made under Local Government Act 1999**

2.1 In exercise of the power contained in Section 44 of the Local Government Act 1999 the powers and functions under the following Acts and specified in the proposed Instruments of Delegation (each of which is individually identified as indicated below) (distributed under separate cover) are hereby delegated this 13th day of December 2017 to the person occupying the office of Chief Executive Officer subject to the conditions and or limitations specified herein or in the Schedule of Conditions in each such proposed Instrument of Delegation.

2.1.1 Local Government Act 1999

2.1.2 Work Health and Safety Act 2012

2.1.3 Road Traffic Act 1961 (SA), Road Traffic (Miscellaneous) Regulations 2014 and Road Traffic (Road Rules – Ancillary and Miscellaneous Provisions) Regulations 2014

2.1.4 Heavy Vehicle National Law (South Australia) Act 2013

2.1.5 Planning, Development and Infrastructure Act 2016

2.2 Such powers and functions may be further delegated by the Chief Executive Officer in accordance with Sections 44 and 101 of the Local Government Act 1999 as the Chief Executive Officer sees fit, unless otherwise indicated herein or in the Schedule of Conditions contained in each such proposed Instrument of Delegation.

3. **Delegations made under Development Act 1993**

3.1 In exercise of the powers contained in Section 20 and 34(23) of the Development Act 1993, the powers and functions under the Development Act 1993 and the Development Regulations 2008 contained in the proposed Instrument of Delegation (distributed under separate cover) are hereby delegated this 13th day of December 2017 to the person occupying the office of Chief Executive Officer, subject to the conditions or limitations indicated herein or in the Schedule of Conditions contained in the proposed Instrument of Delegation under the Development Act 1993.

3.2 Such powers and functions may be further delegated by the Chief Executive Officer as the Chief Executive Officer sees fit and in accordance with the relevant legislation unless otherwise indicated herein or in the Schedule of Conditions contained in the proposed Instrument of Delegation under the Development Act 1993.

3.3 In exercise of the powers contained in Section 20 and 34(23) of the Development Act 1993 the powers and functions under the Development Act 1993 and the Development Regulations 2008 contained in the proposed Instrument of Delegation (distributed under separate cover) are hereby delegated to the Council's Assessment Panel, subject to any conditions specified herein or in the Schedule of Conditions contained in the proposed Instrument of Delegation under the Development Act 1993.

3.4 The powers and functions that have been delegated to the Council's Assessment Panel are contained within the CDAP Delegations Policy PO127.

4. **Authorisations and Subdelegation under the Road Traffic Act 1961**

4.1 In accordance with the Instrument of General Approval and Delegation to Council dated 22 August 2013 from the Minister for Transport and Infrastructure (the 'Instrument') the Council authorises the following person(s) pursuant to Clause A.7 of the Instrument to endorse Traffic Impact Statements for the purposes of Clause A of the Instrument provided that such person(s) shall take into account the matters specified in Clause A.7 of the Instrument in respect of Traffic Impact Statements:

Trevor Graham - Director Assets & Infrastructure Services

Roy Dick - Works Manager

Stephen Goldsworthy - Operations Manager

Nicholas Hoskin - Operations Coordinator

Michael McCauley – Asset Manager

Phil Herrmann – Senior Compliance Officer

4.2 In accordance with Clause A.7 of the Instrument, the Council is of the opinion that the following person(s) is/are experienced traffic engineering practitioner(s) for the purposes of preparing a Traffic Impact Statement as required by Clause A.7 of the Instrument:

Trevor Graham - Director Assets & Infrastructure Services

Roy Dick - Works Manager

Stephen Goldsworthy - Operations Manager

Nicholas Hoskin - Operations Coordinator

Michael McCauley – Asset Manager

4.3 In exercise of the power contained in, and in accordance with, Clause G.1 of the Instrument, the power contained in Section 33(1) of the Road Traffic Act 1961 and delegated to the Council pursuant to Clause G of the Instrument and contained in the proposed Instrument of Subdelegation (distributed under separate cover) is hereby sub-delegated this 13th day of December 2017 to the person occupying the office of Chief Executive Officer of the Council subject to:

(i) the conditions contained in the Instrument; and

(ii) any conditions contained in this Resolution or in the Instrument of Subdelegation; and

(iii) the creation of a separate instrument in writing reflecting such subdelegation under the Instrument and this Resolution.

4.4 In accordance with Clause E.2 of the Instrument, the Council is of the opinion that the following person(s) has (have) an appropriate level of knowledge and expertise in the preparation of traffic management Plans:

Trevor Graham (Director Assets & Infrastructure Services)

Roy Dick (Works Manager)

Stephen Goldsworthy (Operations Manager)

Nicholas Hoskin (Operations Coordinator)

Dwayne Werfel (Works Supervisor North)

Guido Varricchio (Works Supervisor South)

Jason Coe (Leading Worker Central)

Michael Wuttke (Leading Worker North)

Stuart Heinrich-Smith (Leading Worker South)

Phil Herrmann (Senior Compliance Officer)

Michael McCauley – Asset Manager

LINK TO STRATEGIC PLAN

Goal: 5 Responsible Governance

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

BACKGROUND

Appropriate delegations to the Chief Executive Officer and subsequent sub-delegations to staff enable officers to undertake their duties effectively and without hindrance whilst enabling legislative compliance.

DISCUSSION

Section 44 of the Local Government Act 1999 ("the Act") provides that the Council may delegate a power or function vested or conferred under this or another Act. Some other Acts also contain a specific power of delegation.

Section 101 of the Act also allows the Chief Executive Officer to delegate (or sub-delegate) a power or function vested or conferred in or on the Chief Executive Officer. A delegation made by the Chief Executive Officer can be made to an employee of the Council or to the employee for the time being occupying a particular office or position, a committee comprising employees of the Council, or an authorised person.

The Local Government Association delegations templates have been utilised to review the Delegations Register.

COMMUNITY ENGAGEMENT PLAN

Level 1 - we will keep you informed.

A copy of the Delegations Register is placed on the Council's website for public information.

CONSULTATION PROCESS

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

- CEO
- Governance Officer
- Director Assets and Infrastructure Services
- Manager Development Services

In preparing this report, the following External Parties were consulted:

- LGA Delegations Templates

POLICY IMPLICATIONS

Relevant to various Council and administrative policies.

BUDGET AND RESOURCE IMPLICATIONS

Nil.

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

It is essential that Council has updated and appropriate delegations in place to ensure Council's risk is mitigated by ensuring legislative compliance, consistency and appropriate, suitably qualified personnel are undertaking these business and regulatory functions.

Development Act 1993 and Development Regulations 2008

Local Government Act 1999

Work Health and Safety Act 2012

Road Traffic Act 1961 (SA), Road Traffic (Miscellaneous) Regulations 2014 and Road Traffic (Road Rules – Ancillary and Miscellaneous Provisions) Regulations 2014

Heavy Vehicle National Law (South Australia) Act 2013

Planning, Development and Infrastructure Act 2016.

ATTACHMENTS

1. **Appendix 3 - Instrument of Delegation Under the Development Act 1993 and Development Regulations 2008 - 13 December 2017 (under separate cover)**
2. **Appendix 11 - Instrument of delegation under the Heavy Vehicle National Law (SA) Act 2013 - 13 December 2017 (under separate cover)**
3. **Appendix 15 - Instrument of delegation under the Local Government Act 1999 - 13 December 2017 (under separate cover)**
4. **Appendix 21 - Instrument of delegation under the Road Traffic Act 1961, the Road Traffic (Misc) Regulations 2014 - 13 December 2017 (under separate cover)**
5. **Appendix 28 - Instrument of delegation under the Work Health and Safety Act 2012 - 13 December 2017 (under separate cover)**
6. **Appendix 36 - Instrument of delegation under the Planning, Development and Infrastructure Act 2016 - 13 December 2017 (under separate cover)**
7. **Minister's Instrument of General Approval and Delegation under Road Traffic Act 22 August 2013 - 13 December 2017 (under separate cover)**
8. **Authorisations under the Road Traffic Act in accordance with the Instrument dated 22 August 2013 - 13 December 2017 (under separate cover)**
9. **Instrument of Delegation - Sub delegation to the Chief Executive Officer under the Road Traffic Act 1961 in accordance with the Instrument dated 22 August 2013 from the Minister for Transport and Infrastructure - as at 13 December 2017 (under separate cover)**

21.2 BLACK POINT BEACH MANAGEMENT REPORT

Document #: **17/86517**

Department: **Executive Services**

PURPOSE

To provide Elected Members with the advice and recommendations from the Department of Environment, Water and Natural Resources in relation to management of the beach adjacent the Black Point boat ramp.

RECOMMENDATION

That the report be received.

LINK TO STRATEGIC PLAN

Goal: 3 Valued and Restored Environment

Strategy: 3.9 Integrate environmental sustainability consideration in land use planning and development

Goal: 5 Responsible Governance

Strategy: 5.2 Effective leadership and informed decision making

BACKGROUND

In 2014 a new boat launching facility was built at Black Point to replace the previous boat ramp. Since the construction of this new facility, there has been a slow loss of sand to the south-east of the boat ramp. Following an on-site meeting in October with representatives of the Black Point Progress Association and Council, the Coastal Management Branch of the Department of Environment, Water and Natural Resources agreed to provide Council with advice on the coastal processes and management options for the site.

DISCUSSION

Dr Murray Townsend from the Coastal Management Branch of the Department of Environment, Water and Natural Resources has prepared a report outlining their assessment of the situation, the impact on the beach and providing their recommendations for management.

COMMUNITY ENGAGEMENT PLAN

Nil

CONSULTATION PROCESS

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

- CEO
- Operations Manager

In preparing this report, the following External Parties were consulted:

- Department of Environment, Water and Natural Resources
- Black Point Progress Association

POLICY IMPLICATIONS

Nil

BUDGET AND RESOURCE IMPLICATIONS

Should Council decide to replenish the beach adjacent the boat ramp, it is unlikely that the Coast Protection Board would provide grant funding for the task as the purpose of the replenishment would be for amenity purposes. Funds for any replenishing works would need to be budgeted for in Council's operating budget or find alternative funding sources.

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Council staff are monitoring the sand movement either side of the boat ramp bi-monthly to minimise any potential adverse impacts, both environmental and other.

The primary issue is a loss of recreational amenity caused by the loss of sand. There would be sufficient volumes of sand accumulated at the point at the eastern end of the settlement to replenish the beach to the south-east of the boat ramp to improve beach amenity, with a single replenishment of 2,000 to 3,000m3 likely to be sufficient to last several years. To date, the loss is not having an impact on broader foreshore stability or affecting built assets.

The Coast Protection Board can provide Council with authorisation to undertake replenishing works in, accordance with Schedule 14 Part 1 (1) (e) Development Regulations 2008, meaning a development application would not be required. Any such application should be prepared in consultation with Coastal Management Branch staff.

ATTACHMENTS

1. Advice - Black Point Beach Management Report - DEWNR

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

CPB/013/13

Level 4, 81-95 Waymouth Street
Adelaide SA 5000
GPO Box 1047
Adelaide SA 5001
Australia
Ph: +61 8124 4928
www.environment.sa.gov.au

Date: 9 November 2017

Andrew Cameron
Chief Executive Officer
Yorke Peninsula Council
Maitland SA 5573

Attention: Stephen Goldsworthy, Operations Manager

Re: Beach management adjacent the Black Point boat ramp

Dear Andrew,

I write regarding the management of the beach adjacent the Black Point boat ramp. Following our on-site meeting on 5 October 2017 with representatives of the Black Point Progress Association, it was agreed that the Coastal Management Branch of the Department of Environment, Water and Natural Resources (DEWNR) would provide advice to Yorke Peninsula Council (Council) on the coastal processes and management options for the site.

Background

This ramp was constructed in 2014 to replace the previous boat ramp, which was a small concrete ramp across the beach, at approximately beach level, in the same location. I understand that the residents were seeking an upgrade of the local boat launching facilities as the previous ramp was causing problems with launching and retrieval at low water and/or for larger boats. The Council's 2013 development application for the new ramp was referred to the Coast Protection Board (Board) for assessment. The Board did not object to the development proposal, but the response included the following:

> "The coastline at this location, while relatively sheltered, is subject to coastal erosion and this risk will increase with future sea level rise due to global warming. The risk of erosion is evident by the placement of protection works south of the proposal, to protect adjacent shacks. The application information (Coppock and Associates, p5, Nov 12) states that 'the ramp location appears to be close to a neutral point in regard to sand transportation within the bay, and there is little historical evidence of build-up/erosion of beach sand over the existing ramp'. The potential build-up of sand is likely to be seasonal but this is difficult to confirm without historical records.
>
> "The Board is of the opinion that the scale of the ramp is likely to affect coastal processes."

The Board directed conditions of approval related to the Council's responsibilities for management of the development and its impacts on the coast:

- Sand monitoring and management is to undertaken in accordance with a sand monitoring and management plan, which is to be prepared to the reasonable satisfaction of the Coast Protection Board.

- Beach monitoring poles must be installed either side of the boat ramp prior to construction.

- Excavation and construction shall be carried out in a manner which minimises environmental impacts on adjacent marine environments. Turbidity and sedimentation from construction activities shall be monitored at all times and remedial actions undertaken immediately should significant environmental harm become apparent. This may involve cessation of the offending activity.

- Any mechanical and electrical equipment and power outlets should be safe from flooding and therefore be raised in accordance with the Coast Protection Board's recommended floor level of 3.80m AHD.

- Landscaping with local native coastal species shall be established to soften the appearance of the development (to an extent), encourage coastal biodiversity, catch rubbish from entering the marine environment, enhance the existing car park and potentially integrate with the "proposed memorial wall by others".

- Landscaping associated with this development shall use local native coastal species. The Native Vegetation Council should be contacted should the applicant require specific species lists.

Observations on beach response to the boat ramp

The beach at the north-western end of the Black Point settlement, where the boat ramp is built, has a thin (up to 0.75m) layer of sand over a clay base, backed by soft cliffs. To the south-east, the cliffs fall in height and sand dunes back a deeper, sandy beach.

Following construction of the new boat ramp, it has become apparent that there is a net south-eastward littoral movement of sand in the vicinity of the boat ramp. Since its construction, this has led to a gradual draw-down of sand on the south-eastern side of the ramp, with a corresponding increase in the beach level on the updrift, north-western side.

There appears to be a seasonal variation in the direction of sand drift, with summer weather patterns tending to cause a north-westward drift of sand which raises beach levels on the south-eastern side of the ramp. However the north-westward rate of drift is not sufficient to match the south-eastward drift, resulting in a net loss on the south-eastern side of the ramp, which has progressively increased each year since the ramp's construction.

The change in beach level on the south-east could be as much as approximately 0.75m, based on marks on the uprights of a beach shelter about 35m south-east of the ramp. The beach level is currently low enough to expose a layer of reportedly soft clay for some tens of metres south-eastward along the beach.

To date, the loss of sand from the beach has not led to erosion of the cliff or dune at the top of the beach. The primary issue is a loss of recreational amenity caused by the sand loss.

Further eastward, on the point, there are quite large areas of bare sand, which indicate accretion over a short period, as there is little colonising vegetation to be seen.

Survey data and analysis

DEWNR established several beach profiles at Black Point, some towards the south-east were first surveyed in 1975. The location and reference numbers of these profiles can be seen in Figure 1. Several profiles were resurveyed on 16 October 2017 and the collated data from these profiles (from north-west to south-east: 560023, 560011, 560007, 560006, 560005) can be seen in Figures 2 to 6. In addition, a high-resolution survey of the area surrounding the boat ramp was also surveyed in October 2017 (terrestrial; and hydrographic) to establish a baseline digital elevation model at the site (Figure 7).

The nearest profile to the ramp (560023, 166m south-east of the ramp) was established in 2005 and only resurveyed in 2017. It indicates that there has been a beach volume loss along that profile of $4m^3$, which is a relatively small loss of sand.

The next profile (560011, 250m south-east of the ramp) shows a beach volume loss between 1995 and 2017 of $5m^3$.

The other profiles surveyed appear to be sufficiently far from the ramp as to be unaffected by it. Profile 560005 shows erosion on the dune face but stability over the beach and nearshore area. The others show little trend in beach behaviour.

Assessment

Based on the above information and observations, it is apparent that net south-eastward alongshore sand drift is leading to a slow run-down of beach volumes immediately adjacent the new Black Point boat ramp. The ramp itself is accumulating sand on its north-west side, which is contributing to the volume imbalance. There is some evidence of sand bypassing the ramp on the seaward end, but not in sufficient amounts to retain beach equilibrium on the south-east side of the ramp. The sand may also be moving some distance south-east in the nearshore zone before coming ashore, thus not contributing to beach levels immediately south-east of the ramp.

The accumulation of sand north-west of the ramp is relatively small and limited in volume by the size of the ramp. It is likely to be too small in volume to restore beach levels on the south-east of the ramp to previous levels.

There are seasonal variations in the direction of sand drift, with some recovery of the beach adjacent the boat ramp apparent over the warmer months, with a net north-westerly alongshore drift. This drift doesn't match the dominant south-easterly drift, as observed in the period since the ramp's construction.

The survey data, although of relatively coarse resolution, has been assessed to estimate beach volume changes. It indicates that the net loss of beach volume south-east of the boat ramp is in the order of 1,500 m^3 over approximately 300m of beach ($5m^3$/m x 300m).

Assuming the beach in the vicinity of the ramp was in dynamic equilibrium before 2014, this could average roughly 500m^3 loss per year since then.

An alternative calculation, looking at the likely maximum beach level above the clay layer of 0.75m, as indicated by the marks on the beach shelter, is also possible. The profiles indicate that the beach is losing volume over a 25m width. If this has occurred over 300m, the volume loss is estimated as 25 x 300 x 0.75 = 5,625m^3. This is likely to be somewhat of an overestimate and should be considered an upper bound to the volume loss.

It is likely that sand is accumulating at the point at the eastern end of the settlement. Based on the analysis of the survey data, there would be sufficient volumes available at the point to replenish the beach to the south-east of the ramp to improve beach amenity. A single replenishment of 2,000 to 3,000m3 should be sufficient to last several years, although this will be dependent on the weather.

Conclusions and Recommendations

1. Since the construction of the new Black Point boat ramp in 2014, there has been a relatively slow loss of beach volume to the south-east of the ramp.

2. This loss is caused by a net south-easterly littoral drift of sand, which is interrupted by the ramp acting as a groyne across the beach.

3. To date, the loss is not having an impact on broader foreshore stability or affecting built assets. The impact is primarily on recreation and amenity.

4. The loss is in the order of 500 – 1,900m^3 per year. More precise estimates are not possible with the current survey data.

5. If it is decided to replenish the beach adjacent the boat ramp to improve amenity, it is recommended that the sand be sourced from the beach at the eastern extremity of Black Point.

6. Should this be conducted, a replenishment volume of 2,000-3,000m^3 would be adequate to raise beach levels along the affected area and allow an assessment of the utility of such a measure.

7. As the purpose of the replenishment would be for amenity purposes, it is unlikely that the Coast Protection Board would provide grant funding for the task. The Board's 2017-18 budget has been committed to its works programme.

8. However, the Board can provide the Council with authorisation to undertake the replenishment works, in accord with Schedule 14 Part 1 (1) (e) of the *Development Regulations 2008*. This authorisation means that a development application would not be needed. A request for authorisation can be submitted to me by email and should include information on the volume of sand to be moved, diagrams of the collection and deposition areas, the timing of work and the proposed methodology. It's recommended that any such application is prepared in consultation with Coastal Management Branch staff.

9. DEWNR and the Board are also able to provide advice and technical support to the Council.

For further information on this matter, please email me at murray.townsend@sa.gov.au.

Yours Sincerely,

DR MURRAY TOWNSEND
MANAGER, COASTAL MANAGEMENT
CLIMATE CHANGE GROUP

6

Figure 1: Beach profile locations at Black Point

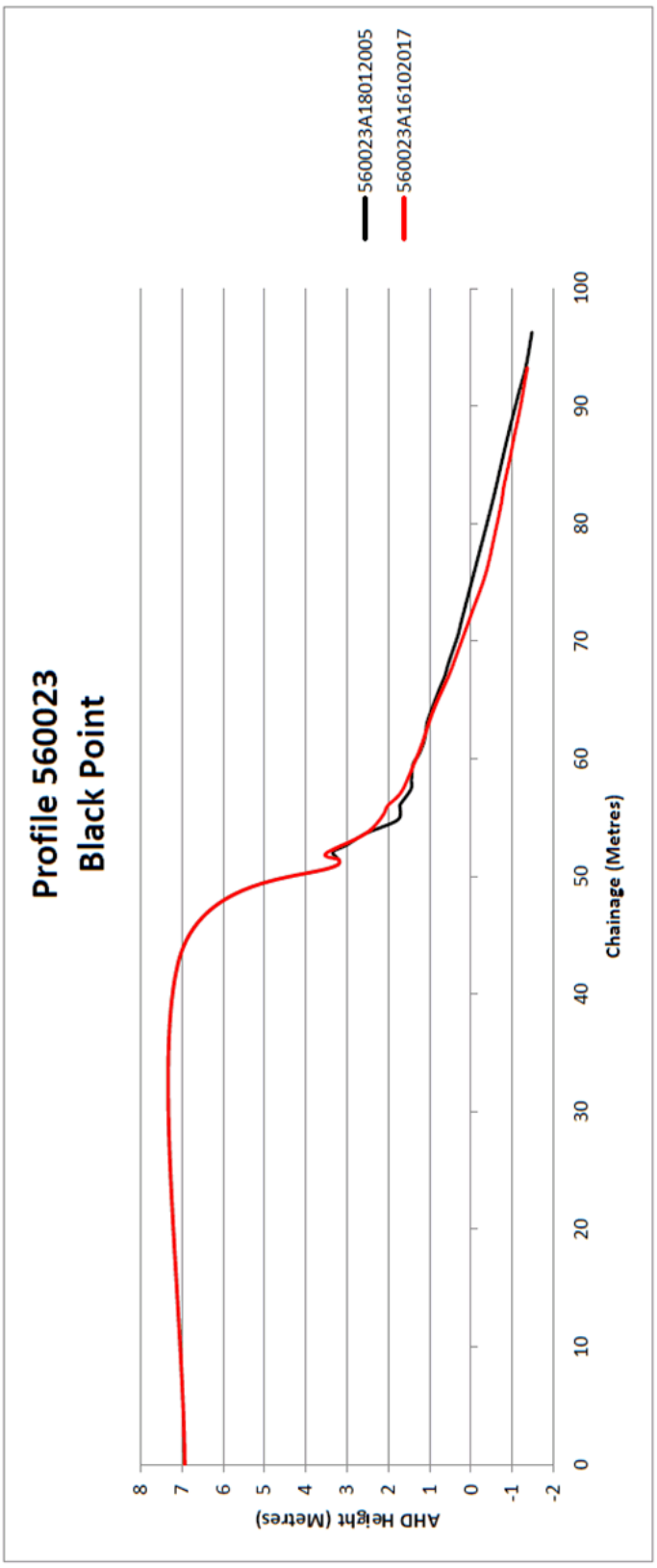


Figure 2: Black Point Profile 560023

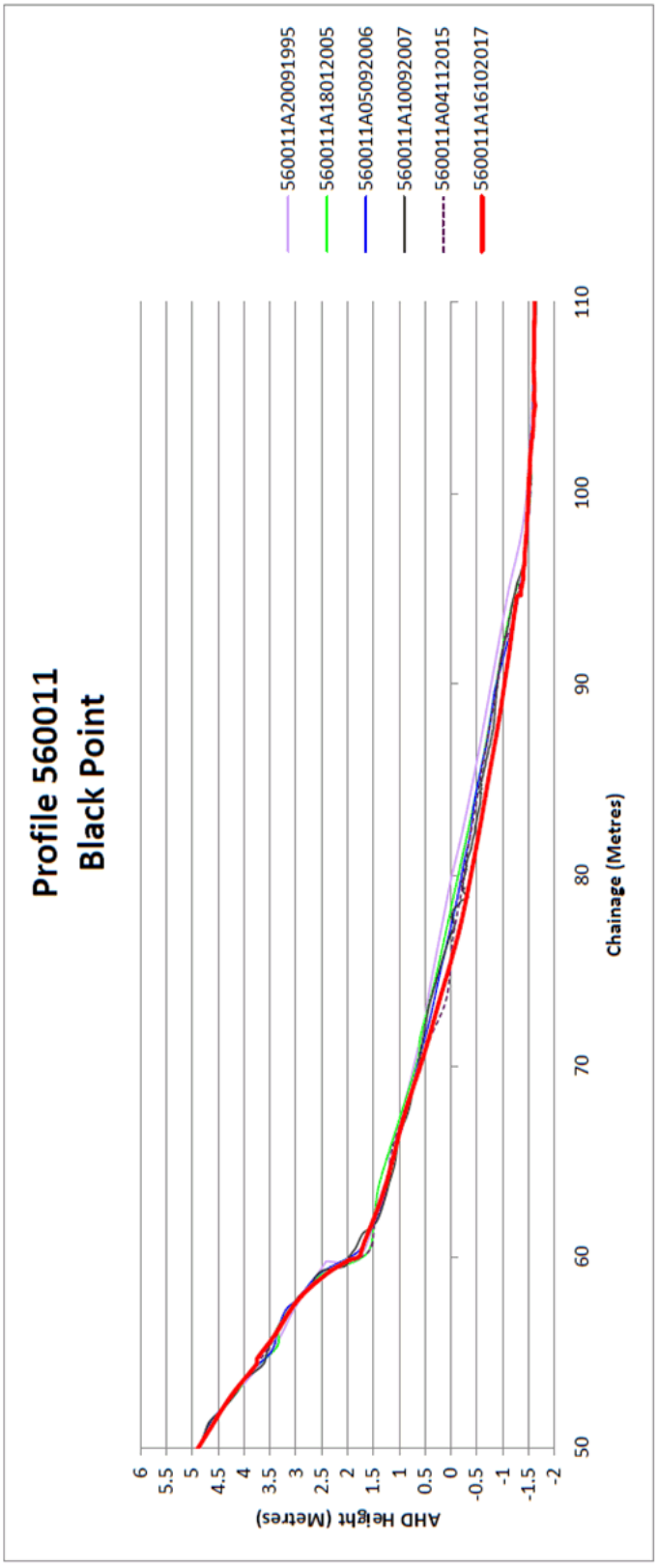


Figure 3: Black Point Profile 560011

9

10

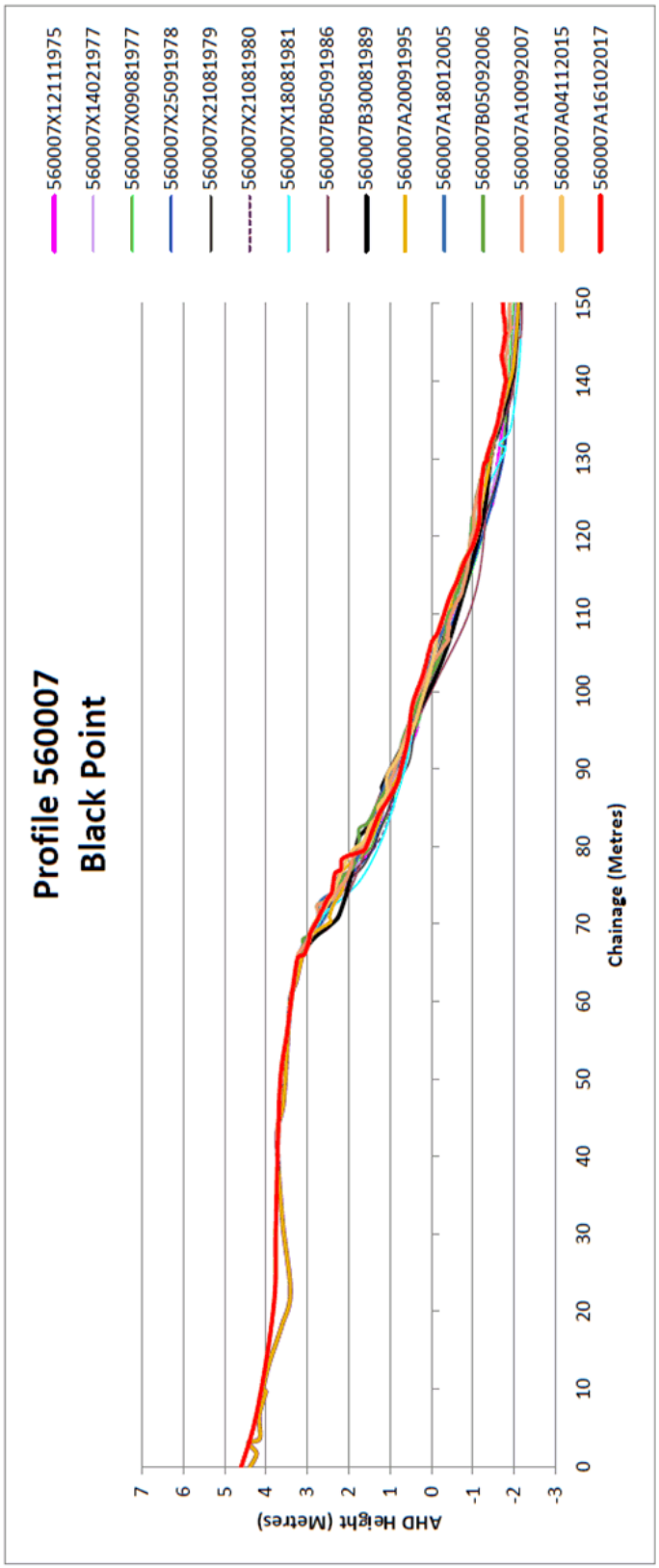


Figure 4: Black Point Profile 560007

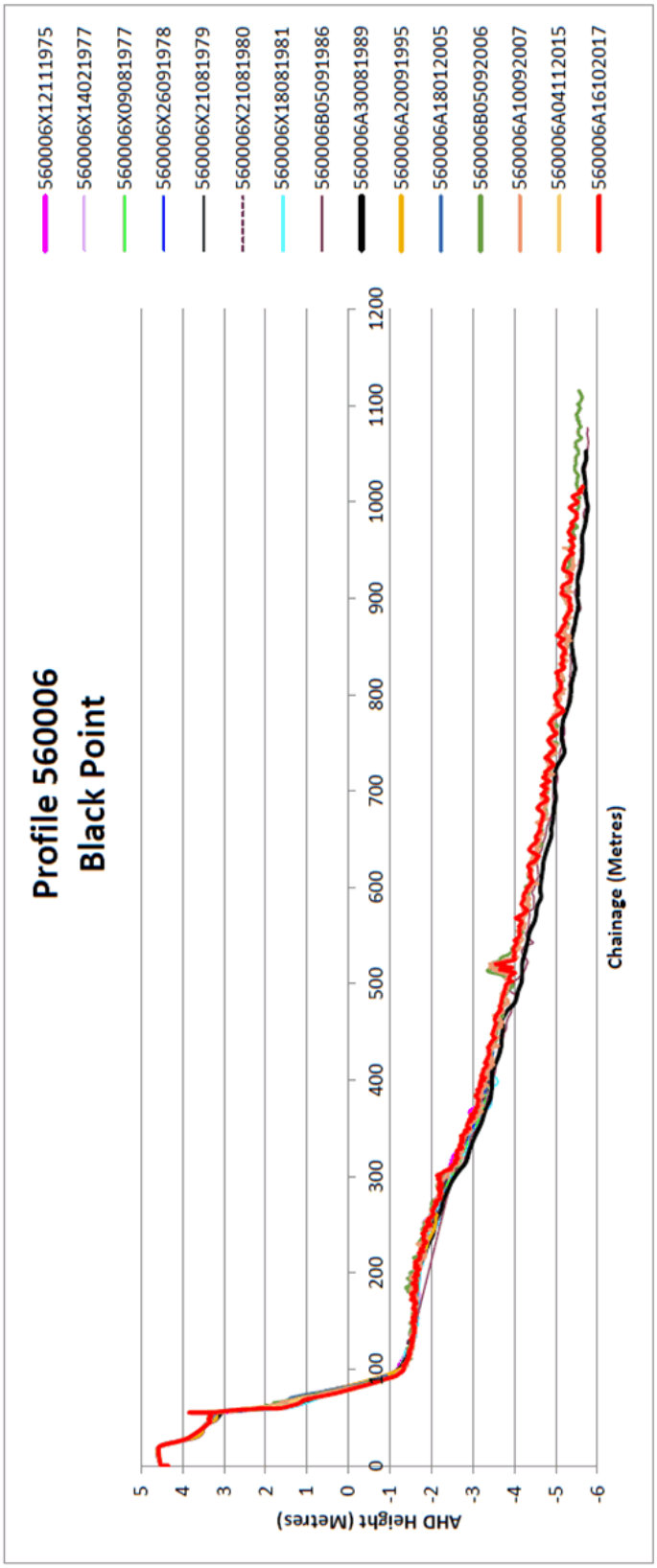


Figure 5: Black Point Profile 560006

11

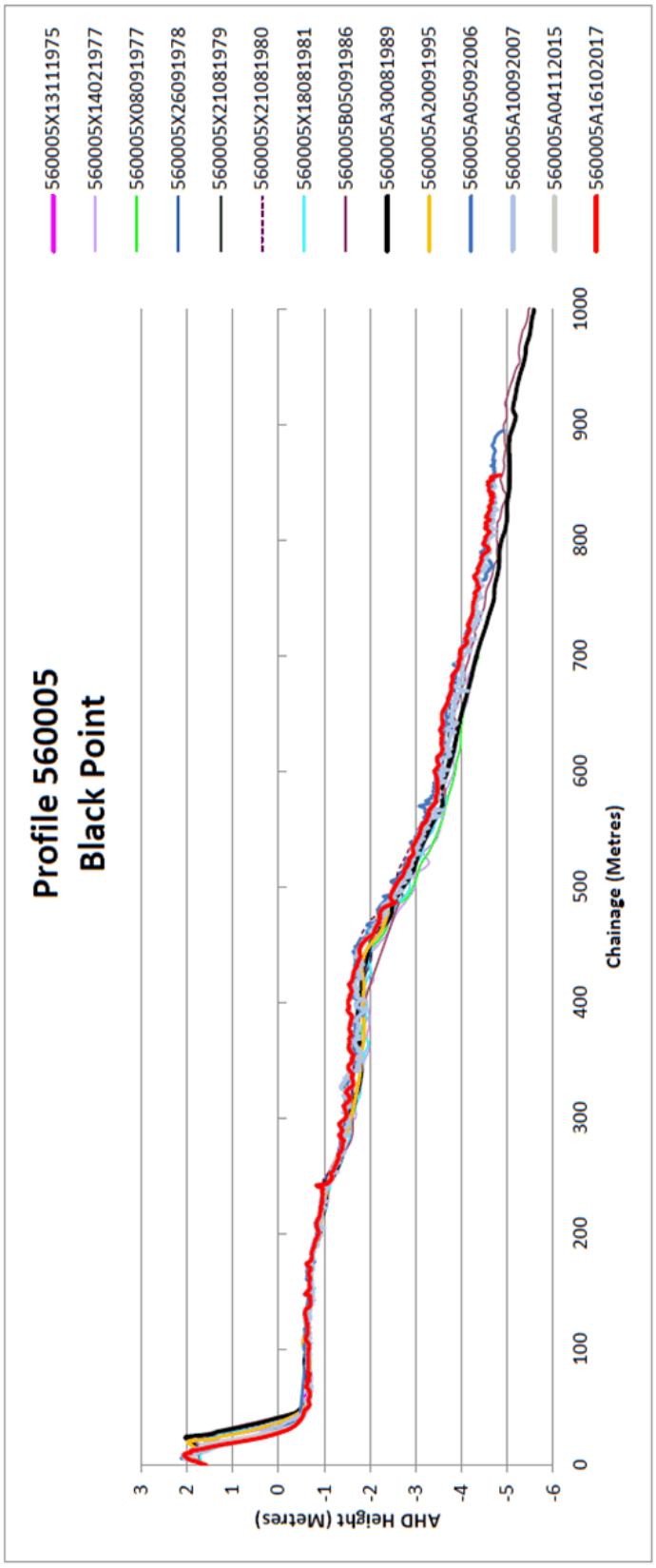


Figure 6: Black Point Profile 560005

12

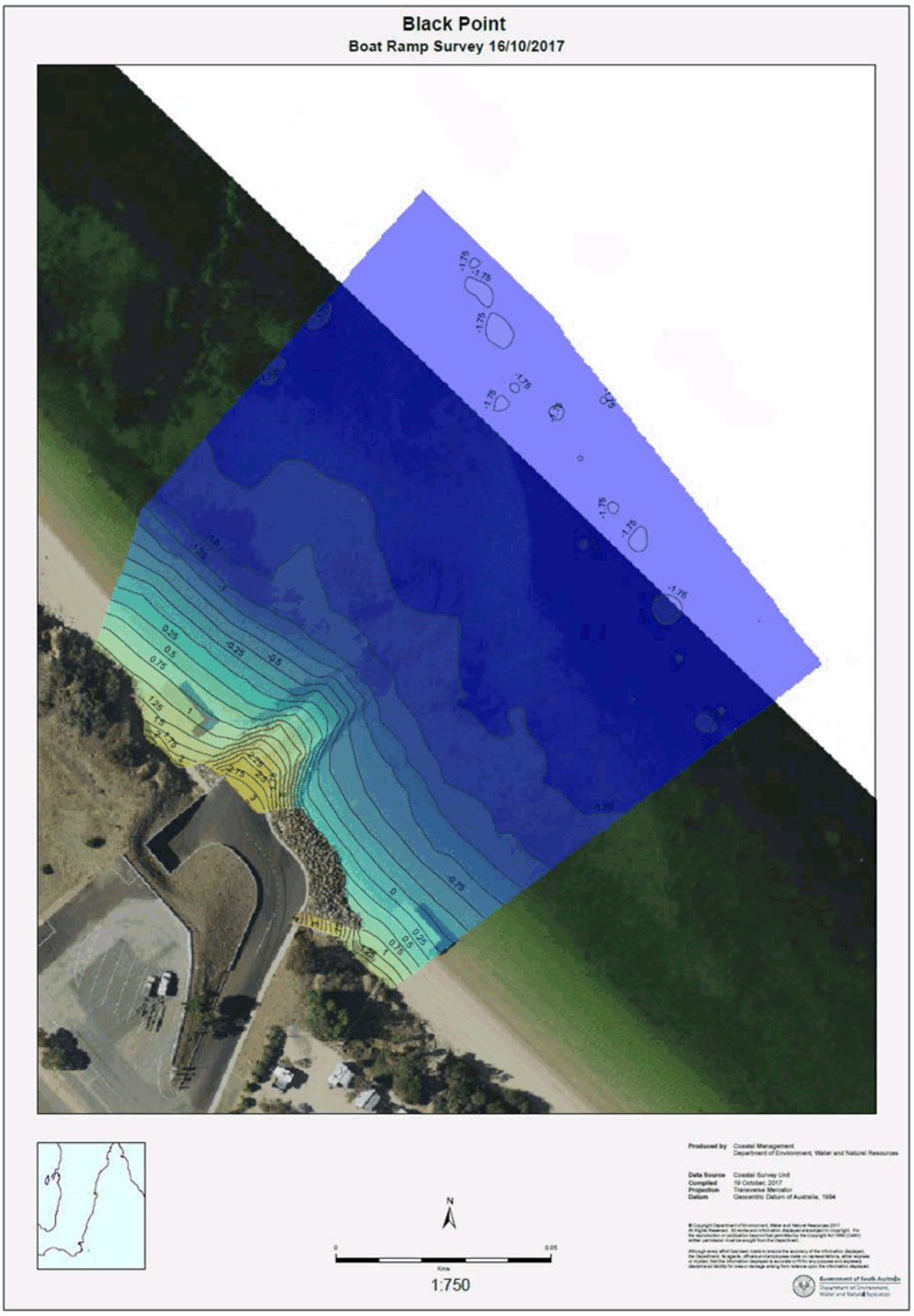


Figure 7: Black Point boat ramp survey model, 16 October 2017

21.3 MARION BAY BOAT LAUNCHING FACILITY REVIEW OUTCOMES

Document #: **17/85002**

Department: **Executive Services**

PURPOSE

To report on the outcome of the community consultation regarding the community's preferred option as outlined in the 'Options Review Report' and seek endorsement to progress to the next stage of undertaking an Impacts Assessment on local coastal processes of the preferred models.

RECOMMENDATION

That Council:

1. receive the results of the community consultation undertaken;
2. based on the outcomes of the community consultation, select Option 4 as the preferred upgrade option to the Marion Bay Boat Launching Facility;
3. acknowledge that the construction of either Options 3 or 4 will impact coastal processes;
4. acknowledge that a detailed understanding is required on the introduction of any infrastructure, particularly in terms of ongoing maintenance costs; and
5. progress to the next phase of a tender process to undertake an Impacts Assessment on the preferred model/s.

LINK TO STRATEGIC PLAN

Goal: 2 Community Connected through Infrastructure

Strategy: 2.5 Explore provision of new infrastructure

BACKGROUND

Council has been discussing recreational boating facilities for many years. In 1997 Council engaged the services Kinhill Pty Ltd in conjunction with the Marine Facilities Section of Transport SA to prepare the Recreational Boating Facilities Strategy Plan. Council further engaged the services of Kellogg Brown and Root Pty Ltd in 2010 to provide concept designs for boat launching facilities in several locations across the Council region. There was some community consultation undertaken as a result of the strategies identified in these reports/plans and Council did attempt to determine some priorities for upgrades.

The upgrades, despite enormous effort being put into consultation and planning did not eventuate, due to the very limited financial resources available for this type of infrastructure upgrade. These upgrades have been the subject of several reports to Council over that lengthy period of time but unfortunately the funds have been unable to be secured to proceed with the facility upgrades in many of the locations identified within these strategic plans.

The Recreational Boating Facilities Strategy Plan was again reviewed by Coppock and Associates in 2012 and it is this revised plan, which has been utilised by GHD Pty Ltd to develop the Yorke Peninsula Council Marion Bay Boat Ramp Launching Facility Options Review Report presented to Council in June 2017.

More recently, funding of 50% was sourced from SABFAC to engage a consultant to develop the Marion Bay Boat Launching Facility Options Review Report. Through an open tender process Council engaged the services of GHD.

The Options Review Report provided four options:-

1. Do nothing
2. Upgrade Existing Boat Ramp (Category 1 Rating)
3. New Boat Ramp with Off-shore Breakwater (Category 2)
4. New Boat Ramp and Enclosed Harbour (Category 3)

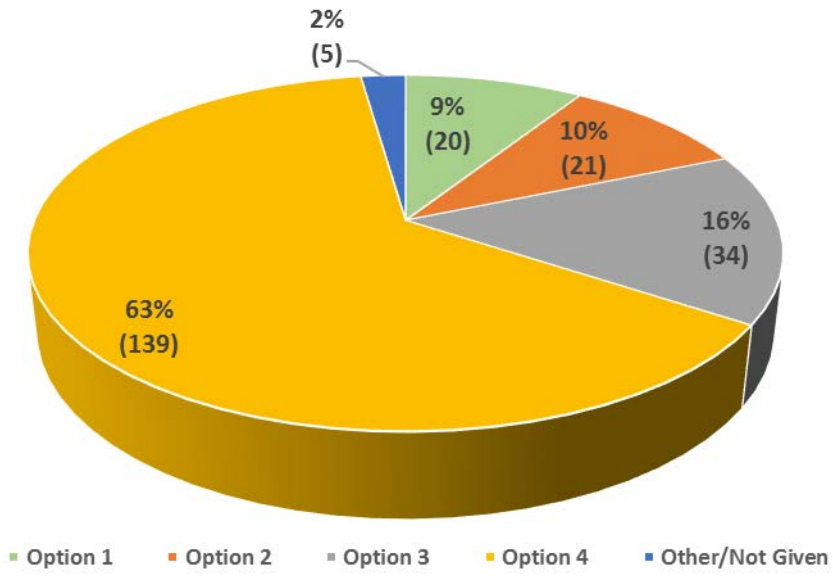
DISCUSSION

The consultation period for the Options Review ran from 19 July through to 29 September 2017. The outcome of the community engagement for this phase of the project is provided as Attachment 1.

As part of the consultation process a public meeting was held in Marion Bay on 25 July with approximately 60 community members in attendance. The GHD consultants walked through the options outlined within the report and answered questions from the community. Notes from the public meeting is provided as Attachment 2. These notes were made available to the public via Council's website.

At the conclusion of the consultation period, a total of 199 submissions were received.

The community were encouraged to use the online survey tool available via Council's website. If using this method, only a single option could be selected. However if a submission was provided via a free text letter/email, many opted to show support for more than one option. In this instance, we have counted options in the following results.



As shown, Option 4 received majority support. Whilst there is overwhelming agreement that an upgrade should occur (whether Option 2, 3 or 4) and agree that an upgraded boat ramp will have added economic benefits and will address safety issues, many community members are concerned about the environmental impacts on the coastline and seabed and ongoing maintenance costs. A number who voted for Option 2 were concerned that Options 3 or 4 would spoil the visual amenity.

A summary of all submissions received is provided as Attachment 3.

The next phase of this projects is to undertake a full Impacts Assessment (modelling) of the preferred option. This modelling will provide a greater understanding of the impacts on the precinct. The assessment will include:-

- Numerical modelling of wave and associated coastal processes
- Determination of sediments transport processes and estimate of deposition volumes; and
- Preparation of a budget estimate costs for ongoing maintenance.

It is further recommended that sand and seagrass modelling is undertaken for both Options 3 and 4 to fully understand the long term environmental impacts and ongoing maintenance costs.

Following Council endorsement, it is planned to prepare tender documents in January 2018, tender closing in February with the appointment of a consultant. Results of the Impacts Assessments to be completed by May/June 2018. All stakeholders will then be re-engaged once the results of the modelling are ready for distribution. A final decision on the preferred model can then be made by Council.

The anticipated costs associated with Option 4 is expected to be between the range of $6 - $8 million and would require significant external funding from both the State and Federal Government level to complete this project.

COMMUNITY ENGAGEMENT PLAN

A 'Level 3 – Participate' consultation has been completed. Refer to Attachment 1 for the completed Community Engagement Plan.

A 'Level 2 – Inform' consultation will now occur to inform all stakeholders of the next steps. Refer Attachment 4.

CONSULTATION PROCESS

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

- Manager Business and Public Relations

In preparing this report, the following External Parties were consulted:

- Stakeholder Reference Group
- All community

POLICY IMPLICATIONS

Not applicable

BUDGET AND RESOURCE IMPLICATIONS

SABFAC provided 50% of the funding for the development of the Options Review Report with Council funding the remaining 50%. Approximately $30k is left of this funding which will largely cover the cost associated with undertaking the Impacts Assessment. Any shortfall can be funded within existing adopted budgets.

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Council needs to ensure that the community's preferred option is taken into account. However, the results of the Impacts Assessment will provide a greater understanding of the environmental and financial impacts that the preferred model will have on the area prior to a final decision being made.

ATTACHMENTS

1. **Stage 1 Community Engagement Plan**
2. **Public Meeting Notes - 25072017**
3. **Summary of Public Consultation Submissions**
4. **Stage 2 Community Engagement Plan**

COMMUNITY ENGAGEMENT PLAN

SF215

Responsible Officer: Business Improvement Officer

Issue Date: 10th June 2015

Next Review Date: June 2019

PROJECT NAME: Marion Bay Boat Launching Facility

Stakeholders	Level 3 PARTICIPATE	Responsibility	Start Date	End Date	Status	Evaluation Method
State Govt	Personalised Letter	EA to CEO	19/07/2017	21/07/2017	C	8 letters sent to State Ministers/Shadow Ministers, 3 to Federal and 3 Government depts. 6 acknowledgement letters rec'd and 3 detailed responses.
Other	Personalised Letter	EA to CEO	19/07/2017	21/07/2017	C	Letters with full report sent to the stakeholder reference group (9 community members).
Affected residents	Unaddressed Mail	EA to CEO	19/07/2017	21/07/2017	C	Approximately 580 letters sent to Marion Bay & Foul Bay residents.
All residents	Website	EA to CEO	19/07/2017	29/09/2017	C	1,883 website hits
All residents	Social Media	EA to CEO	19/07/2017	29/09/2017	C	3 FB posts (17/07, 22/07 & 19/09). Total of 3,306 facebook views.
All residents	Survey	EA to CEO	19/07/2017	29/09/2017	C	197 submissions received
All residents	Public Notice	EA to CEO	19/07/2017	19/07/2017	C	Notice in YPCT - 18/07/2017
All residents	Media Release	EA to CEO	19/07/2017	19/07/2017	C	Media release picked up by YPCT - 18/07/17 (plus additional article in YPCT 01/08/2017)
All residents	Public Meeting	EA to CEO	25/07/2017	25/07/2017	C	Approx 56 in attendance

Yorke Peninsula Council

Minutes of the public consultation regarding the Marion Bay Boat Launching Facility Options Review

held on Tuesday 25th July 2017,
in the Marion Bay Community Hall
Slow Street, Marion Bay commencing at 1pm

ITEM 1 WELCOME

Chief Executive Officer, Mr Andrew Cameron opened the meeting by thanking everyone for attending and introduced the Mayor, Councillors and GHD consultants John Ewers, Project Manager and Birgit Porter, Stakeholder Engagement.

PRESENT

Mayor Ray Agnew OAM, Councillors Naomi Bittner, John Rich, and Adam Meyer.

IN ATTENDANCE

56 community members and Jenny Oldland, YP Country Times.

ITEM 2 – GHD PRESENTATION

Birgit and John made a presentation on their findings. The presentation included an overview of the process, the stakeholder engagement process, details regarding the options developed and key stakeholder issues identified throughout the process.

The presentation acknowledged that safety was a key concern and that the facility is critical to supporting the Marion Bay economy.

ITEM 3 – QUESTION AND ANSWERS

The floor was opened for questions. The following is a summary of all items raised.

Question - How would GHD model something that's not yet been built?

Response – John (GHD) – all computer simulated models.

Comment. Actual ratepayers (holiday home owners) can't get to today's meeting nor were included in the reference group. Families with little children squid off the jetty.

Comment - Penguin Point should be kept as a swimming area.

Comment – Not enough information to rate payers.

Question – Were low tides considered? There are times when boats can't get in or out.

Response – John (GHD) - the detailed design would pick up this issue.

Question – Have GHD taken into account other lessons learned for projects around the Yorke Peninsula.

Response – Birgit (GHD) - Yes

Question – Will our rates go up?

Response - Birgit (GHD) – Elected Members need to know the community's preferred option in order to understand ongoing costs.

Response - Andrew – (YPC) – Council won't be able to support ongoing dredging.

Question – What about toilets and car parking. Who is going to maintain these?

Response - Birgit (GHD) – All valid issues. Car parking was a constant issue brought up in the consultation.

Comment – Line marking will help if car parking cannot be done. Need other infrastructure. Fees for boat ramp – cost of year passes/day passes?

Question – during the build process how will boats launch?

Response – Andrew (YPC) – Not determined at this point, specifics will all come out in the detailed modelling. Need Federal and State funding, money is achievable but will take time.

Question – How did you determine the 'key stakeholders'?

Response - Birgit (GHD) – Council provided the list based on a commitment to provide a good cross section of the community.

Comment – Concerned about the ongoing costs. For example, destruction due to sand movement, dig out behind groynes, will get washed out over the year. Nowhere in the world can anyone stop wash out from groynes.

Response – Cr Adam Meyer (YPC) – that was one of his biggest concerns as an Elected Member responsible for budget. That was why GHD was selected. It's up to the community to decide on best option before moving forward.

Comment – By developing these options bigger boats using the facility will create a bigger issue.

Comment - Sea rescue takes 1hr 10 min to get here. Cray fishers not here during winters, so there's no one here for rescues.

Response – Cr Adam Meyer (YPC) – State Government is on board with this project due to sea rescue being able to service between Adelaide – Pt Lincoln if this goes ahead.

Question – Who's going to do the detailed modelling? Will Coast Protection be included?

Response - John (GHD) – Modelling will be done by a consulting organisations who have the technology. GHD will continue to work with Coast Protection Board to get real data into the model. This is key in setting the framework and the independence of the review.

Question – How accurate is the model?

Response - John (GHD) – There is lots of data that will be used to ensure its accuracy.

Comment – Groynes are banned in North Carolina, so his preferred option is 2. Don't really want boats going out in big surf.

Question – On the reference group, had lots of feedback. If we end up building over the existing ramp, it will be out for 4-6 months. Why not build 25m across further and leave the existing ramp where it is?

Response - John (GHD) – This needs to be taken into consideration.

Question – is it fair to ask anyone for their preferred option without having the detailed modelling? Particularly without knowing the impact on the environment and ongoing maintenance costs?

Response - Birgit (GHD) – Council could spend lots of $$$ on doing further modelling, but really need community direction before proceeding, including whether the community wants Council to proceed to the next step.

Question – Options 3 & 4 have big cost and environmental impact. Locals have learnt to live with the current option. But visiting fishermen may have issues. Why aren't we talking about option 2?

Response – from a community member – Option 2 doesn't provide the safety aspect, we've had so many near fatalities. SABFAC have money in the kitty now to get this done.

Response – Cr John Rich (YPC) – now lived in Marion Bay for 15 years and knows there are lots of diverse opinions. Option 1 & 2 doesn't give Council the confidence that safety has been addressed. This consultation is about gathering data. Take this on board and read the report. Council will make a decision on the next steps once we have this data (including environment and maintenance impacts). Decision won't be made by a small group of people.

Andrew (YPC) – next steps – consultation closes 29th September. Survey isn't the only channel, can also write in to Council. This will be considered by Council at the November Council meeting.

Question – will option 3 & 4 be open to charters and commercial fishers?

Response - John (GHD) – It will be open to commercial operators, however have heard that commercial operators have no desire to launch here, rather they will stay at Pondie.

Next Steps:

John (GHD) – survey closes end September. 1 month for Council to collate results, then present to the November Council meeting. Further studies in the new year.

Andrew (YPC) – funding is key. Need the detailed design for SABFAC approval. Need State approval before getting any Federal funding. If everything goes smoothly, this will be a 2 year process.

Question – if this is going to take 2 years, what's the risk mitigation strategy?

Response - Birgit (GHD) – Council by going through this process acknowledges the risk. We need to start the process, doing nothing will negatively impact Marion Bay.

ITEM 4 CLOSURE

The meeting closed at 1.52pm

Marion Bay Boat Launching Facility

Public Consultation Summary

	Name	Opinion	Summary of Comments
1	Steven Griffiths MP *Member for Goyder*	Options 3 and 4	Respects councils decision and will assist in any way to attract funding support. Questions costs compared to Edithburgh breakwater project in 2000 during his time as CEO.
2	Lucy McMurtrie *Property Officer, Crown Lands, DEWNR*	Not given	Recommends Council secures appropriate tenure over whole of land to be developed. Development will need to be approved by DEWNR. Coastal Protection Board will need to be provided opportunity to comment. Council to adhere to ILUA.
3	Roly Huart	Other	Money better spent on fixing the beach frontage. Boat ramp 3 lanes maybe. Smaller breakwater 100m from boat ramp to stop swell hitting. Playground, BBQ area, shades and easy beach access.
4	Chris Warren *Environmental Journalist*	Not given	Concerned about the costly ongoing maintenance and the physical impact and erosion to nearby beaches. (4 x correspondence received).
5	Colin and Alan O'Donnell *RSAYS*	Option 4	Own 45ft motor vessel moored at RSAYS. Safe refulling and berthing facilities for larger vessels would provide recreational opportunity to investigate local waters and provide gateway to Port Lincoln and gulf areas. Long term pay back would be immeasurable.
6	Lynda Walsh	Option 4	Open up waters of the 2 gulfs and west coast to make one of Australia's finest sailing areas.
7	Garry Read	Option 4	Owner of 42ft yacht. Boat users of all sizes should be afforded a safe haven in SYP region. All other options are futile or false economies.
8	Mark Johnson	Options 3 and 4	Either option 3 or 4 based on professional and scientific investigationinto likely environmental impact on the coastline, availability of state and federal funding and ease of YPC providing ongoing maintenance of the facility. Urgently needs upgrading to have safe boat launcing and retrival facility for search and rescue operations and recreational and charter boat operators by way of a breakwater and multi-level walkway and tie-up provisions. Will create additional economic benefits for community with employment opportunities, increased sales for local businesses and probable increase in building construction.
9	Lerche Velta	Options 3 and 4	Either option 3 or 4 based on professional and scientific investigationinto likely environmental impact on the coastline, availability of state and federal funding and ease of YPC providing ongoing maintenance of the facility. Urgently needs upgrading to have safe boat launcing and retrival facility for search and rescue operations and recreational and charter boat operators by way of a breakwater and multi-level walkway and tie-up provisions. Will create additional economic benefits for community with employment opportunities, increased sales for local businesses and probable increase in building construction.

	Name	Opinion	Summary of Comments
10	Vito Pantelic	Options 3 and 4	Either option 3 or 4 based on professional and scientific investigationinto likely environmental impact on the coastline, availability of state and federal funding and ease of YPC providing ongoing maintenance of the facility. Urgently needs upgrading to have safe boat launcing and retrival facility for search and rescue operations and recreational and charter boat operators by way of a breakwater and multi-level walkway and tie-up provisions. Will create additional economic benefits for community with employment opportunities, increased sales for local businesses and probable increase in building construction.
11	Frank Lerch	Options 3 and 4	Either option 3 or 4 based on professional and scientific investigationinto likely environmental impact on the coastline, availability of state and federal funding and ease of YPC providing ongoing maintenance of the facility. Urgently needs upgrading to have safe boat launcing and retrival facility for search and rescue operations and recreational and charter boat operators by way of a breakwater and multi-level walkway and tie-up provisions. Will create additional economic benefits for community with employment opportunities, increased sales for local businesses and probable increase in building construction.
12	Laurie Amos	Option 4	Existing boat ramp unsafe if swell is running
13	Sandy Carruthers *DEWNR*	Option 2	Options 3 and 4 would result in loss to the offshore seagrass beds and interrupt the natural littoral drift processes resulting in sand and seagrass wrack build-up. These issues would result in significant costs and environmental impacts. Option 2 provides improved launching and retrieval conditions and significantly less environmental impact.
14	Allan Holmes *Presiding Member, Coast Protection Board*	Option 2	Recommend Council consider and investigate the impact of introduced infrastructure and the associated costs especially if pursuing option 3 or 4. Should Council pursue option 3 or 4, recommended that a meeting with Coastal Management Branch staff is organised to discuss in more depth the potential issues. Option 2 appears to provide a balance, improving safety without causing significant impact to surrounding environment.
15	Reginald Kenny	Option 4	Will help to boost tourism. There is a large drop off which makes it hard to retrive his boat at low tide.
16	Denise Johnson	Options 3 and 4	Either option 3 or 4 based on professional and scientific investigation into likely environmental impact on the coastline, availability of state and federal funding and ease of YPC providing ongoing maintenance of the facility. Urgently needs upgrading to have safe boat launcing and retrival facility for search and rescue operations and recreational and charter boat operators by way of a breakwater and multi-level walkway and tie-up provisions. Will create additional economic benefits for community with employment opportunities, increased sales for local businesses and probable increase in building construction.
17	Michael Ilicic	Option 4	
18	Glenys and Brian Baldwin	Option 4	Important as a safety measure for passing yachts and local anglers having all weather access.
19	Rick Nunes-Vas	Not given	Named stakeholder. Some preliminary consultation would she light on how to take things forward rather than asking for relatively uninformedopinions and options before a sense of their differing outcomes is known. Modelling can take many forms and fairly simple models could be used to generate broard insights to point the way forward and perhaps at reasonable cost.

	Name	Opinion	Summary of Comments
20	Kelvin Amos	Option 4	Damaged boat previously at Marion Bay. Too dangerous to use existing ramp. Someone will get hurt there one day.
21	Mark Johns	Option 4	Chooses not to come to Marion Bay and launch his boat elsewhere after many close calls due to swells coming in.
22	Desmond Hilditch	Option 4	Boat ramp needs to be replaced. Launching and retreiving is difficult.
23	Tim Sander	Option 4	Very hard to unload if there is a swirl. Nearly impossible in the afternoon.
24	Diana Sweeney	Options 3 and 4	Great idea. Will be good for the locals, emergencies, tourists and fishermen alike. Either option 3 or 4 based on professional and scientific investigationinto likely environmental impact on the coastline, availability of state and federal funding and ease of YPC providing ongoing maintenance of the facility. Urgently needs upgrading to have safe boat launcing and retrival facility for search and rescue operations and recreational and charter boat operators by way of a breakwater and multi-level walkway and tie-up provisions. Will create additional economic benefits for community with employment opportunities, increased sales for local businesses and probable increase in building construction.
25	Peter Kenny	Option 4	Boat ramp is old and unsafe to use at low tide.
26	Kevin Sweeney *Commercial fisher and charter boat operator*	Option 4 (or 3 if required)	Marion Bay is too isolated and needs a safe all weather boat ramp. It is currently dangerous when the swell comes up to retrieve a trailer boat. Lots of advantages for the community and tourists.
27	Malcolm Ball	Options 3 and 4	Either option 3 or 4 based on professional and scientific investigationinto likely environmental impact on the coastline, availability of state and federal funding and ease of YPC providing ongoing maintenance of the facility. Urgently needs upgrading to have safe boat launcing and retrival facility for search and rescue operations and recreational and charter boat operators by way of a breakwater and multi-level walkway and tie-up provisions. Will create additional economic benefits for community with employment opportunities, increased sales for local businesses and probable increase in building construction.
28	Trevor Lloyd	Options 3 and 4	Either option 3 or 4 based on professional and scientific investigationinto likely environmental impact on the coastline, availability of state and federal funding and ease of YPC providing ongoing maintenance of the facility. Urgently needs upgrading to have safe boat launcing and retrival facility for search and rescue operations and recreational and charter boat operators by way of a breakwater and multi-level walkway and tie-up provisions. Will create additional economic benefits for community with employment opportunities, increased sales for local businesses and probable increase in building construction.

	Name	Opinion	Summary of Comments
29	Kevin Robertson	Options 3 and 4	Either option 3 or 4 based on professional and scientific investigationinto likely environmental impact on the coastline, availability of state and federal funding and ease of YPC providing ongoing maintenance of the facility. Urgently needs upgrading to have safe boat launcing and retrival facility for search and rescue operations and recreational and charter boat operators by way of a breakwater and multi-level walkway and tie-up provisions. Will create additional economic benefits for community with employment opportunities, increased sales for local businesses and probable increase in building construction.
30	Nicole Huart	Options 3 and 4	Either option 3 or 4 based on professional and scientific investigationinto likely environmental impact on the coastline, availability of state and federal funding and ease of YPC providing ongoing maintenance of the facility. Urgently needs upgrading to have safe boat launcing and retrival facility for search and rescue operations and recreational and charter boat operators by way of a breakwater and multi-level walkway and tie-up provisions. Will create additional economic benefits for community with employment opportunities, increased sales for local businesses and probable increase in building construction.
31	Kylie Foster	Options 3 and 4	Either option 3 or 4 based on professional and scientific investigationinto likely environmental impact on the coastline, availability of state and federal funding and ease of YPC providing ongoing maintenance of the facility. Urgently needs upgrading to have safe boat launcing and retrival facility for search and rescue operations and recreational and charter boat operators by way of a breakwater and multi-level walkway and tie-up provisions. Will create additional economic benefits for community with employment opportunities, increased sales for local businesses and probable increase in building construction.
32	Maree Przibilla	Options 3 and 4	Either option 3 or 4 based on professional and scientific investigationinto likely environmental impact on the coastline, availability of state and federal funding and ease of YPC providing ongoing maintenance of the facility. Urgently needs upgrading to have safe boat launcing and retrival facility for search and rescue operations and recreational and charter boat operators by way of a breakwater and multi-level walkway and tie-up provisions. Will create additional economic benefits for community with employment opportunities, increased sales for local businesses and probable increase in building construction.
33	Geoff Leech	Options 3 and 4	Either option 3 or 4 based on professional and scientific investigationinto likely environmental impact on the coastline, availability of state and federal funding and ease of YPC providing ongoing maintenance of the facility. Urgently needs upgrading to have safe boat launcing and retrival facility for search and rescue operations and recreational and charter boat operators by way of a breakwater and multi-level walkway and tie-up provisions. Will create additional economic benefits for community with employment opportunities, increased sales for local businesses and probable increase in building construction.

	Name	Opinion	Summary of Comments
34	Simon McMillan	Options 3 and 4	Either option 3 or 4 based on professional and scientific investigationinto likely environmental impact on the coastline, availability of state and federal funding and ease of YPC providing ongoing maintenance of the facility. Urgently needs upgrading to have safe boat launcing and retrival facility for search and rescue operations and recreational and charter boat operators by way of a breakwater and multi-level walkway and tie-up provisions. Will create additional economic benefits for community with employment opportunities, increased sales for local businesses and probable increase in building construction.
35	Valda Lloyd	Options 3 and 4	Either option 3 or 4 based on professional and scientific investigationinto likely environmental impact on the coastline, availability of state and federal funding and ease of YPC providing ongoing maintenance of the facility. Urgently needs upgrading to have safe boat launcing and retrival facility for search and rescue operations and recreational and charter boat operators by way of a breakwater and multi-level walkway and tie-up provisions. Will create additional economic benefits for community with employment opportunities, increased sales for local businesses and probable increase in building construction.
36	Gordon White	Options 3 and 4	Either option 3 or 4 based on professional and scientific investigationinto likely environmental impact on the coastline, availability of state and federal funding and ease of YPC providing ongoing maintenance of the facility. Urgently needs upgrading to have safe boat launcing and retrival facility for search and rescue operations and recreational and charter boat operators by way of a breakwater and multi-level walkway and tie-up provisions. Will create additional economic benefits for community with employment opportunities, increased sales for local businesses and probable increase in building construction.
37	Margaret White	Options 3 and 4	Either option 3 or 4 based on professional and scientific investigationinto likely environmental impact on the coastline, availability of state and federal funding and ease of YPC providing ongoing maintenance of the facility. Urgently needs upgrading to have safe boat launcing and retrival facility for search and rescue operations and recreational and charter boat operators by way of a breakwater and multi-level walkway and tie-up provisions. Will create additional economic benefits for community with employment opportunities, increased sales for local businesses and probable increase in building construction.
38	Sue Ball	Options 3 and 4	Either option 3 or 4 based on professional and scientific investigationinto likely environmental impact on the coastline, availability of state and federal funding and ease of YPC providing ongoing maintenance of the facility. Urgently needs upgrading to have safe boat launcing and retrival facility for search and rescue operations and recreational and charter boat operators by way of a breakwater and multi-level walkway and tie-up provisions. Will create additional economic benefits for community with employment opportunities, increased sales for local businesses and probable increase in building construction.
39	Robert Rigoni	Option 1	
40	Naomi Dunning	Option 2	

	Name	Opinion	Summary of Comments
41	Malcolm McEwin	Option 4	Long overdue. I have been launching there for over thirty years and believe safety and serviceability are important and fish cleaning and toilet facilities would be a welcome addition. As a shack owner I feel that it would also add to the towns appeal as a tourist destination. Maintenance and upkeep of the facilities could also generate employment for local residents.
42	Jonathan Godwin	Option 1	Some years ago a survey was done asking what the local community wanted in respect to the boat ramp. The majority of people wanted things left as they are. Since then a small vested minority have pushed the boat ramp issue. I have been using the existing ramp for 25 years and it is fine. I worked at the Adelaide Sailing club for 7 years and watched the " environmentally sensitive" ramp decimate the West Beach shore line. I for 1 will vote against a council ignoring the wishes of the community to persue self (and noisy few) interests.
43	Michael & Erika Pech	Option 3	For the sake of safety something needs to be done soon before someone is injured on the existing ramp (locals and tourists). We feel that Option 3 is the best choice as it may allow movement of sand further along the beach where as Option 4 may create sand movement problems.
44	Adrian Simmons	Option 3	There's always positives and negatives to any major infrastructure. - some where to tie boat up when launching an important. - some protection from swell/waves - environmental impact should be considered - Better car park that is well design for flow direction and parking panes visible I really hope this upgrade goes ahead, the ramp does need upgrading. I've been launching my small boat from here for over 5 years but been resistant on bringing my larger boat down because of the launching conditions of this ramp.
45	Kerry Ward	Option 4	
46	James Nicholls	Option 4	
47	Rob Holman	Option 4	Will this be at a cost to rate payers?
48	Keon Doecke	Option 1	I do not agree with “do nothing” but I also don’t agree with the extent of the other options. All that is needed is an upgrade of the current ramp to two lanes and engagement of a contractor to remove accumulated seaweed. Other than do nothing, this is the only remotely acceptable option that will not completely destroy this healthy sea grass and marine environment, and destroy the aesthetics of the area. All the other options will have significant maintenance expense, especially just to keep the area free from sand and seaweed accumulation, and who will foot the ongoing expense for this up keep?
49	Mark Henwood	Option 4	I think this is exactly what the town of Marion bay needs. When the waves are too big the ramp can only be used by bigger rigs and not the recreational fisherman/ boaty. Hopefully the decision is made for option 4 to maximize this beautiful area with easy stress less access for all

	Name	Opinion	Summary of Comments
50	Rod Spotswood	Option 4	I have been in the area for over 40 years and have always said that the Marion Bay facilities are in the wrong place and I go back to when the pro fishermen had a cradle alongside the jetty to haul their craft out for maintenance and that was before the current ramp. The designs shown would be great, especially with the groin going out to sea and curved to give all weather protection. However, as per the West Beach facility which has to be continuously dredged because of the engineers had no idea of tidal flows and hence I suggest large Rocla (or similar) pipes be installed in / under the breakwater to encourage tidal flow and natural flushing. My preferred option if going to that expense is to extend Penguin Point with a break-water and have a safe harbour and facilities for all craft. There is a large area there for car parking / trailer parking and ideal for all the service requirements mentioned in your study.
51	Merrill Barry peart	Option 1	I have lived in Marion Bay for 30 yrs, in my experience the movment of sand and seaweed is excessive, I have seen sand movment up to 3 meters over one week,hundreds of tons of seaweed over night, the problem with existing ramp is most of the people that have a problem is because the lack of boat handling experience, education to this fact would be a cheaper and a lot less environmental damage to our fragile foreshore!
52	Alison Beadnell	Option 3	Definitely needs improving which ever option you choose but 3 or 4 would be fantastic.
53	Eric Cohen	Option 4	Option 1 & 2 would be a disaster for Marion Bay as per the report.....this is not feasible. Option 3 will provide no protection from the south west winds if the breakwater is not connected through to the shore. Option 4 has to be the preferred course of action. Option 4B including the lay by berths will accommodate those peak boating periods. My only disappointment is why the walkway is not placed to address both lanes at the same time. All other ramps on the peninsular allows for multiple lane launch and retrieval from a pontoon. An opportunity may be missed if the dual lane access to launch and retrieve via 'pontoon' is not included....Prefer to remove the 'T' shaped pontoon to save costs and allow the piled walkway landing to be accessed from both sides enabling boaters dual use of the carriageway.
54	Mark Dutschke	Option 4	Option 4 will make it save in all weather , this will also bring more people to Marion Bay and also increase house values
55	Alexander Sulda	Option 2	I understand the wish to provide a safer boat launching facility but believe there are many unconsidered negative consequences. There are many potential issues which have been ignored and not considered, given the limited range of the drivers addressed by the Report. These drivers seem to be based on suspicion and assertion, and haven't been supported in any factual way. Option 2 provides potential improvements required for safety and amenity for boaties, without ruining the current benefits of Marion Bay for all other users.

	Name	Opinion	Summary of Comments
56	Christine Sulda	Option 2	It is important to improve facilities for safe use, without impacting and destroying Marion Bay's most important assets and drawcards for tourism, its beautiful seascape, pristine water, and coastal sea flora and fish life. For this reason I have recommended option 2. Unfortunately the review undertaken by Council is not evidenced based, as predictions have been made on assumptions, no true evaluations of shack owners opinions have been taken into consideration. I feel that the opinions of the key local stakeholders have been somewhat ignored by GHD's review. I hope the Council will think long and hard before putting an ugly breakwater sticking out of the sea to wreck the amazing view of our lovely bay. Or creating a safety hazard for beach using children and families with the inevitable increased traffic from all weather boat launching facilities and marina would attract. And the increased risk of sea rescue of inexperienced boaties that you have enabled any easy launch ,on unsafe boating condition days.
57	Brenton Stead	Option 2	Marion Bay is subject to some treacherous seas at times. Albeit somewhat negative the poor current facility is self regulating in rough weather. The better the ramp the more chance of inexperienced boaties getting into trouble. An upgrade to Cat 2 is seen as a huge benefit and will be greatly appreciated.
58	Trevor Jenkin	Option 1	Option 1 or 2 should be okay cause if you make it too easy there will be people who will take risks which will cause other people to risk their lives trying to rescue them . The weather down here can come up pretty nasty in a short time.
59	Craig Young	Option 4	
60	jason fenwick	Option 4	I am fully aware of the necessary improvements and dangers using the ramp . i myself have caused over $1000 damage to my boat and the troubles I have had and accidents that have happened to myself and family assisting launching and retrieving! . i have educated myself and listened to locals and have spent thousands remaking my trailer to make it a safer process ! upgrading the boat ramp spending millions on the idea will change the whole town to a very busy place ! over populated with out of towners coming down constantly! boats from everywhere will come ! you would have to build a much bigger car park because the useage would increase 100 fold ! the fish population would decrease rapidly the poaching would increase , the boating accidents would increase ! unskilled boaters from everywhere would come who would never attempt the waters before causing mayhem ! it would require a permanent marine and harbours infrastructure to police the place ! I'm dead against vast improvements and I'm really concerned about the detrimental effects building a user friendly boat ramp facility ! I would like to see a little bit of work done to the existing ramp e.g. a bit more of a concrete ramp that's stronger.
61	Steve Parker	Option 4	
62	Dirk Visser	Option 4	Increase safety by inclosing boat ramp there by reducing swell and rough water and ease of safe launching and retrieving of all boats, floating pontoons would also be an asset.
63	Thomas Murray	Option 4	As a yacht owner and resident of Marion Bay (32 Nelson St), I think the best possible solution is defiantly an enclosed harbour. I also think you should pressure SAPN to removing all Stobi poles and Power lines in the old section of Marion Bay and replace them with under ground service.

	Name	Opinion	Summary of Comments
64	Kym Obst	Option 4	I personally wish for option 4, this is due to my buisness (Wedge Island Wilderness Retreat)ramping up in the next two years. I have spoken with one of the new land holders (acrage) installing a new private runway for light aircraft some two kilometres from the shop (I feel local council could also help in the supply of stone from Quarry from Sth Cst Rd at a reduced cost).This strip could also be used by Royal Flying Doctors as town is growing. I personally as buisness grows will be using Marion Bay more often via Boats and Aircraft and also hear frequently how dangerous the launching facilities are. A new injection (infrastructure) into this town would great for the town and also the Yorke Peninsula as 70% of our patronage at (Wedge Island Wilderness Retreat) is from interstate.
65	BRIAN TAYLOR	Option 1	The current ramps great. Its effective, its worked well for everyone who has a reasonable understanding of the sea and how to launch and retrieve with some skill. The ramp like the sea tells you when its safe to go out and when it dicey. People have arrived with bigger boats ,more money and want to change things to suit them. Marion Bay is a great foreshore , it does not need giant rocks as breakwalls littering the foreshore. ALL IT IS ABOUT IS LAUNCHING YOUR BOAT WHEN THE SEA ALLOWS ,not changing the look and dynamics of a very naturally great foreshore.
66	mark snadden	Option 1	no need to spend millions of dollars on something that is not going to work. I can currently launch and retrieve a 10mtr boat anytime of the day or tide. these ideas will cause build up and not allow this to happen. who and how is this going to be paid for and nobody has considered the ongoing cost to dredge continually just look at the issues at Glenelg and west beach boat ramps on the safety side when a large rescue vessel is needed and with an upgrade it will be who is going to be liable when it cant launch to conduct a rescue due to lack of water
67	Martin Cartlidge	Option 1	Marion Bay is an awesome place because it is what it is.. a relaxing beautiful natural coastal environment. Damaging the pristine coastline with pontoons and breakwaters (which will cause endless problems ie Pt Turton and Pt Hughes) just to try to make it idiot proof is a waste of money and will cause irreparable damage to this awesome coastline. If the weather is too rough then don't put your boat in the water. Don't spoil the environment once again just to appease a few fools who should know better than to put to sea if the conditions are not suitable... better to spend a few dollars on signage to try to explain the dangers to weekend warriors pretending to be responsible boat owners than irreparably damaging yet more of our beautiful coast..
68	Matthew Shorten	Option 2	Option 2 is adequate to achieve the desired outcomes for the majority of users of improved launch / retrieval access and flow at the lowest capital, operational (maintenance) and environmental costs to the Marion Bay community and YP Council. Marion Bay, should boost its identity and differentiate itself from the majority of other YP towns as a 'naturally' appealing environment, not one, which is dominated/ visually interrupted by man-made structures such as man made rock walls. A rock wall of any description under Options 3 and 4 goes against 'sustainable development'.

	Name	Opinion	Summary of Comments
69	Sebastian Furlong	Option 2	I think the environment is more important than the safety of human beings. there are 8 billion humans on this planet but environmental damage can never be fixed. The other two options I'm my opinion will just be an eye saw and cause damage to the coastline with sand building up plus ruining my favourite squid spot . Older people wanting easier access in my opinion is not right as I believe over 65 should not be going out on the water. I believe a internet connected sign should be installed to warn of swell changes forecast so people are aware and can then choose to head out or not. I do not believe all weather access should be given in these waters as they are to dangerous. By giving all weather access your just going to encourage more people out into these dangerous waters and more safety issues will then be caused. Please do not destroy my beach which I bought my property and built on the assumption that my beach would not be washed out by a groin. To ask me to pay even more already exorbitant rates just for fisherman who lets face it are destroying the environment even further is wrong. Environment before humans. No charges for launching is always better than having to pay.
70	Stuart Gordon	Option 4	
71	Elaine Mundy	Option 4	An annual seasonal pass for the locals to use the facilities would be appreciated.
72	Nick Camplin	Option 4	Version 4 would be visually pleasing, a compliment to the jetty providing shelter and more fishing spots for the jetty users, better design for launching boats and docking for supplies and safer for people to board boats. Less impact to bay views compared to version 3.
73	Desiree Maingot	Option 4	
74	Craig Westergaard	Option 4	
75	Greg Golding	Option 4	While I think option 3 would be acceptable I believe option 4 would provide a much safer and more complete answer to the issues related to launch and retrieve of vessels in this location. The increase in cost Vs the increase in safety and confidence that, in the event of a deteriorating weather conditions there is somewhere safe to return to where retrieval can be done safely regardless, would more than compensate for the increase costs. As a comment on the design generally I suggest the 2 ramps be separated by the piled walkway (hopefully floating pontoon) otherwise I believe the ramp will be used as a single lane ramp, or people on the outside lane would be forced drive on and off there trailers. The preferable option is to float the boat off and on the trailer and control it with bow and stern ropes from the walkway, also with the walkway between the ramps you can position your boat to be blown against the pontoon rather than battling with it against the wind. I suspect option 3 could still be challenging in this situation.
76	Tom Butler	Option 4	New boat ramp is necessary to launch & retrieve safely.
77	Lyndon Watson	Option 1	Has no direct affect on me as a Foul bay resident and when I have used this ramp it is generally when the weather suits safe boating conditions
78	Tim and Helen Moore	Option 2	Options 3 and 4 are over the top, expensive and will ruin the ambience and unique character of MB An up-grade is all that is required
79	Snoad Paul	Option 2	

	Name	Opinion	Summary of Comments
80	peter newbold	Option 3	I use the ramp on occasions, however it is a long way to drive to find out the ramp is covered in weed and not possible to use. As a civil engineer and keen fisher I offer the following suggestions: safety needs to be a priority and only option 3 or 4 provides the best safety outcome. Launching and retrieving at Marion Bay is challenging. extend the pontoon so that more boats can launch/retrieve at the same time. The concept only looks like one boat can be in the water and adjacent the pontoon at a time and limits the number of boats being launched/retrieved. place the pontoon centrally so that boats can use both sides. the top end of the ramp could be widened to allow most trailer boats to be turned around rather than having to reverse all the way along the platform. I suspect that to build option 3 will involve building a temporary access to the breakwater location. It might be cheaper to "convert" this into option 4 when the addition cost of removing the temp access is considered. Cost estimates for options 3 and 4 both include "barge & cranage" PC sum of $660k . This is probably needed for option 3 but not required or significantly reduced for option 4.
81	Howard thomas	Option 4	I think this is the best option as it covers all scenarios The ramp should be placed north of the existing ramp as to allow use of existing ramp during construction and also giving a greater distance away from the jetty for the breakwater so as not to impede the many tourists that fish from the jetty. Tourism in Sth Aust. is about all we have left so not only does the govt. need to attract people to this area ,the tourists need to want to return. This will happen if suitable facilities are supplied to cater for their needs. This new upgrade will allow tourists travelling with small aluminium boats to launch and retrieve safely and fish the bay . This intern will prompt them to stay longer.
82	Mark Corby	Option 4	Having been a resident of Marion Bay for 14 years , I have seen a number of near serious accidents at the boat ramp I fear it only a matter of time until a death occurs at this boat ramp. Also it being the only ramp at the southern end of the peninsula, it must be an all weather ramp and a safe haven for cruising boats to escape the gulf.
83	Anne McMahon	Option 4	I feel the existing ramp is very dangerous and a protected harbour type ramp is essential for Marion Bay. Locals know the ramp and when it can be used, but sadly visitors do not.
84	Chris Grech	Option 4	I welcome the upgrade of the boat ramp. I have delayed building on my esplanade land as I can not launch my boat from the existing facility. Ideally, option 4 is my preference as I feel it should be done once and done properly. Marion Bay needs these types of facilities and investments.
85	Wayne Burner	Option 4	
86	Renee Cockerill	Option 4	
87	Shane Bishop	Option 1	I believe that if you are not capable of launching your boat in the conditions at the ramp then you arent capable of handling the conditions you will encounter at sea, if you provide an "all weather" facilty then there will be some serious safety concerns with people getting caught in adverse conditions without the appropriate knowledge or experience to handle them. Marion bay isnt sheltered gulf waters, its exposed to many variables,, (swell, backwash, localised wind anomalies - for example the wind can be coming from east at marion bay and from the west at cape spencer.) Marion bay isnt equipped to handle the situations involved in having boats in trouble - closest sea rescue is at Edithburgh! I occasionally fish out of marion bay but im always very cautious about picking appropriate weather, and I believe the facilities are quite acceptable
88	Roger Beale	Option 3	

	Name	Opinion	Summary of Comments
89	Russell Burner	Option 4	this would be the best option n bring alot more people to marion bay
90	John McMorron	Option 4	An accident will happen if this project is not done properly ,it is unsafe especially when there are large swells, definitely needs a option 4 project it is very dangerous and needs the proper boat launching facilities will also be a great advantage for Marion Bay
91	ROBERT HEAVEN	Option 4	I have been a rate payer at Marion Bay since 1999.and cant wait to get a decent and safe boat launching and retrieval Boat ramp.Our Town has an ageing population we need to take positive action to encourage tourists to make it grow. SO LETS GET ON WITH IT CONSTRUCT THE BEST AND SAFEST OPTION AS SOON AS WE CAN.
92	Daniel Butler	Option 4	
93	James Wagner	Option 4	It's about time something happens with the boat ramp Council needs to be sensitive to locals wishes but also a prime holiday destination is in desperate need of facilities Marion Bay and Innes National Park have an untapped Eco tourism potential waiting to happen.
94	Mark Bouman	Option 2	Option 2 is needed as a minimum. I understand other options may not be viable due to costs. With either options will the seaweed issue become worse not being able to travel north being trapped by the new structures ? No one likes rotting seaweed. Lights and cleaning areas ect is a bonus but not needed as we have these facilaties at our houses. We do however just need a bin for fish waste.
95	Chadi Mansour	Option 4	
96	Shane Anspach	Option 4	Defiantly an massive need for improvement, I was very disappointed in the boat ramp and concerned for our safety when I was there last and chose to take my family to a different area on our next holiday. I will be much more likely to return to Marion Bay when the boat ramp is improved. Regards Shane
97	Brian Marks	Option 4	An upgrade would be good for everyone. Marion bay is a beautiful place to visit.
98	Ben Lawrie	Option 4	
99	Jordan Rust	Option 4	
100	Patricia Connolly	Option 4	I am so pleased to hear the council are being responsible for the safety and future of Marion Bay.I am aware of a number of incidents that have occurred due to the conditon of ramp being as it is. By engineer this propasal it will make a safer and more appealing place to be. Marion Bay deserves to go ahead.
101	Sam Beinke	Option 4	
102	Craig Butterfield	Option 4	
103	Christine Brookes	Option 4	A first class boat ramp would attract a lot of boaties to the area which would breathe new life to Marion Bay and the surrounding districts like Yorktown Warooka etc. The flow on effect for local business and visitor numbers to the national park would be very beneficial. If done properly and promoted professionally it will be a massive drawcard for tourism and will bring back families for their holidays.
104	Ben Gilbert	Option 4	

	Name	Opinion	Summary of Comments
105	David Towell	Option 4	I believe this is the only real option for the future, anything else is a compromise and will entail further expenditure later. All progress entails compromise so all stakeholders will need to accept that they will not have everything they want, but if nothing is done there will be a serious accident on this boat ramp one day.
106	Greg Mattner	Option 4	Given the significant capital costs for options 3 and 4 the potential for LOWER maintenance costs associated with dredging and basin management would be achieved via an enclosed break water which would reduce the potential for tidal and seasonal sand and sea weed movement. The breakwater would also provide a secondary benefit for land based fishers and encourage greater tourist numbers and hence provide a greater economic benefit
107	Nick Cooper	Option 4	
108	James Hodson	Option 4	
109	Sue & Elvio Valente	Option 2	I am in support of the minimal improvements to the boat ramp due to the fact that if any structure like a off shore breakwater or enclosed harbour is constructed it will have a huge impact on the natural flow of water in the surrounding area and create stagnant pockets of water which are putrid. Natural water flow is required to circulate the currents around the Marion Bay area and it would be devastating if this was compromised. Visually it would also be less intrusive.
110	Jayme Hooper	Option 4	
111	Neville Childs	Option 4	After 25 years of launching and watching vessels launch from the ramp I have seen many accidents and near misses. I myself had a nasty fall crashing into the bait tray when the high swell pushed the boat onto the ramp and sand. We would absolutely push our SES and ambulance teams to their limit if more than one serious accident was to occur. In the holiday season and long weekends when the ramp traffic is at it's busiest I have seen people waiting as far back as the shop to launch. I have seen tempers flare when people "push in" or try to launch from the beach. In 25 years the only changes to the ramp that I have seen has been more concrete on top and concrete extending into the water. Something needs to be done urgently before a serious accident occurs or worse.
112	Robert Lucarelli	Option 4	I am a property holder within the Marion Bay The Sands Estate. I strongly believe the current boat launching facility to be inadequate and agree with the proposed launching facility upgrade, however the environmental impact of such an upgrade should be strongly considered. Such as siltation and weed rack build up and the effects this would have on adjacent areas and also ongoing maintenance. I would also ask that the council consider a vessel wash down facility as part of the upgrade.
113	Michael Szewczuk	Option 4	
114	Jeff Tomopoulos	Option 1	unanswered marine environmental impacts in this southern area avoiding siltation air and sea rescue unable to reach marion bay which would be a risk to the Council who could encourage more boats to area costs for Options are very high - plus whole of life costs could impact wider rate paying members of the community simply increase the signage to educate users of the boat ramp this ramp is not the panacea to increasing tourism (and dwindling property values)

	Name	Opinion	Summary of Comments
115	paul drever	Option 4	Lets choose the option that serves the community the best from a economic and tourist point of view and it is safe for boat users. I am sure we can develop strategies to ensure there is minimal impact on the enviroment . Marion Bay needs to look at where it sees itself in 20 years time . People no longer want to visit places that have limited or no services and the boat launching facilities are an integral part of this.
116	joshua Anderson	Option 4	I recon a new ramp at Marion Bay would be good idea the one there know is worn out and is due for an update
117	Melinda Merchant	Option 2	
118	Anthony Sbisa	Option 2	
119	marc sullivan	Option 3	I beleive that option 3 is the only sensible option , the natural flow of water is paramount to the surviaval of the beach and environment north of the ramp , the breakwater and improved ramp and carparking will serve the community and tourism economy . Option 4 may give a bit of added comfort on days that most sensible people would think twice before leaving the shore, but the catastrophic impact that cannot even be guessed should be at the forfront of this descion. As a long term resident with years of watching the enourmous flow of sand I have no doubt that a shore connected breakwater will prove to be a destructive and high maintenance headache for the benefit and comfort of a few shortsighted people. The evidence the world over has proven that interfering with the natural flow in areas such as this will be huge. the break waters simular to option 3 in Kuta Bali do a fantastic job with much bigger and more consistent swell
120	Allan Parker	Option 4	As a recreational fisher with a 7.9m vessel i am currently unable to launch at Marion Bay due to the current boat ramp facilities, the existing ramp does not provide me the ability to safely launch and retrieve my boat. With the location of Marion Bay and taking into account the closest good launching locations for bigger vessels being too far to travel by boat for recreational fishers, this could not come soon enough. Marion Bays location and fishing opportunities around the bottom end of YP has to offer is incredible, yet we have the facilities to be able to enjoy this. Also taking into account the location for search and rescue access has to be considered here as the nearest possible launching facilities for bigger vessels is either Port Turton or Edithburgh. If an option for an enclosed marina with pontoons for on water boat storage was available i would have chosen this option. The location of Marion Bay with a facility like this could open the town and bottom of YP to huge growth and commercial/residential development as well as tourism opportunities and increased numbers of holiday makers.
121	Romeo Ljubicic	Option 4	Will need to add toilet facilities as travelling fishermen will sleep overnight at the ramp to be able to get out first light. Any guesses where they currently go to the toilet? They do not bother to walk the 150mtrs to the community hall / toilets. Existing ramp will need to remain to provide launching facilities whilst the new ramp is being constructed. Entry / exit to option 4 will mean inexperienced boaties will travel directly over Noriss Reef. This will need markers, buoys and even a solar light for those who launch and retrieve at night. With tuna being a highly sought after game fish many fishermen are launching in the dark in order to be on the schools at first light when they begin feeding. Lights for night launch and retrieve will be essential.

	Name	Opinion	Summary of Comments
122	Dave Hentschke	Option 1	Definitely not going to happen at penguin point.... the local community will strongly protest and other environmental action groups will become involved.most of the community don't even want the upgrade....as the weather dictates when to go out to sea an upgrade of existing facilities will result in more fishing cowboys coming down and more dangerous sea rescues being partaken..The majority stake holders only see dollar signs for themselves not for the environment or the benefit of the community.. Would not like it put near the jetty as that would destroy the popularity and quality of the jetty fishing down here..If you are going to put a marina or an ugly breakwall..down near the new development out of town would be the best option..(if any)..so it does not annoy anyone whith its noise, stench, populous, rubbish and destroying the coastal ambience of the place.
123	Jon Hal	Option 3	I feel this would be the best option as it would allow greater use of the jetty and the long shore movement of sand would still occur with no more impediment than what is already occurring. I believe option 4 would lead to the long shore sand movement depositing on the southern side of the groyne requiring constant dredging.
124	Andrew Standen	Option 3	This option provides all the facilities that enables me to launch and retrieve my 6 meter 1/2 cabin inboard fishing boat. I question the installation of the piled walkway to the north-eastern side of the two lane facility as this will only service that side of the launching facility. Boats launching in the "outer lane" will be unable to access the walkway and left in "nomans land". I would suggest the walkway be installed in the center of the the two lane facility to service both lanes. If the submitted design, common to all options, is a compromise to allow the launching of larger vessels which will exceed the width of a single lane, then a solution would be to provide the pied walkway on both the outer sides of the twin lane facility. Andy Standen Marion Bay Resisdent Recreational fisher and diver Use this facility 2 times weekly.
125	Darren Shipton	Option 4	
126	Anonymous Anonymous	Option 1	The small town of Marion Bay requires attention to more basic needs than the boat ramp. Many residents and property owners do not want the boat ramp to change and there are quite a few who would be agreeable if it disappeared. It is not acceptable to brutalise the beach with any of the proposals to change the current ramp. The proposed changes have unacceptable effects on the beach area and the bay and the local environment. any of the proposed changes will create permanent problems including ongoing high costs for maintenance which is unacceptable. Seeking the input of consultants should not have happened until the local residents and property owners were fully consulted about any need to address the boat ramp in the first place. In addition the idea of a permanent fish cleaning area in such a superb beach entry location of the town is highly offensive and will not be adequately maintained. Many local residents and holiday makers love the current environment and do not want the town turned into a fishers endless larder or to have the delicate environment damaged beyond repair. Marion Bay requires more important work to be done some of which would be of minimal expense.

	Name	Opinion	Summary of Comments
127	trev gray	Option 1	A huge amount of ratepayers money spent for a few so called 'stakeholders'. These 'stakeholders' generally have an economic interest in spending my rates money to further enhance their economic position to put this blight on the ambiance of Marion Bay. I am disappointed that the council considers these people as 'stakeholders'. Well I believe I am also a 'stakeholder' as a long term house owner (80's) and an even longer time visitor (70's), and I do hope 'stakeholders' like myself are given as much voice as the economic 'stakeholders'. Council has to carefully consider this radical change and what the (largely unknown) ecological effects will be and that it will change the Bay forever. Consider the garfish, mullet, whiting, squid and many more species that use Marion Bay as a nursery. Consider the disturbance to the seagrass meadows with greater boat traffic etc etc Do not go ahead with this blight on the natural beauty of Marion Bay.
128	Ryan Donovan	Option 4	
129	Malcolm Villis	Option 4	I am in favour of option 4 or option 3 with preference given to which ever option does less damage to the sea grass, beach etc It would be better that the existing ramp be left so we could launch during the construction phase if possible
130	TROY MITCHELL	Option 3	This is needed down this end of yp it would bring lots of boaties that also means bissness
131	Laura Andary	Option 4	Thos option would support everone who lives in and visits marion bay.
132	Jill Doecke	Option 1	I do not totally agree with the “do nothing” option, but I also don’t agree with the extent of the other options. All that is needed is an upgrade of the current ramp to two lanes (without a piled walkway or wave attenuation structure) to allow launching and retrieving to occur simultaneously, plus engagement of a contractor to remove accumulated sand and seaweed. Other than do nothing, this is the only remotely acceptable option that will not completely destroy this healthy area of sea grass meadow and fragile marine environment. Any seaward wave attenuation or rock wall structure will severely impact the environment and cause extensive erosion to the north. This is a very reactive coastline, and even at the current ramp which only extends into the ocean a couple of metres, there is obvious accumulation of sand to the south, and erosion of the coastline to the north. This will be manifestly accelerated and exasperated by any structure which interrupts the natural flow of sand or action of the sea in this area. Already the foundations of a "shack" have been washed away north of the current ramp, and any monolith built into the ocean at this location will severely erode the coastline to the north.

	Name	Opinion	Summary of Comments
133	Georgia Doecke	Option 1	I do not totally agree with the "do nothing" option, but I also don't agree with the extent of the other options. All that is needed is an upgrade of the current ramp to two lanes (without a piled walkway or wave attenuation structure) to allow launching and retrieving to occur simultaneously, plus engagement of a contractor to remove accumulated sand and seaweed. Other than do nothing, this is the only remotely acceptable option that will not completely destroy this healthy area of sea grass meadow and fragile marine environment. Any seaward wave attenuation or rock wall structure will severely impact the environment and cause extensive erosion to the north. This is a very reactive coastline, and even at the current ramp which only extends into the ocean a couple of metres, there is obvious accumulation of sand to the south, and erosion of the coastline to the north. This will be manifestly accelerated and exasperated by any structure which interrupts the natural flow of sand or action of the sea in this area. Already the foundations of a "shack" have been washed away north of the current ramp, and any monolith built into the ocean at this location will severely erode the coastline to the north.
134	Kevin Doecke	Option 1	I do not totally agree with the "do nothing" option, but I also don't agree with the extent of the other options as mentioned above. All that is needed is an upgrade of the current ramp to two lanes (without a piled walkway or wave attenuation structure) to allow launching and retrieving to occur simultaneously, plus engagement of a contractor to remove accumulated sand and seaweed. This is the only remotely acceptable option that will not completely destroy this healthy area of sea grass meadow and fragile marine environment, destroying the aesthetics of the area. Any seaward wave attenuation or rock wall structure will severely impact the environment and cause extensive erosion to the north.
135	Keith Golding	Option 4	Only option 4 would make launch and retrieve safe under most swell conditions, option 3 may be ok but the increased cost to get to option 4 would be well worth it.
136	Steven Nobes	Option 1	Existing ramp needs to be extended and widened. Options 2, 3 and 4 will cause larger seaweed and sand collection in ramp area as well as shifting erosion points , create large volume deposit points by the jetty. The jetty is already in poor condition (moves with medium swell) ongoing maintenance costs for options 2,3,4 will be hundreds of thousands annually. Upgrading the ramp will enable boats to launch when they should not be putting to sea. Better to have an accident at ramp than out to sea.the jetty will not take the extra wave action without major structural upgrades. Any structure built by the jetty will ruin the jetty fishing experience. Most people launching and retrieving boats at ramp have no idea of how to handle the conditions at this unique location. Most use power retrieve and then complain about the drop off they create.
137	kevin honeychurch	Option 3	we have been holidaying at marion bay for the last 50 years we have seen many accidents at the ramp in that time. i myselfe have come to grief a few times trying to launch on my own, we have also been informed by locals that they do not want the ramp upgraded otherwise too many people will come to the area. most of them own tractors and drive on and off the trailer with the boat causing more damage to the area. the ramp upgrade is long overdue, we are not getting any younger and it would be great to be able to launch safely . marion bay is a great place an upgrade of the ramp would make it that much better thank you.

	Name	Opinion	Summary of Comments
138	Kevin Mann	Option 4	There is a strong need for the full boat harbour, including a facility for berthing yachts, with a depth of up to 3.0 metres. The facility at Christmas Cove on K.I. provides a good example. There is currently no safe stopping point between Edithburgh and Port Lincoln and MANY larger boats complete this trip every week. As yachts only travel at around 7 knots a full days journey from Edithburgh takes you to Marion Bay, or West Cape. Such a facility would provide a safe stop. It would be a significant improvement for search and rescue of larger vessels which would not be available with just a boat-ramp and no harbour. Some of the drop off damage to the ramp is caused by power boats over 8.0 metres (especially charter boats) accessing the boat ramp. Ramp congestion is exacerbated by people trying to get on charter boats. A full boat harbour with independent access to larger boats on a pontoon (eg. charter boats) would assist this. The report correctly outlines the current challenges of boating from Marion Bay with the main issue being the swell and weed on the ramp, but PLEASE don't take the cheap option.
139	Betty Heinemann	Option 3	This facility DOES need upgrading and so we might as well look to the future and ensure we have a ramp that reflects our continued development of this area as a holiday as well as living community. I feel option 3 does this without going overboard on what will be needed. The only concern I have is the statement that sea life and grasses etc could have a negative impact and I would like to see more research carried out in this area and every opportunity taken to minimise that effect. Thank you.
140	Mary Mann	Option 4	In my view option 4 is the only one the council should consider and it should be large enough to accomodate visiting boats up to 45 ft with a draft of up to 3.0 metres, and at least accomodate overnight pontoon berthing of visiting vessels. Christmas Cove on K.I. This will have the following advantages: 1) Provides a safe boat launching facility for trailer boats in all weathers, avoiding the damage that happens now 2) Allows access to this coast in strong weather for search and rescue. 3) Provides a safe stopping point for yachts and larger power boats travelling from Adelaide to Port Lincoln 4) Allows larger boats to have safe anchorage. This fills in the critical gap that currently exists and will make cruising safer. Providing it is done properly right from the start, rather than requiring a further upgrade a few years down the track, or worse, by not proceeding with option 4, stopping a whole section of the cruising community from being able to access this delightful area. Thanks for not proceeding with the Penguin Point proposal. That would have been a disaster.
141	Robert SMITH	Option 4	I am a recreational fisherman and have two lots of friends that have properties at Marion Bay. I would love to spend holidays at their places with my family but can't launch my boat so mainly travel to the Eyre Peninsula. I also have friends who wish to sail over from Adelaide but need a safe harbour for mooring. I therefore strongly support Option 4. It will revive the lower Yorke economy.
142	Len Stephens	Option 4	Hi, I am an owner of a 10m yacht at the CYCSA. Over the past 9 years I have regularly sailed from Adelaide along Investigator Straight to Port Lincoln and beyond. If only there was a place to stop overnight for relaxation or respite from strong weather at Marion Bay! Option 4 is a great idea. It would bring more customers and cash into the area, both in payment of berthing fees and purchases from shops in the area. A facility similar to the one at Christmas Cove on KI which supports power boats and yachts would be an excellent service to the community and business opportunity. Please make sure it is deep enough! At least 3 m at low tide.

	Name	Opinion	Summary of Comments
143	Mary E. Ryan	Option 2	We use the existing boatramp and an upgrade would be good, ...however NOT if it has an effect on spoiling the beautiful beach at Marion Bay After all, the boaties are only a small portion of the public that visit Marion Bay. I am worried about the potential effect on the seagrass ecosystem..the build up of weed choking the habitat of sea creatures . Currently the existing boat ramp doesnt interfere much with the natural beach cycle of sand transfer ...it would be a crying shame if sand also choked the reef ..the report says that there hasnt been a great deal of research here.. Also a concern is that in protecting the Boaties too much on their launch at the ramp...those used to the protected waters of Metropolitan St Vincents Gulf fishing will think conditions are safe for fishing, but get a rude shock when they venture beyond into the bigger seas of the Southern Ocean ..weather changes will quickly bring the novice to these waters "unstuck"... Buiding a barrier that sends the entry exit point in a more northerly direction will possibly cause some boaties to hit the rock reef and damage their propeller. - I have voted Option 2 for Catorgory 1 Upgrade because of the reasons above.
144	Tom Rieniets	Option 2	Yes, it is agreed the current ramp needs improving. I do however have concerns with regards to both the provision of Search and Rescue capabilities from Marion Bay, when there are no VMR nor SAR coordinators on the lower YP. All assets/resources will be deployed from Adelaide or the upper YP. The issue of rec users launching from MB during inclement/poor weather is also of concern. The current ramp, whilst not ideal serves as an indicator as to whether launching is possible. Should an all weather ramp be installed, those users with poor local knowledge, or just general stupidity may opt to launch. This could potential have dire consequences. Sand drift/effect on sea grass etc is also a concern, as has been experienced on Adelaide metro beaches.
145	Owen Mace	Option 4	Given the paucity of safe enclosed harbours around the state (or even permanent moorings as in NSW), I believe Option 4 should be a priority. There should be the ability for boats up to 12 m, at the very least, to be accommodated.
146	Dave Gibbons	Option 4	I have a cruising powerboat (Riviera) moored at CYCSA and certainly use a facility at Marion Bay. It would offer shelter as well as being a fantastic location for a holiday. I'm sure many of our boating friends would support a marina facility being built at Marion Bay, making it the top tourist destination of the York Peninsula.
147	Rod Hunter	Option 4	I have passed Marion Bay dozens of times by yacht but the current bay is not particularly safe for me to anchor .I would be very supportive of option 4 and would hope it may be able to accomodate a 2 meter draft . There is no location between Edithburgh and port Lincon as a safe haven for repair or to transfer crews when voyaging Marion Bay would be suitable and serve SA well as such a destination. Our substantial " boating" fees are rarely destined to support and promote larger (which dosnt mean more expensive) boats and it would be most progressive of your council to consider a safe harbour alternative.
148	Elizabeth Stephens	Option 4	My husband and I regularly sail to Port Lincoln from North Haven Marina and it would be wonderful to have the option of overnighting (or longer depending on the weather) at Marion Bay. It would also be a great option on the return trip. We hope you decide on Option 4.
149	Max Smith	Option 4	This option would appear to be the most attractive to tourists and would have the best chance of bringing more boating people to the township. It also appears to provide the highest level of protection.
150	Tony de Maaijer	Option 4	Option 4 would provide a safe haven on that side of the Gulf and a safe retrieval ramp in all weather conditions.

	Name	Opinion	Summary of Comments
151	Paul Wilton	Option 3	An all weather launching facility will greatly increase my visits to the town, allowing me to spend my money there other then other YP locations. Such an incredible offshore area, Will definitely put Marion Bay on the Map
152	Kevin Andersen	Option 2	I am concerned with any option that causes the environment to degrade but guess any improvement to the ramp will have a negative effect on the environment, some more than others. Option 2 with the piled structure seems the least intrusive buts adds a better level of safety and throughput of boats during peak periods. The cost however seems significant. If there was an option for doubling the capacity with a slightly steeper ramp with no breakwater that would be ideal in my mind. If a steeper ramp can be achieved with the existing sea level and sea bottom where the ramp is to be built would be ideal. There is no need to upgrade the carpark or have a fish cleaning facility as the benefit is negligible but the cost significant.
153	bruce roach	Option 4	I believe that the new ranmp and an enclosed boat harbour would benefit many boaties from racing ,cruising and possibly commercial .
154	Phil Stump	Option 4	Marion Bay is a beautiful part of South Australia. Option 4 with an enclosed harbour would allow me to bring my yacht into Marion Bay to pick up family and friends staying in the Marion Bay area. It would also provide a safe emergency landing area in a remote part of South Australia's coast line.
155	Jesper Munch	Option 1	I strongly suggest that a new facility at Stenhouse Bay would be much better since it could be made sufficiently deep to provide a safe mooring or rest spot for keel-boats on their way from Adelaide to Spencer Gulf. Marion Bay is too shallow and if you are going to build breakwaters it should help as many people as possible. There are many sailboats with deep keels that would benefit from a safe stop-over point.
156	David Everett	Option 4	A boat harbour, including a facility for berthing yachts, with a depth of up to 3.0 metres would be a great advance for boating between St Vincents and Spencer Gulfs, which would improve safety and prove popular. The facility at Christmas Cove on K.I. provides a good example of how this can be done. There is currently no all weather stopping point between Edithburgh and Port Lincoln, as West Cape and Pondalowie can be untenable in big swell. Such a facility for boats half way 'down' or 'back' would be popular. It may be a significant improvement for search and rescue incidents too.
157	Keith Teagle	Option 4	
158	Anton van den Hengel	Option 4	
159	John Hookings	Option 4	
160	Peter Sheridan	Option 4	This is the only option for the safety of all boat users including Emergency services.
161	Neil Parker	Option 4	Marion Bay would be a perfect position for a all weather safe haven for all boat uses going to Port Lincoln. Approximately the half way position between Adelaide to Port Lincoln. This should be made a priority.
162	Susan Richardson	Option 4	At present there is no safe anchorage on the north side of Investigator Strait, for the shelter of racing and cruising boats going between St Vincent and Spencer Gulfs.

	Name	Opinion	Summary of Comments
163	Gary Rella	Option 4	If there was a safe haven marina available strategically positioned at the foot of YP and halfway between Port Lincoln and Adelaide vessels would have an option to take refuge there. Currently there is no such safe haven. Marion Bay can provide this option. The other consideration is for the safety of current boat launching at Marion Bay. In any type of swell (Swell occurs at the current boat ramp location often) boat retrieval is hazardous and utterly unsafe. Several years ago YP Council proposed a concept for a launching facility at Penguin Point which appeared to present the best long term solution for deep water launching and retrieval in most conditions. I suggest resurrecting that concept coupled with an idea to excavate an all weather marina where the Penguin Point Reserve is located.
164	Kenneth A J Case	Option 4	I would like to recommend that the Council proceed with option 4 as the only option that provides for category 3 rating which includes all weather usage and an enclosed harbour. Marion Bay is an important option for vessels navigating the southern tip of the Yorke Peninsular. The provision of an enclosed harbour provides a safer option for tenders servicing larger vessels. Recreational boating is likely to increase and option 4 appears to look further into the future in terms of provision of safe facilities. The additional cost of approximately $1mill whilst not insubstantial should not be seen as critically overreaching the cost of upgrade given its relative size to the cost of option 3.
165	john moffat	Option 4	
166	Phil Moffatt	Option 4	
167	Peter Cooling	Option 4	I support the need for an all weather facility to cater for boats with 2.0m to 2.5m draft. This is the perfect opurtunity to provide a safe and secure harbour for vessels travelling along that part of the coastline. It would provide refuge and security in time of danger to both vessels and crew. Very little infratsructure is provided to vessels that are non trailerable yet vast sums are collected from this group in revenue. I seriously hope that you consider this one off oportunity to provide a safe haven similar to Christmas Cove on K.I.
168	Mark Mills	Option 4	I believe option 4 would benefit those boaties travelling from Gulf of St Vincent to Spencer Gulf.
169	Scott Gurner	Option 4	A secure safe marina facility would be beneficial for the large amount of cruising vessels that travel between the two gulfs.
170	Stuart Tucker	Option 4	Hi, I have a 38' keel cruising yacht and would really appreciate the protection of an enclosed small harbour at Marion Bay. South Australia has fantastic cruising grounds in the Spencer Gulf and a lot of yachts make the trip from Adelaide for an extended cruise every year. I can imagine cruising yachts calling in for a hot meal and good nights sleep in a safe harbour at Marion Bay. If anyone gets into trouble in the Strait then your proposed harbour may also be the safe refuge that saves lives.
171	Alan Duncan	Option 4	I strongly support option 4 to provide a save haven for smaller keel boats cruising between Adelaide and Port Lincoln. At present there is insufficient shelter between Edithburgh and West Cape for vessels to shelter in the event of the strong Southerly winds often experienced in the region during summer. The suggested approximate water depth of 2.5 metres would be sufficient for most of the smaller keel boats needing shelter, but the report did not appear to mention whether this was at low tide. I believe that a minimum depth at low tide of at least 2 metres would be essential.

	Name	Opinion	Summary of Comments
172	roger and marion holden	Option 4	We have anchored many times in Marion Bay, a nervous undertaking in the summer months in particular when winds can turn south to south east and whip up a dangerous lee shore. A sheltered harbour providing easy access ashore would provide ease of mind for those of us with larger sailing vessels with the consequent flow-on for the local community where access to stores and hotel would encourage longer stays in such an attractive area.
173	Steve Kennedy	Option 4	The construction of Option 4 would enable far more people to be able to launch and retrieve their vessels in all weather conditions. It would also provide a safe haven for anyone caught out in sudden unpredictable weather changes.
174	John Evans	Option 4	excellent idea
175	Josh Harkin	Option 4	I believe this to be the safest option. I do hope though that some consideration will be taken about the existing ramp during the construction period to allow people to still launch. This would mean the new facility to be built further north than is currently planned.
176	Peter stone	Option 4	Option 4 is clearly the most needed facility,There was no reason given for ruleing out Penguin Point as the preferred site. Given that approximately 1/3 of the structure ie the headland is already there, it has deeper water, there's ample parking area and it won't get weed build up, the total cost would be significantly less during construction and into the future. Please consider these key points as the end result will be better for Marion Bay and all mariners in South Australian waters.
177	Erika Pech	Option 4	
178	Kylie Pech	Option 4	
179	Nicole Moore	Option 4	
180	Brian Andrew	Option 4	Option 4 would suit all vessels navigating Investigator Strait and in inclement weather would be a Safe Haven
181	Mark Hart	Option 2	I think a boat ramp upgrade would be good , but don't support any breakwaters or " boat harbours" there's a really good boat access at Foul Bay that is protected from swell, upgrade the road and use that.
182	Jasmine Swales	Option 2	Sufficient upgraded launching facilities without unnecessary damage to sensitive marine environment, visual amenity or shore based recreational fishing opportunities.
183	Philip Loveder	Option 3	The problem will always be the combination of strong SE swells and longshore drift combined with risky launch behaviours. An enclosed harbour will likely create havoc to the beach and surrounding area north of the facility and potentially see significant 'choking' in the launch area during certain times of the year - especially summer - and denudation of the beach during winter (north of the ramp). An offshore rock wall could be helpful in deflecting powerful swells and still allow natural drift and sand replenishment to occur - but would need to be extensive and on both sides of the jetty. Some investment even on a second cement ramp and extension would be money well spent - even if a more impressive facility proves impractical.
184	Darren Fry	Option 2	
185	Joy Amos	Option 4	I think that the ramp is needed for boat safety and the safety of all people using the area.

	Name	Opinion	Summary of Comments
186	Dianne Amos	Option 4	I think it is very important to have the enclosed harbor , the swell has made it impossible for me to hold the boat on my own while my grandfather gets the trailer. I have actually been pulled over before while holding the boat and I was worried that I was going to drown as the boat swung around and held me under. I have also had injuries when the tide was in and when I walked out, I forgot how much the ramp drops off at the end and feel off the end of the ramp. It definitely needs to be safer so that more people can use the area.
187	Lindsay Nobes	Option 2	I am quite concerned about all of the proposals. My concern lies with engineers not being able to guarantee erosion and sand and sea grass build ups following the changes. I am concerned that any structures may aggravate this position. Further I am concerned about the effect of the structure on the usability of the jetty for recreational fishing. I would only ask that council extend kerbing and footpaths in the area on bitumen roads to improve pedestrian and cycle safety. My preference overall preference is to limit the amount of work on the proposed ramp to minimise chances of erosion and subsequent sand and sea grass build up throughout the bay.
188	Graham Virgin	Option 3	
189	TREVOR GAGE	Option 4	TOTALLY UNSAFE. CANNOT GUARANTEE YOU CAN RETRIEVE YOUR BOAT IF YOU ARE ABLE TO LAUNCH IT SOMEONE WILL BE KILLED IF NOTHING IS DONE.
190	Angela Peryman	Option 4	The long term future needs to be considered and not implement a "band aid" solution, if an investment is going to be made it should be the correct solution that takes into account the district, tourism and potentional benefits to the region as a whole moving forward. Long Shore Drift - starts Penguin Point, due to the shape of the coast. - open ocean swell is the major contributor, which is the energy that shapes this coast - evident at current location but not at Penguin Point Ramp location at the moment in the middle of highest concentration of seaweed rack buildup Penguin Point - large open central area - perfect opportunity to develop the coastal strip between Penguin Pt and new subdivisions as the foreshore shacks disappear - Caravan Park proximity - plenty of safe swimming beaches in area - similar water depth out from this location - could develop this location while still being able to use current facility Marion Bay - half way crusing point and sea rescue between Adelaide and Pt Lincoln - could be best cruising and fishing destination in SA - would open up the whole area as one of the go to places in SA and Australia.
191	Mark Wynbergen	Option 4	The long term future needs to be considered and not implement a "band aid" solution. Long Shore Drift - starts Penguin Point, due to the shape of the coast. - open ocean swell is the major contributor, which is the energy that shapes this coast - evident at current location but not at Penguin Point Ramp location at the moment in the middle of highest concentration of seaweed rack buildup Penguin Point - large open central area - perfect opportunity to develop the coastal strip between Penguin Pt and new subdivisions as the foreshore shacks disappear - Caravan Park proximity - plenty of safe swimming beaches in area - similar water depth out from this location - could develop this location while still being able to use current facility Marion Bay - half way crusing point and sea rescue between Adelaide and Pt Lincoln.
192	steve bryant	Option 4	it is a definite safety issue the way the ramp is now, its long overdue for an upgrade, and to move ahead with the times and bring some infrastructure to the area that is not only a very user friendly outcome but a very safe on also.

	Name	Opinion	Summary of Comments
193	Herman (Harry) Wynbergen	Option 4	As a local I would be happy with the do nothing option. However it is impossible to stop progress. If Marion Bay is going to get a new boat ramp it must get the best option. I believe option 4 is the best all weather option. My concern is, that by having a all weather launching facility, inexperience visitors will venture out when it is unsafe to do so. By having an all weather boat ramp, inexperience visitors, having travelled a long way, will go out when they should not. I believe it will be only a matter of time, before we have a serious accident.
194	Jenny Bates	Option 1	Comments related to Council's process of consultation, including the public meeting and who was noted as a stakeholder within the report. Opposes any change to the boat ramp. Marion Bay does not need a boat ramp upgrade. Problems have arisen with some customers of boat fishing tours - destructive behaviours and generally causing very unpleasant situations that are not family friendly and can cause families not to return for beach holidays. The Town Beach and jetty will be ruined by any change to the boat ramp with access issues arising, ticketing problems and the beautiful stretch of beach will be completely alienated from use and this must not happen. Also there will be a constant build up of seaweed requiring regular expensive dredging and associated destruction of the natural seabed environment. A further option for the existing boat ramp is to remove it altogether and return this superb bay back to its natural state.
195	shane stoeckel	Option 4	
196	Wendy Ault	Option 4	** Received after submissions closed.* Much needed to attract recreational fishing tourists and for safe launching of emergency vessels
197	The Hon Stephen Mullighan MP	Not given	DPTI is of the view that Council and the boating and local community are best placed to recommend the preferred solution, however DPTI's preference is for those options which favour low ongoing and maintenance requirements.
198	Debra Stoeckel	Option 4	** Received after submissions closed*
199	Eamon Hanna	Option 4	** Received after submissions closed*
	Option	**Votes**	
	Option 1	20	9%
	Option 2	21	10%
	Option 3	34	16%
	Option 4	139	63%
	Other/Not Given	5	2%
		219	100%

COMMUNITY ENGAGEMENT PLAN

SF215

Responsible Officer: Business Improvement Officer

Issue Date: 10th June 2015

Next Review Date: June 2019

PROJECT NAME: Stage 2 - Marion Bay Boat Launching Facility Options Review

Stakeholders	Level 1 INFORM	Responsibility	Start Date	End Date	Status	Evaluation Method
Entire community	Website	Manager Business & Public Relations	14/12/2017		NS	# Website hits
Other	Personalised Letter		14/12/2017		NS	All members of the stakeholder reference group will be informed of the outcome of the consultation and the next steps.

21.4 SYP COMMUNITY HOUSING ASSOCIATION

Document #: **17/82230**

Department: **Executive Services**

PURPOSE

For Council to consider nominating a representative to join the SYP Community Housing Association Inc. Board of Management.

RECOMMENDATION

That council:

1. endorse Councillor … to join the SYP Community Housing Association Inc. Board of Management as a Council representative; or
2. decline to provide a Council representative on the SYP Community Housing Association Inc. Board of Management

LINK TO STRATEGIC PLAN

Goal: 4 Community Engaged and Supported

Strategy: 4.13 Support key community initiatives provided by 3rd parties (e.g. YP Community Transport)

BACKGROUND

SYP Community Housing Association Inc. was originally formed in 1976 and provides housing for those persons or couples that by reason of their age, ill health, infirmity or income are wholly or in part unable to maintain themselves. For the past 42 years Councillor Cook has sat on the Board of Management as a Council representative but resigned from the position on 30 June 2017.

DISCUSSION

Correspondence has been received from SYP Community Housing Association Inc. asking that Council nominate a representative to sit on their Board of Management.

COMMUNITY ENGAGEMENT PLAN

Nil

CONSULTATION PROCESS

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

- CEO

In preparing this report, the following External Parties were consulted:

- SYP Community Housing Association Inc.

POLICY IMPLICATIONS

Nil

BUDGET AND RESOURCE IMPLICATIONS

Nil

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Nil

ATTACHMENTS

1. **SYP Community Housing Association - Request for Council Representative**
2. **SYP Community Housing Association - Board Member Roles 2018**
3. **SYP Community Housing Association - Meeting Schedule 2018**

SYP Community Housing Association Inc.
P O Box 153 Minlaton SA 5575
office@sypcha.com
Telephone: (08) 8853 2726

NATIONAL REGULATORY SYSTEM COMMUNITY HOUSING
REGISTERED PROVIDER

ABN 54 560 624 784

Jackie Reddaway
Executive Assistant to the Chief Executive Officer and Mayor
Jackie.reddaway@yorke.sa.gov.au

Dear Jackie

I am writing to request that Council consider nominating a volunteer representative to sit on the Board of SYP Community Housing Association Inc. (SYPCHA), in accordance with the Rules of the Association.

Jeff Cook has been the Representative over a period of many years and we are seeking to fill the position created by his retirement.

Board meetings are held at least bi-monthly and more often when needed. Generally meetings are held on Thursdays at 10am in Minlaton. A meeting schedule is available as attached.

The Association is not-for-profit and as such no sitting fee is paid. However, a reimbursement for expenses may be paid on request.

I have attached excerpts from our Board Handbook that may be of assistance in explaining the role of the Board and the requirements of the position.

If you require any further information please contact Marion Gemmell at the office on 8853 2726.

Kind Regards

Robyn Miller
Chairperson
for SYP Community Housing Associaton Inc. (SYPCHA)

1st November 2017

BOARD MEMBER POSITION DESCRIPTION

Summary description of Role

Members of the Board are responsible for the overall Governance of the SYP Community Housing Association Inc.

- Recruitment, monitoring and support of the Executive Officer
- Setting and monitoring of policies
- Setting of strategic directions
- Setting of budgets

The Board comprises of people who bring a variety of skills, experiences and perspectives to the Governance process. Board members are not involved in the day to day management of the Association.

ESSENTIAL BOARD COMPETENCIES

(Board members need to demonstrate essential competencies or demonstrate the capacity to develop them within an appropriate time period).

- Knowledge of and capacity to meet the roles and responsibilities (including legal responsibilities) of a Board member
- Willingness and ability to act in accordance with the SYP Community Housing Association Inc. 'Code of Conduct'
- Willingness and ability to abide by generally accepted principles of good Governance and other policies of the Association
- Demonstrated ability to work towards current and future goals and contribute to strategic planning
- Ability to actively participate as a Board member
- Capacity to use personal skills and experience to make a major contribution in one or more of the areas of –

    * Management of community housing
    * Housing and health issues arising from the ageing process
    * Finance, accounting, law, business or general management
    * Fund Raising and/or grant applications
    * Human resources
    * Advocacy, marketing, media or community development
    * Maintenance and development of housing stock.

ROLE OF THE BOARD OF MANAGEMENT

- To oversee the affairs of the Association so that it achieves its aims
- To understand the philosophy, principles and objectives of the Association and to promote Community Housing in the Southern Yorke Peninsula region
- To provide effective leadership and appoint appropriate management
- To set strategic directions and objectives
- To monitor the Association's finances
- To ensure the property management is undertaken in an effective and efficient manner within the funds available and to meet the requirements set by funding bodies and government
- To provide an independent perspective to the decisions affecting the operations of the Association
- To develop strategies to involve the community in the planning of services
- To define corporate policies
- To delegate appropriate authorities and responsibilities to management to implement
- To satisfy itself that the Association is well managed.

ROLE OF THE INDIVIDUAL BOARD MEMBERS

- To be knowledgeable about the Association, its affairs and the environment in which it operates without becoming involved in the day to day management
- To be responsible for the direction and outcomes of the Association, protect its assets and set benchmarks for the quality of its services
- To promote the good of the Association not to represent any one group or interest
- To act with impartiality and integrity
- To ensure the security of confidential information
- To act in good faith, honesty and without exceeding their powers
- To be frank and honest when dealing with each other
- To act with due diligence
- To avoid undisclosed conflict of interest
- To carry out the objects the Association and to abide by its Constitution (Rules of the Association)
- To read and familiarise themselves with the material provided for each meeting so that they are adequately prepared.

SYP Community Housing Association Inc.

50 Main Street Minlaton

Board of Management

Meeting Schedule for 2018

*** ALL MEETINGS –	Held on a Thursday -	10.00 am start ***
Meeting Venues	Board	23 Fifth Street
	Sub-Committees	50 Main Street

Please read emailed papers prior to meeting as this will shorten the length of the meeting time

Thursday 21 December – last Board meeting for 2017

	MAINTENANCE Bi-monthly	FINANCE Monthly	GOVERNANCE Bi-monthly	BOM Bi-monthly
FEBRUARY	1st	8th		15th
MARCH		8th	15th	
APRIL	5th	12th		19th
MAY		10th	17th	
JUNE	7th	14th		21st
JULY		12th	19th	
AUGUST	2nd	9th		16th
SEPTEMBER		13th	20th	
OCTOBER	4th	11th		18th
				(AGM/BOM)
NOVEMBER		8th	15th	
DECEMBER	6th	13th		20th

Maintenance Meetings

Governance Meetings

Finance Meetings

21.5 EDITHBURGH OUTDOOR GYM SPACE

Document #: **17/75168**

Department: **Executive Services**

PURPOSE

To consider the submissions received in respect of the location for an outdoor gym space within Edithburgh and determine and approve the most appropriate location.

RECOMMENDATION

That Council:

1. Receive and note the submissions
2. Select and approve the most appropriate location for installation of the outdoor gym at Edithburgh from the following options:
   (a) On the grassed area in front in front of the existing gazebo located on O'Halloran Parade, adjacent to Cross Street as shown within Attachment 1.
   (b) One of the alternative locations nominated by the Edithburgh community.

LINK TO STRATEGIC PLAN

Goal: 4 Community Engaged and Supported

Strategy: 4.1 Invest in youth activities and events

4.3 Support and/or deliver community events, workshops and skills training, including school programs

4.7 Foster productive working relationships with Progress Associations

4.12 Continuous improvement in communicating with and engaging the community

BACKGROUND

The Yorke Peninsula Councils Alliance Regional Public Health Plan (the Plan) recognises that public health and wellbeing are core components of a robust community. Council values the youth population as both a critical contributor and worthy beneficiary in its endeavour to achieve these objectives.

The Plan identifies youth and the aged as the demographics that require the greatest support within the Council area and that there are very few sustainable engagement programs currently available. The Plan also details specific goals towards improved health and wellbeing and building a stronger community for all residents.

A core component of the Plan is the whole of community approach, incorporating Council, State and Federal Government departments, local businesses and community organisations. Council, through its Youth Participation and Mentoring Program, is able to act as a liaison between multiple parties and facilitate cooperative undertakings for the benefit of the broader community.

Young people work with community members on community projects towards skill development, a sense of ownership and relationship building. The importance of providing young people with the opportunity for a sense of contribution and pride in their community cannot be under estimated.

The Yorke Peninsula Council, in partnership with the Edithburgh Progress Association (Progress) and Yorketown Area School (the School) successfully secured Federal Government funding from the Department of Infrastructure and Regional Development through the Office of Rowan Ramsay

MP, under the Sustainable Communities Programme, for the installation of an outdoor gym space within the Edithburgh township.

Five young people from the School have worked closely with Council and dedicated members of Progress to plan for the project from the grass roots "the Project Team", providing them with an insight into the requirements of preparing for medium sized projects.

The Project Team worked closely with a local personal trainer to consider and select some versatile outdoor gym equipment combinations, providing for a wide range of participants and abilities, along with a preferred location.

The Project Team were also asked to consider community consultation as part of their project brief. It was decided that Council would undertake the consultation process. Council staff determined to consult with the Edithburgh community by individually writing to all of the rate payers within the Edithburgh Township to ensure each had the opportunity to have their say (Attachment 1).

The letter sought the community's feedback by asking recipients to vote on a preferred location by either selecting Option 1 – the Project Team's proposed location, or Option 2 – nominating an alternative location. Pictures and information about the selected equipment were attached to the letter, along with an indicative site map, which also offered the community the opportunity to contact Council's Governance Officer, Mary Herrmann, for further information.

An anonymous survey was utilised as is consistent with the other customer surveys that Council have undertaken. Council typically tend to get better and more honest responses to surveys when people are able to remain anonymous.

The equipment is made from lightweight materials and pale in colour. The Project Team planned to locate the equipment in front of an existing gazebo, so as to create minimal visual impact.

DISCUSSION

The Project Team selected the grassed area in front of the existing gazebo located on O'Halloran Parade, adjacent to Cross Street as it was felt that people would be more likely to notice the gym in this location than they would in other areas away from the cliff top, such as the oval or near the playground, and that it was important for the equipment be as visible as possible to maximise use by locals and visitors alike. Additionally, all agreed that the cliff top setting contributes to a pleasurable experience while exercising and will enhance the Walk the Yorke experience.

A twenty percent survey response rate was achieved, which is understood to be a good result with around ten percent being the average.

One hundred and sixteen responses were provided with fourteen respondents nominating a second or more locations. There was a clear winner with sixty eight respondents (59%) selecting the Project Team's proposed location. The second most popular location was next to the swimming pool with thirty two respondents (28%) nominating this as their preferred location. Several other locations were also nominated by the public as shown in Attachment 6.

Both the Project Team's proposed location (Section 618) and the second most popular location (near to the swimming pool (Section 643) are Crown Land. Council have held a licence over Section 618 "FOR COMMUNITY PURPOSES" since 1993) and have care, control and management of Section 643 via proclamation. Should the Council determine to select any of the sites located upon Crown Land, then the appropriate permission(s) will need to be sought from the Crown.

Julie Van Der Veer expressed her dissatisfaction with the proposed location during a telephone conversation with Mary on 1 May 2017. She is concerned the gym equipment will obstruct the view from their home. She also expressed concerns about the lack of consultation with home owners, the possibility of the proposed area flooding with heavy rain and the lack of off road car parking facilities in the area. Mary and Julie continued to liaise about Julie's concerns via email (Attachments 3 and 5).

Council first became aware that Jillian and Andrew Mill were dissatisfied with the proposed location in May 2017. As a property owner on O'Halloran Parade they expressed concerns and provided reasons as to why they considered that alternative locations would be more suitable. Further

correspondence was received from Mr and Mrs Mill on 9 October 2017 in which they made a formal complaint in relation to the Project, which included the process being followed and a lack of communication (Attachments 2 and 4).

COMMUNITY ENGAGEMENT PLAN

Although initially classified as Level 1 consultation, Council staff determined to go over and above what was required and apply Level 2 consultation strategies due to the concerns that the Mills and Julie Van Der Veer had raised.

Level 2 – We will keep you informed, listen to and acknowledge concerns and issues and provide feedback on how public input influenced the decision.

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:

- Edithburgh Progress Association
- Yorketown Area School

POLICY IMPLICATIONS

Yorke Peninsula Councils Alliance Regional Public Health Plan (the Plan)

PO057 Community Engagement Policy

PO147 Complaints Policy

BUDGET AND RESOURCE IMPLICATIONS

The Edithburgh outdoor gym space project has been funded through Federal Government Funding, existing Council budget allocations and Progress. In kind support has also been provided by Council, Progress and the School.

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Local Government Act 1999

Public Health Act 2011

Community participation is an important tool towards achieving Council's objectives in respect of the long-term well-being of young people within the Yorke Peninsula Council area.

Community engagement plays an important role in Council's decision making processes and results in greater confidence in the Council through open, transparent and accountable processes.

ATTACHMENTS

1. **Consultation - Letter to Edithburgh Ratepayers - Edithburgh Outdoor Gym**
2. **Communication and Documentation Summary - Council and Andrew and Jillian Mills**
3. **Communication and Documentation Summary - Council and Julie Van Der Veer**
4. **Documentation - Andrew and Jillian Mill (under separate cover)**
5. **Documentation - Julie Van Der Veer (under separate cover)**
6. **Consultation Results - Location Voting and Feedback**

YORKE PENINSULA COUNCIL

PRINCIPAL OFFICE:
8 Elizabeth Street, Maitland
Telephone (08) 8832 0000
ALL CORRESPONDENCE TO:
PO Box 57, MAITLAND, SA 5573
Fax (08) 8853 2494
Email: admin@yorke.sa.gov.au
Website: www.yorke.sa.gov.au

18 September 2017

Dear Ratepayer,

Energised Edithburgh Outdoor Gym Space

In partnership, the Yorke Peninsula Council ("Council"), the Edithburgh Progress Association ("Progress"), and the Yorketown Area School ("the School") were successful in securing funding under the Sustainable Communities Programme to create an outdoor gym space in Edithburgh.

The Stronger Communities Programme supports the Australian Government's commitment to deliver social benefits across Australia by funding small capital projects and input from the community is a key element.

The funding has provided a valuable opportunity for community members to work together towards creating a valuable, interactive outdoor gym space that will contribute to improved community health, participation and wellbeing.

In particular, students from the Yorketown Area School played a significant role in the project planning, design and risk management processes. This has provided participants with an insight into the requirements of preparing for medium to large scale projects and the opportunity for a sense of contribution to their community, along with skill development both relevant for today and into the future.

The students worked closely with Council and Progress ("the Project Team") and a local personal trainer, to consider and select some versatile outdoor gym equipment combinations, providing for a wide range of participants and abilities. We have attached pictures and information about the equipment to this letter as Attachments 1 and 2.

The Project Team have also identified the preferred location as the grassed area in front of the existing gazebo, located on O'Halloran Parade, adjacent to Cross Street, as shown in Attachment 3. Now, we would like your feedback as to the proposed location. By selecting either Option 1 – O'Halloran Parade, Edithburgh, adjacent to Cross Street or Option 2, where an alternative location can be nominated, and returning the slip at the bottom of this letter by Wednesday, 11 October 2017, you can have your say about where you would like to see the equipment located. Responses can be returned via email to mary.herrmann@yorke.sa.gov.au, to any Council office or via mail to PO Box 57, Maitland SA 5573.

For further information, please contact Mary Herrmann at the Yorke Peninsula Council on 8832 0000 or via the above email address.

Your participation will be greatly appreciated.

Yours sincerely
Mary Herrmann
GOVERNANCE OFFICER

Please cut here

Have your say!

Where do you prefer the Edithburgh Outdoor Gym to be located?

☐ **Option 1** - O'Halloran Parade, Edithburgh, adjacent to Cross Street

☐ **Option 2** – Alternative Location _____

Please return by Wednesday, 11 October 2017

BRANCH OFFICES
MINLATON: Phone 08 8853 3800
YORKETOWN: Phone 08 8852 0200
WAROOKA: Phone 08 8854 5055

BENCH PRESS

Develops pectorals, deltoids and triceps.

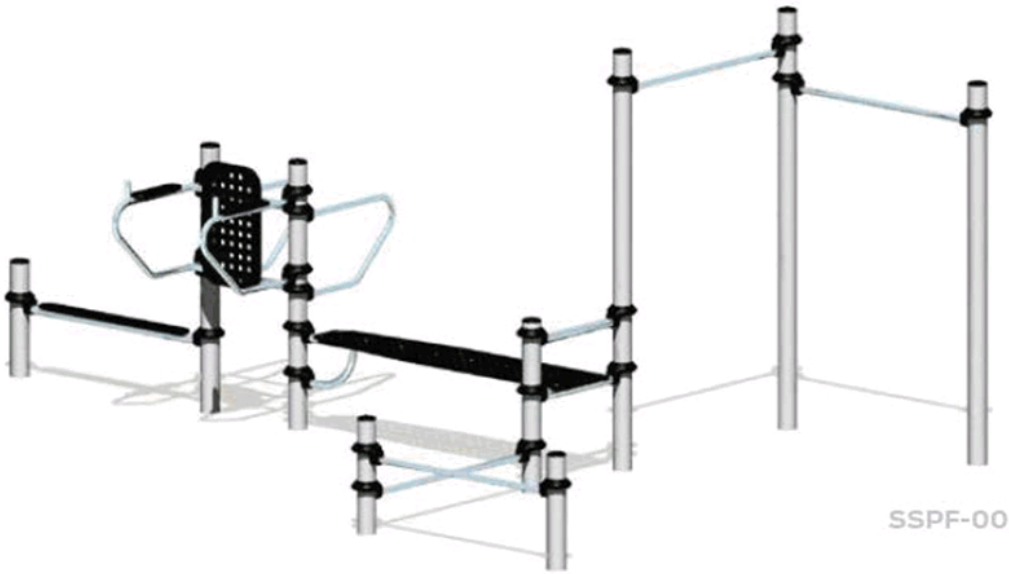
Lay on the bench with head under the bar, hold onto the bar. Push the bar upwards using your arms then lower to the starting position.

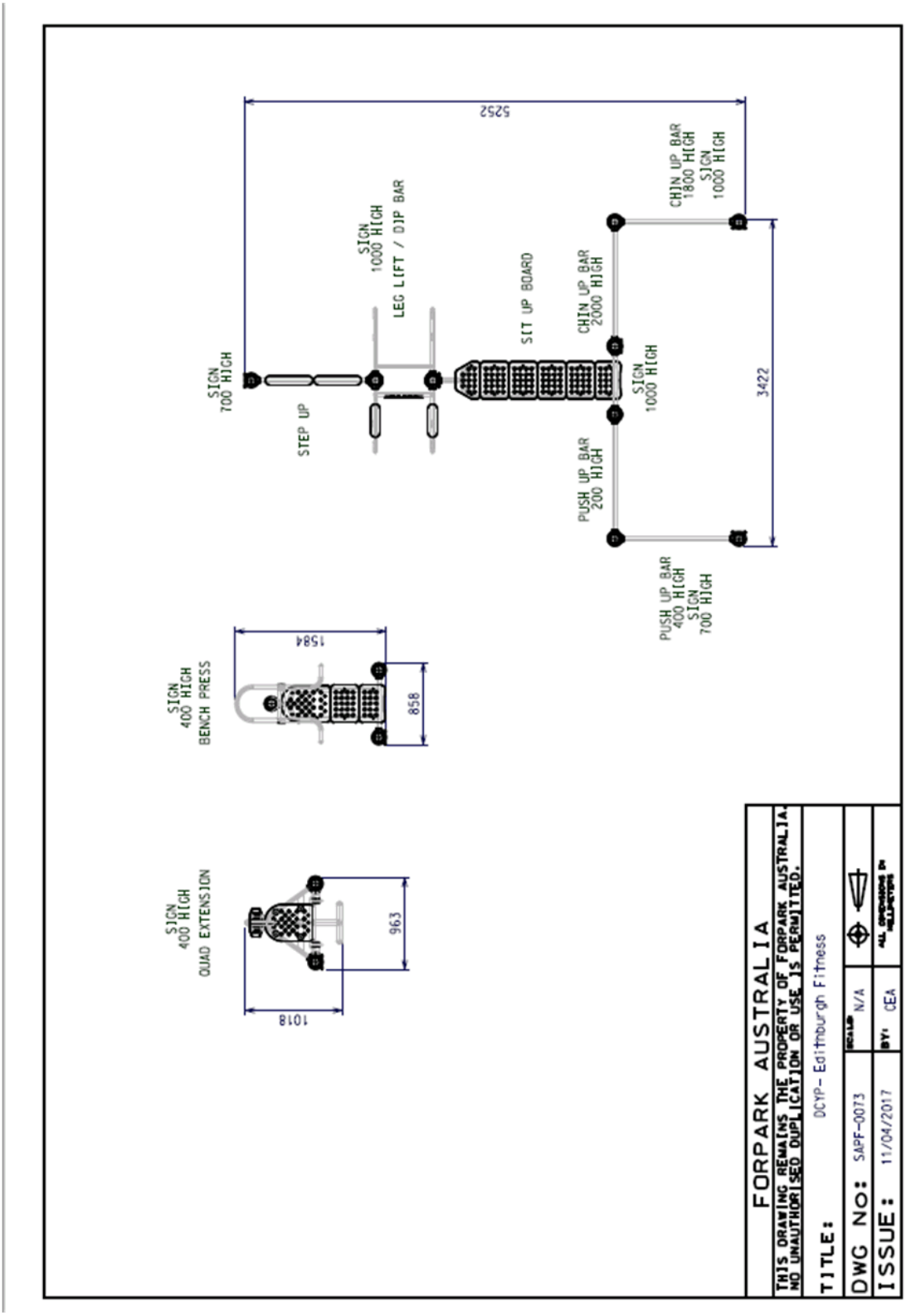
QUAD EXTENSION

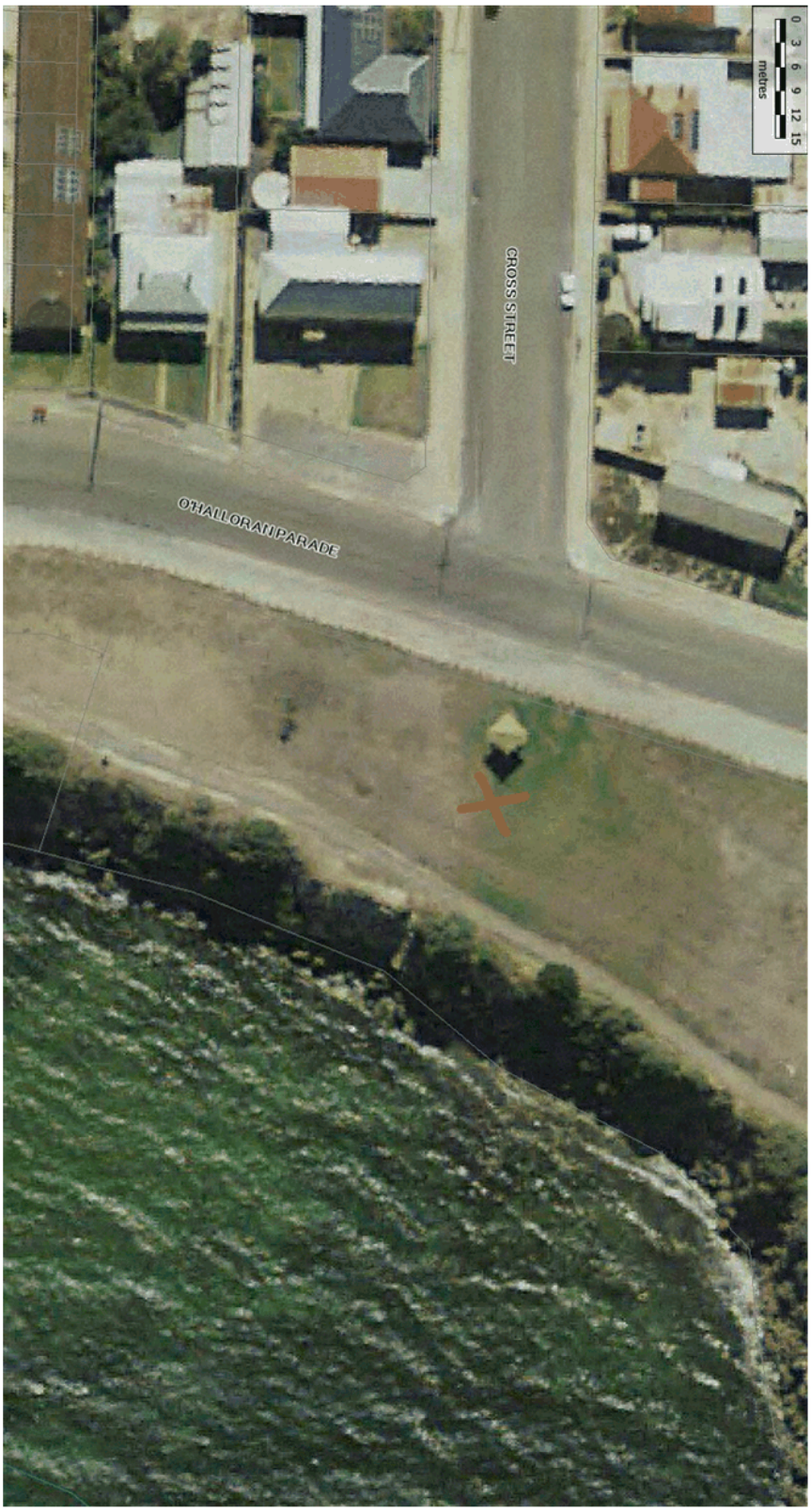
Develops quadriceps.

In a seated position, place knees over the top bar and with ankles under the lower front bar. Move lower legs forward and upward until knees are straight. Return to original position.

COMBINATION




5252
SIGN 700 HIGH
STEP UP
SIGN 1000 HIGH
LEG LIFT / DIP BAR
SIT UP BOARD
CHIN UP BAR 2000 HIGH
SIGN 1000 HIGH
CHIN UP BAR 1800 HIGH
SIGN 1000 HIGH
3422
PUSH UP BAR 200 HIGH
PUSH UP BAR 400 HIGH
SIGN 700 HIGH
SIGN 400 HIGH BENCH PRESS
1584
858
SIGN 400 HIGH QUAD EXTENSION
963
1018
FORPARK AUSTRALIA
THIS DRAWING REMAINS THE PROPERTY OF FORPARK AUSTRALIA. NO UNAUTHORISED DUPLICATION OR USE IS PERMITTED.
TITLE: DCYP- Edithburgh Fitness
DWG NO: SAPF-0073
SCALE N/A
ISSUE: 11/04/2017
BY: CEA


0 3 6 9 12 15
metres
GROSS STREET
O'HALLORAN PARADE

Communication and Documentation Summary - Andrew and Jillian Mill - As at 30 November 2017

Date Occurred/ Document date	Description	Associated Document
Wednesday, 9 November 2016	Information report to Council - Stronger Communities Funding Success	Agenda report
Wednesday, 19 April 2017	Newspaper article in the Yorke Peninsula Country Times.	YPCT article
Friday, 28 April 2017	The Mills emailed Progress, questioning if a location had been determined, pointing out that if it were to be placed near the shelter it would be in front of their place and suggesting other locations, after having seen the YPCT advertisement placed by Progress.	Email from the Mills to Progress
Friday, 28 April 2017	Progress responded to the 28/04/2017 email advising that the area near the shelter had been selected.	Responding email from Progress to the Mills.
Monday, 1 May 2017	The Mills responded to the 28/04/2017 email and raised further questions.	Responding email from the Mills to Progress.
Monday, 1 May 2017	Progress forwarded the 01/05/2017 email trail to Mary Herrmann and Steve McNeair, advising that the concerns needed to be addressed ASAP. (This was Mary's first day back after two weeks annual leave and sick leave prior to that).	Email to Mary Herrmann and Steve McNeair.
Tuesday, 9 May 2017	Progress emailed Mary and Steve in follow up to the 01/05/2017 email to them - were having a meeting that evening and wanted to table the responses.	Email from Progress to Mary and Steve.
Tuesday, 9 May 2017	Mary responded to Progress advising that she was behind in her emails and confirming that she had also had a conversation with another concerned resident (actually Julie Van Der Veer but Mary initially thought that her surname was O'Halloran).	Email from Mary to Progress.
Friday, 12 May 2017	Progress emailed the Mills advising their concerns had been discussed at the meeting held on the Tuesday prior and advised if have further concerns to contact Council at admin@yorke.sa.gov.au.	Email from Progress to the Mills.
Monday, 29 May 2017	The Mills emailed admin@yorke.sa.gov.au entitled "development Edithburgh" for the attention of Mick Cartwright. Stated that they had had a telephone discussion with Allan Cotton on 28/04/17 and since sent information through as he was unaware of the gym but have not had a response. Also stated that there had been many emails with Progress in between.	Email from the Mills to admin@yorke.sa.gov.au and Mayor.

Communication and Documentation Summary - Andrew and Jillian Mill - As at 30 November 2017

Wednesday, 31 May 2017	Mary emailed in response to email of 29/05/2017 to Mick Cartwright, apologised for the delay and provided information about the project and confirmed that the location had not been locked in.	Email from Mary Herrmann to the Mills.
Sunday, 9 July 2017	The Mills emailed Mary enquiring as to any progress on gym.	Email from the Mills to Mary.
Friday, 14 July 2017	Mary emailed the Mills in response to the 09/07/2017 email advising awaiting feedback from Progress regarding recommendation for location and method of consultation.	Email from Mary to the Mills.
Monday, 18 September 2017	Consultation letter posted to 562 Edithburgh ratepayers.	Consultation letter to ratepayers.
Tuesday, 19 September 2017	Mary emailed the Mills with an update and copy of consultation letter.	Email from Mary to the Mills.
Wednesday, 27 September 2017	Mary Herrmann emailed consultation letter to 9 ratepayers as requested.	Consultation letter emailed to ratepayers.
Monday, 9 October 2017	The Mills responded to Mary's email of 19/09/17 (CC the Mayor) and sought detailed further information. (The Mills would have received an out of office message from Mary).	Email from the Mills to Mary.
Tuesday, 17 October 2017	Mary emailed the Mills (CC the Mayor) in response to email of 09/10/17.	Email from Mary to the Mills.
Friday, 20 October 2017	The Mills emailed Mary and addressed Mary and YP Councillors in the body of the email. The Mills thanked Mary for the detailed responses provided in email of 17/10/17 and complained in detail about the entire project and related processes.	Email from the Mills to Mary and addressing the Elected Members.
Tuesday, 24 October 2017	Mary emailed the Mills acknowledging their email of 20/10/17 and sought clarification as to whether they intended that the CEO responded to their	Email from Mary to the Mills.
Tuesday, 24 October 2017	The Mills emailed Mary in response to email 24/10/17 confirming their intention that the CEO provided a response to the complaint but also requested Mary Herrmann provide answers to further questions in the meantime.	Email from the Mills to Mary.
Thursday, 26 October 2017	Mary emailed the Mills to advise the report providing the outcome of the consultation process would be placed on hold until the outcome of the complaint under review by the CEO, that she was currently working on another matter of urgency and would respond to their further questions as asked as soon as possible and attached a copy of Council's Complaints Policy PO147.	Email from Mary to the Mills.
Sunday, 29 October 2017	The Mills emailed Mary acknowledging her email of 26/10/17.	Email from the Mills to Mary.
Thursday, 2 November 2017	Mary emailed the Mills with responses to the questions raised in email 24/10/17 and a summary of the outcome of the consultation process.	Email from Mary to the Mills.
Thursday, 9 November 2017	The Mills emailed Mary querying the size of the area marked on the map sent out with the consultation letter and raising concerns about consultation and why the foreshore was listed as the proposed location.	Email from the Mills to Mary.

Communication and Documentation Summary - Andrew and Jillian Mill - As at 30 November 2017

Thursday, 9 November 2017	The Mills emailed the CEO raising further concerns regarding the area marked on the map distributed with the consultation letter and the Project Team's process in determining a recommended location.	Email from the Mills to Andrew Cameron.
Wednesday, 15 November 2017	Mary emailed the Mills acknowledging their email of 9/11/17, confirming they will have up to ten minutes in which to make a deputation to the December Council meeting and that the CEO would include the additional concerns into the	Email from Mary to the Mills.
Friday, 17 November 2017	The CEO provided a letter of response to the Mill's complaint via email.	Email from Andrew Cameron (via EA Jackie Reddaway) to the Mills.
Friday, 24 November 2017	Luka Honner received a telephone call from Jillian Mill (12.05pm) enquiring as to why the parcel of land recommended for the gym was not on the Community Land Register. Luka advised Jillian that it would be necessary to call her back as she was new in the Executive Services role and there was no one available to assist her with the answer to this question. Luka agreed to call Jillian back between 2pm and 5pm.	Nil
Friday, 24 November 2017	Luka telephoned Jillian (2.54pm) to advise that she had been advised that a licence over the land was held by Council. Jillian agreed that she would email Mary to make further enquiries.	Nil
	Print out of Crown Licence Record - OL020959	Print out Crown Licence Record
Sunday, 26 November 2017	The Mills emailed Mary with enquiring as to the reason the land proposed as the outdoor gym site was not shown on the Community Land Register, what development plans are in place for the town and matters relating to Progress.	Email from the Mills to Mary.
Monday, 27 November 2017	Mary email the Mills in response to the 26/11/17 email.	Email from Mary to the Mills.
Tuesday, 28 November 2017	The Mills emailed Mary querying the zoning of Section 618, the licence and permissions required to undertake works on the foreshore.	Email from the Mills to Mary.
Thursday, 30 November 2017	Mary emailed the Mills in response to the 09/07/2017 email advising awaiting feedback from Progress regarding recommendation for location and method of consultation.	Email from Mary to the Mills.

Communication and Document Summary List - Julie Van Der Veer - As at 30 November 2017

Date Occurred/ Document date	Description	Associated Document
Wednesday, 9 November 2016	Information report to Council -Stronger Communities Funding Success.	Agenda report.
Wednesday, 19 April 2017	Newspaper article in the Yorke Peninsula Country Times.	YPCT article.
Monday, 1 May 2017	Julie Van Der Veer telephoned Mary Herrmann to express concerns in response to the newspaper article, published in the Yorke Peninsula Country Times on Wednesday 19 April 2017. Julie expressed concerns over the impact the gym equipment may have on the view from her property, the flooding that occurs in the proposed location around Easter time and that this was the first that she had heard of the proposed outdoor gym. Julie felt it would make better sense to locate the gym near the swimming pool or the playground. Mary agreed to send Julie a ParkFit Brochure, providing details about the equipment that had been selected.	Nil.
Tuesday, 2 May 2017	Mary emailed the ParkFit brochure to Julie, explaining how the equipment had been chosen and confirmed that the Project Team consisted of students from the Yorketown Area School, the Edithburgh Progress Association and Council.	Email from Mary to Julie.
Tuesday, 2 May 2017	Julie emailed Mary expressing concerns at the size of the equipment, the proposed location, water issues at Easter time, car parking and view obstruction, suggesting the near the swimming pool or playground would be more suitable locations.	Email from Julie to Mary.
Monday, 8 May 2017	Mary emailed Julie advising concerns would be passed onto the Project Team.	Email from Mary to Julie.
Wednesday, 31 May 2017	Mary emailed Julie to provide Project update.	Email from Mary to Julie.
Wednesday, 31 May 2017	Julie emailed Mary in acknowledgment of email 31/5/17	Email from Julie to Mary.
Monday, 18 September 2017	Consultation letter posted to 562 Edithburgh ratepayers.	Consultation letter to ratepayers.
Tuesday, 19 September 2017	Mary emailed Julie to provide Project update and advising that Council had decided to consult with all of the Edithburgh ratepayers within the township as to the location of the gym.	Email from Mary to Julie.
Tuesday, 19 September 2017	Julie emailed Mary in acknowledgement of email	Email from Julie to Mary.
Thursday, 21 September 2017	Julie emailed Mary requesting consultation letter be sent to Edithburgh property as original would go to Adelaide.	Email from Julie to Mary.

Communication and Document Summary List - Julie Van Der Veer - As at 30 November 2017

Thursday, 21 September 2017	Mary emailed Julie in response to Julie's email of 21/9/17	Email from Mary to Julie.
Friday, 22 September 2017	Julie emailed Mary to provide feedback in response to the consultation letter.	Email from Julie to Mary.
Tuesday, 26 September 2017	Mary emailed Julie confirming feedback via email acceptable.	Email from Mary to Julie.
Tuesday, 28 November 2017	Mary emailed Julie to advise an Agenda report is being prepared for Council's consideration at its meeting on 13/12/17, explained the purpose and sought permission to include her communications with Mary.	Email from Mary to Julie.
Tuesday, 28 November 2017	Julie emailed Mary giving permission for communications to be included.	Email from Julie to Mary.

Edithburgh Outdoor Gym Location - Consultation Results

Location	Number of Votes
Option 1	68
Swimming Pool	32
Playground	11
Anstey Terrace	2
Old Playground	2
Caravan Park	2
No location specified	2
O'Halloran Parade	2
Circuit - see comments	1
Closer to the toilet block	1
End of Thomas Street	1
Jetty Carpark	1
North off BBQ area	1
Oval	1
Dev Patterson Park near entrance	1
Up further	1
Yorketown Playground	1

Edithburgh Outdoor Gym Location - Consultation Feedback Summary

- This is a great idea. Happy to go with the location Progress has suggested.
- Swimming pool - toilets there as well. Don't object to O'Halloran Parade if more appropriate
- Congratulate the 3 partners who have promoted idea and can bring it to fruition
- Grassed area adjacent to tidal pool
- Swimming pool - parents take kids for swimming there, could use gym at same time, toilets at site, off road car parking
- Great idea
- Happy to support as long as residents closeby are happy
- Between pool and the jetty. It's a more frequented area and will be opportunistic fitness for more people
- Playground - users likely to have kids, can watch kids using playground while exercising. Car park available. Other location close to cliff edge with no fencing
- Provided the area be floodlit at night for security and safety
- Along walking track towards Sultana Point
- Near the playground or where the old playground was. BBQ area there & sheltered from elements. Parents can watch kids on playground. Foreshore too windy - equipment might be affected by sea air.
- Great idea
- Proximity to walking trail and caravan park mades good sense
- Grassed area at tidal pool
- Adjacent South Jetty Carpark. Better parking, near holiday accommodation. Cross St area congested by boat trailers in holiday/long weekend periods
- Closer to swimming pool which has more parking, toilets, showers.
- Near tidal pool, O'Halloran Parade Edithburgh
- Swimming pool - near the lawned/BBQ area
- Further up near caravan park
- Adjacent to playground at oval - more sheltered, more likely to be used by sporting groups
- Great idea/location. Well done! Grassed area - need to reticulate a small area with mains water to keep the area appealing during dryer months
- This is a fantastic step forward for the town and I offer my full support for the project and commend the efforts of all involved in making this happen.
  As a person who will make regular use of the gym and also as a student of fitness and personal training I have considered the options for location and can offer the following.
  It would make sense to position the gym near other areas of similar activity which I would suggest is near the Edithburgh Tidal Pool and grassed area above that is regularly used for fitness classes, personal training and yoga.
  There are two locations near here which I think might be suitable.
  My first suggestion is a space on O'Halloran Parade opposite Giles Street (between the trees at the end of the tidal pool grassed area and the golf course). This location drops down a little from the street level so minimising any visual impacts. The location is not currently used for any activities, close to the grassed area, pool and walking/running tracks, has an incredible view and has the least number of residents opposite, again minimising visual impacts.
  Being a smaller area, it also leaves the larger foreshore areas free for future developments, projects or open space.
  I have attached a map and street view of the location for you as I believe this may be the most suitable location and my first preference.
  The second is O'Halloran Parade opposite Henry Street, very similar in location to the proposed Cross Street location, but closer to the other activities and my second preference.
  I'm so pleased to hear of the efforts of all involved in making the project a success for our town and look forward to using the equipment with my family and friends.
- On the sea pool area directly in front of the rest rooms so it's convenient to showers and out of sight of the view of sea side homes
- Swimming pool - close to toilets and change rooms, more sheltered area for colder/windy days, people dropping children at pool for vacswim could use it while waiting, when it's hot people could jump straight into the pool to cool off after using the gym.
- Ticked both option 1 & 2 with notes for option 2 - tidal pool area, after gym go for a swim and also close to the toilets. Much more convenient.

- Swimming pool - better parking, toilet facilities nearby, will attract more people to swimming pool (since its upgrade looks great), less congestion around parking area for boaties.
- Anywhere but the sea front. Playground, Dev Patterson entrance, caravan park. Can we have a proper note with all option listed next?
- Swimming pool - 1. First and foremost is car parking in street
  2. Public toilets and change rooms
  3. Child monitoring (cliff to ocean)
  4. Lawned area (watering)
  5. Lighting for evening use
  6. Shading for sunny days
  7. Drinking water & cool down showers
  A serious re-think is required as to the are shown on pic provided.
  An area perfect and already for public use is the lawned area. Above swimming pool.
  It has all the above problems solved and lends itself to the outdoor gym.
  I would love to see the foreshore area developed and lawned but for cost reasons we need a community fundraiding to make it work properly.
  Gardening, flowers, look at foreshore at Stansbury jetty, Arno Bay foreshore, Moonta Bay. All have community backing and multi function uses.
- Up further - it's not so narrow
- Leave the view alone for visitors to admire
- Swimming pool - both options ticked - note written "2 votes husband and wife"
- Swimming pool - will blend in more with structures already there
- I am strongly against locating it on Edithburgh foreshore.
  In particular, I am thinking of the strong prevailing winds which buffet that area a large percent of the year, even in summer from the South East.
  Also, that unbroken sweep of foreshore is a very impressive part of our town.
  The particular gazebo you mentioned adjacent to the end of Cross Street as a preferred location is rather an eyesore for me, I very rarely see anybody using that or the one north of the jetty, because of the exposed position, just occasionally in summer holidays there will be a group there.
  I am going to check that up with friends who live right on the foreshore, who are away at present until the end of school holidays.
  The gazebos are a necessary provision for travelling public, I guess.
  Recently it has seemed to me that the area on Anstey Terrace where the previous playground was located, was looking as if it needed a focus.
  it could be a very attractive area, and is sheltered. An outdoor gym next to the park would still be as close to other facilities.
  This would be my preferred option for the good of the town, although I am past the age of being able to use it.
  Another location might be somewhere on the oval or playground site.
  I am definitely against anything being located on the foreshore or swimming pool area.
- Swimming pool - near toilets/ carpark
- We are only town with lovely open space don't ruin that please
- O'Halloran Parade - opposite and South of George Street. Close to toilets. Outdoor gym is a great idea!
- Playground or old playground areaNot so windy and away from cliff
- Adjacent to playground or near swimming pool. Strongly oppose option 1
- North off the BBQ area - remove the trees and put the gym there. NO to option 1
- Pool / Dev Patterson Pk near entrance Anstey Tce - not impeding view of the sea on the front row O'Halloran Prd
- I am a retiree and will incorporate this exercise area into my walks to Coobowie. Many such outdoor gyms in Korea and Singapore for seniors. Well done.

- Please do not destroy this fantastic initiative by incorrect placement.
  Edithburgh's town foreshore already has a readymade built-in exercise circuit:
  1. Caravan Park to the main jetty
  2. Main jetty to the swimming pool
  3. Completely sealed walking path
  The project provides a one-off opportunity to strategically place each gym unit (with hopefully more units to follow in the future) along the entire track.
  Interstate towns and cities that we have personally experienced as we walk and exercise regularly, space their gym units to provide "after exercise" walking space between exercising.
  Let's get it right - don't hide it away - as these units needs to be available to everyone.
  We live on the Edithburgh foreshore and in our opion, this project would certainly not disrupt anyone's view and would help to enhance our foreshore.
- Anstery Terrace (where old playground was) or swimming pool area
- Don't urbanize foreshore. Near swimming pool where already development has taken place.
- Swimming pool - Facilities and shade available on site - would seem logical to make more of this lovely community space

22 CORPORATE AND COMMUNITY SERVICES

22.1 FINANCIAL REPORT AS AT 30 NOVEMBER 2017

Document #: **17/87109**

Department: **Corporate and Community Services**

PURPOSE

For Council to consider the financial report and capital projects update report as at 30 November 2017.

RECOMMENDATION

That Council receive the financial report and capital projects update report as at 30 November 2017.

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

BACKGROUND

A financial report and a 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 each 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 in 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 and Water), NRM Levy and Rate Rebates, totalling approximately $21.9m, have been raised for the entire 2017/2018 financial year but are due and payable either in full in September 2017 or by quarterly instalments in September 2017, December 2017, March 2018 and June 2018.
    - Note 1 - grants, subsidies & contributions of $1.4m received to date.
    - Note 1 - dog registration income totalling approximately $99k has been collected.
    - Note 1 - income from building and planning activity of approximately $85k and septic tank registration fees of approximately $17k is included.
    - Note 1 - also included here are approximately $380k of reimbursements and miscellaneous income.
    - Note 1 - $1.1m collected for user charges (boat ramps, caravan parks, cemetery fees, hall hire, etc.) are included in the total income.

- Note 2 - the following major expenditure has been paid in advance at the start of the 2017/2018 financial year as per the required payment terms included in the figures is:
    - Memberships/Subscriptions/Contributions/Donations - $409k;
    - Licence Fees - $178k;
    - Plant & Equipment Registration - $109k.
- Note 2 - commitments of approximately $3.2m include orders worth approximately $1.8m for waste management and refuse collection and disposal services in 2017/2018.
- Note 2 - finance costs (interest on loans) of approximately $54k are included.
- Note 2 - depreciation for the fifth month of the financial year (being 5/12th of the 2017/2018 budget estimate) has been included in the YTD expenditure.
- Notes 3 & 4 - commitments of approximately $4.8m 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 against each project.

COMMUNITY ENGAGEMENT PLAN

Not applicable

CONSULTATION PROCESS

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

- Corporate Management Team
- Acting Manager Financial Services
- Budget and Project Managers
- Accountant – Financial Management

In preparing this report, the following External Parties were consulted:

- Nil

POLICY IMPLICATIONS

PO 142 Budget Reporting and Amendment Policy

BUDGET AND RESOURCE IMPLICATIONS

This is the fifth update since the endorsement of Council's 2017/2018 Budget adopted in June 2017. After five (5) months of the financial year financial performance remains on track against the revised Budget. Elected Members should note that the first quarterly review of Council's 2017/18 budget has been completed and was adopted by Council at its November 2017 meeting. The budget figures

presented in the attached reports reflect the Revised Budget after the September quarterly budget review.

Expenditure on capital projects including commitments has increased by $2.2m on last month driven largely by the appointment of a contractor to undertake the footpath replacement project which is set to commence in December 2017. A number of projects carried forward from 2016/17 are also nearing completion.

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 seen 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 on 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 30 November 2017**
2. **Capital Projects Update as at 30 November 2017**

YORKE PENINSULA COUNCIL
UNIFORM PRESENTATION OF FINANCES
AS AT 30TH NOVEMBER 2017

	2017/18 YTD Actuals $'000	2017/18 Commitments $'000	2017/18 YTD Expenditure (incl Commitments) $'000	Notes	2017/18 Full Year Revised Budget $'000	2017/18 Full Year Budget Revisions $'000	2017/18 Full Year Adopted Budget $'000
Income	25,107		25,107	1	29,634	(284)	29,918
Less Expenses	(12,298)	(3,203)	(15,500)	2	(32,545)	(415)	(32,130)
Operating Surplus/ (Deficit) before Capital Amounts	**12,809**	**(3,203)**	**9,607**		**(2,911)**	**(699)**	**(2,212)**
Less Net Outlays on Existing Assets							
Capital Expenditure on renewal and replacement of Existing Assets	1,736	3,793	5,528	3	8,508	222	8,286
Less Depreciation, Amortisation and Impairment	(3,942)		(3,942)		(9,461)		(9,461)
Less Proceeds on Sale of Assets	(111)		(111)		(376)		(376)
	(2,318)	**3,793**	**1,475**		**(1,329)**	**222**	**(1,551)**
Less Net Outlays on New and Upgraded Assets							
Capital Expenditure on New and Upgraded Assets	718	1,029	1,748	4	2,830	1,400	1,430
Less Amounts received specifically for New and Upgraded Assets	(7)		(7)		(206)	(29)	(177)
Less Proceeds for Sale of Surplus Assets							
	712	**1,029**	**1,741**		**2,624**	**1,371**	**1,253**
NET(LENDING) / BORROWING FOR FINANCIAL YEAR	**14,415**	**(8,025)**	**6,390**		**(4,206)**	**(2,292)**	**(1,914)**

Yorke Peninsula Council
Monthly Capital Projects Update
as at 30 November 2017

PROJECT DETAILS BY ASSET CLASS	Responsible Directorate	Expected Finish Date	Project Management Stages Complete						YTD Expenditure (incl Commitments) ($)	Total Revised Budget ($)	Budget Remaining ($)	Budget Remaining (%)	Comments
			LEGEND										
** Only projects $25,000 and greater are individually listed below, however the totals shown are for the entire asset class.			1		Activity currently **completed** or **on** schedule								
			2		Activity currently **upto 2 months behind** schedule								
			3		Activity currently **more than 2 months behind** schedule								
			0		Activity currently **not started**								
			NA		Activity **not applicable** to the project								
			Planning	Design	Approvals	Services	Procurement	Delivery	$7,275,967	$11,357,562	$4,081,594	36%	TOTAL
Buildings & Other Structures													
49044 - Warooka Town Triangle Shade Sails	AIS	Dec-17				N/A			$0	$30,000	$30,000	100%	Undertaking community consultation.
49045 - Public Toilet - Maitland Hall	AIS	Dec-17				N/A			$85,595	$90,000	$4,405	5%	Commenced.
49046 - Yorketown Oval Grandstand	DS	Jun-18			N/A	N/A			$0	$50,000	$50,000	100%	Quotations to be assessed in Dec-17.
60107 - Port Vincent Caravan Park - New Cabin	CCS	Jun-16							$198,965	$226,283	$27,318	12%	Carry forward from 2016-2017. Anticipate completion Dec-17.
60314 - Point Turton Caravan Park- New Cabins	CCS	Jun-16							$377,385	$390,645	$13,260	3%	Carry forward from 2016-2017. Anticipate completion Dec-17.
60212 - Point Turton Caravan Park - Fencing	CCS	Jun-18			N/A	N/A			$0	$50,000	$50,000	100%	Commence in May-18.
60317 - Marion Bay Caravan Park - Fencing	CCS	Jun-18			N/A	N/A			$12,485	$25,000	$12,515	50%	Site preparation under way, fencing to be installed after peak season in May-18.
60410 - Bush Camping - Capital	DS	Jun-17				N/A			$43,993	$98,883	$54,890	56%	Carry forward $48,883 from 2016-2017. Projects ongoing throughout year.
Total Buildings & Other Structures									**$764,567**	**$1,047,432**	**$282,865**	**27%**	
CWMS Infrastructure													
44250 - Ardrossan CWMS (Manhole refurbishment)	AIS	Nov-17			N/A	N/A			$11,037	$34,760	$23,723	68%	Commenced, awaiting further quotations.
44253 - Yorketown CWMS (Minlaton Road Drainage, Flow Meter)	AIS	Apr-18			N/A	N/A			$7,324	$70,000	$62,676	90%	Commenced.
44254 - Maitland CWMS (Pump Station Alarm Renewal)	AIS	Apr-18			N/A	N/A			$16,643	$41,500	$24,857	60%	Commenced.
44256 - Stansbury CWMS (Foreshore Public Toilet Connection)	AIS	Dec-17				N/A			$19,710	$26,000	$6,290	24%	Commenced.
44261 - Hardwicke Bay CWMS (Property Connections)	AIS	Mar-18			N/A	N/A			$0	$50,000	$50,000	100%	Commenced.
44264 - Point Turton CWMS (Caravan Park Connection)	AIS	Jun-17				N/A			$209,675	$208,370	-$1,305	-1%	Carry forward from 2016-2017. Commenced.
Total CWMS Infrastructure									**$77,383**	**$468,130**	**$182,377**	**39%**	
Other Assets													
40014 - Grant Funded Community Projects	ES	Jun-18		N/A	N/A	N/A	N/A		$0	$25,000	$25,000	100%	
40046 - Balgowan Northern Beach Access	ES	Jun-18				N/A			$387,322	$386,000	-$1,322	0%	Council decision 193/2017. Commenced mid Nov-17, initial earthworks completed. Now delayed due to material supply, works to recommence early 2018. Budget adjustment required at second quarter.
44622 - Edithburgh Boat Ramp extension	AIS	Dec-16				N/A			$59,582	$57,539	-$2,043	-4%	Carry forward from 2016-2017. Anticipate contractor commencement Feb-18
45041 - Point Turton Nature Play Playground	AIS	Jun-17							$2,680	$206,354	$203,674	99%	Carry forward from 2016-2017. Components of project at different stages (development approval, consultant design phase).
Total Other Assets									**$478,291**	**$736,742**	**$258,451**	**35%**	
Plant & Equipment													
40035 - Information Technology - Servers and Switches	CCS	Mar-18		NA	NA	NA			$22,574	$133,000	$110,426	83%	Commenced and ongoing.
40043 - Information Technology - Intranet Stage 2	CCS	Feb-18			NA	NA			$532	$25,000	$24,468	98%	Commenced and ongoing.
40044 - Aerial Photography	CCS	Apr-18		NA	NA	NA			$0	$40,000	$40,000	100%	Planning phase finalised.
61200 - Fleet Vehicles	CCS	Jun-18		NA	NA	NA			$186,643	$437,000	$250,357	57%	Ongoing throughout year.
62008 - Major Plant Purchase - Prime Mover	AIS	May-18		NA	NA	NA			$354,484	$360,000	$5,516	2%	Order has been placed, anticipated delivery Apr-18. Budget adjustment required at second quarter.
62009 - Major Plant Purchase - Side Tipper	AIS	May-18		NA	NA	NA			$224,500	$200,000	-$24,500	-12%	Order has been placed, anticipated delivery Apr-18. Budget adjustment required at second quarter.
62010 - Major Plant Purchase - Sweeper	AIS	May-18		NA	NA	NA			$0	$340,000	$340,000	100%	Tender in progress, responses to be evaluated in Nov-17.
Total Plant & Equipment									**$837,558**	**$1,690,070**	**$852,512**	**50%**	
Road Infrastructure													
44663 - Edithburth Tidal Pool Car Park Upgrade	AIS	Dec-17			N/A	N/A			$12,429	$52,672	$40,243	76%	Commenced, tender for seal component to be assessed in Dec-17.
49042 - Footpath Replacement Programme	AIS	Jun-18			N/A	N/A			$1,500,000	$1,500,000	$0	0%	Contractor appointed, works to commence mid Dec-17.
49500 - Reseal Allocation	AIS	Apr-17			N/A	N/A			$0	$100,000	$100,000	100%	Tender to be assessed in Dec-17, anticipate commencement in Mar-18.
53519 - Unsealed - South Coast Road	AIS	Jun-18			N/A	N/A			$1,219,498	$1,531,685	$312,187	20%	Commenced.
54008 - Unsealed - Brutus Road	AIS	Apr-18			N/A	N/A			$4,861	$102,687	$97,826	95%	Commence in Feb-18, received late invoice from 2016-2017.
54027 - Unsealed - Nalyappa Road	AIS	Nov-17			N/A	N/A			$420,300	$554,311	$134,011	24%	Commenced, anticipate completion in Dec-17.
54029 - Unsealed - Weetulta Road	AIS	May-18			N/A	N/A			$190,692	$321,399	$130,707	41%	Commenced.
54045 - Unsealed - Sturt Bay Road	AIS	Dec-17			N/A	N/A			$320,493	$197,865	-$122,628	-62%	Commenced. Budget adjustment required at second quarter.
57109 - Patch Sheeting	AIS	Jun-18			N/A	N/A			$8,367	$1,156,691	$1,148,324	99%	Commence Jan-18.
57524 - Pine Point Road (Maitland Seal to Hasting Rd)	AIS	Dec-17			N/A	N/A			$552,481	$620,863	$68,382	11%	Commenced.
57525 - Grainstack Road East - Stansbury	AIS	Dec-17			N/A	N/A			$34,205	$121,044	$86,839	72%	Commenced, tender for seal component to be assessed in Dec-17.
57526 - Daniel Street, Coobowie	AIS	Dec-17			N/A	N/A			$17,625	$57,181	$39,556	69%	Commenced, tender for seal component to be assessed in Dec-17.
57527 - Elliott Street, Coobowie	AIS	Dec-17			N/A	N/A			$9,663	$28,745	$19,082	66%	Commenced, tender for seal component to be assessed in Dec-17.
57528 - Fuller Road	AIS	Jun-18			N/A	N/A			$8,459	$37,549	$29,089	77%	Commence in May-18.
57529 - Pine Point Road (3km north-west of Yorke highway)	AIS	Apr-17			N/A	N/A			$373,004	$449,996	$76,992	17%	Commenced.
59419 - Disabled Access (Townships)	DS	Jun-17			N/A	N/A			$171	$33,000	$32,829	99%	Carry forward $8,000 from 2016-2017. Projects ongoing throughout year.
59650 - Yorketown Airstrip	AIS	Dec-17			N/A	N/A			$202,000	$202,000	$0	0%	Commenced.
60315 - Marion Bay Caravan Park - Upgrade of Park Roads	AIS	Jun-18			N/A	N/A			$0	$100,000	$100,000	100%	Commence in Feb-18.
Total Road Infrastructure									**$4,874,247**	**$7,167,688**	**$2,293,441**	**32%**	
Stormwater Infrastructure													
59440 - Ardrossan Stormwater Harvest Project	AIS	Dec-17							$10,117	$191,000	$180,883	95%	Carry forward from 2016-2017. Commenced and ongoing. Currently out to tender.
Total Stormwater Infrastructure									**$10,117**	**$191,000**	**$180,883**	**95%**	
Furniture & Fittings													
Total Furniture & Fittings									**$2,165**	**$24,500**	**$22,335**	**91%**	
Water Scheme Infrastructure													
44284 - Marion Bay Desalination Plant	AIS	Mar-18			N/A	N/A			$21,965	$30,000	$8,035	27%	Commenced.
Total Water Scheme Infrastructure									**$0**	**$32,000**	**$10,035**	**31%**	

22.2 CHANGE OF FEES AT THE POINT TURTON CARAVAN PARK

Document #: **17/89185**

Department: **Corporate and Community Services**

PURPOSE

To seek endorsement from Council to set tariffs for the new Luxepod Cabins at the Point Turton Caravan Park.

RECOMMENDATION

That Council endorse the following fees and their inclusion in Council's Fees and Charges Register:

1. Point Turton Caravan Park – Tariff for Luxepods be set as follows;
   - (a) 2 bedroom pod
     - (i) Off Peak $180.00 per night
     - (ii) Peak $200.00 per night
   - (b) 3 bedroom pod
     - (i) Off Peak $220.00 per night
     - (ii) Peak $250.00 per night

LINK TO STRATEGIC PLAN

Goal: 1 Economically Prosperous Peninsula

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

BACKGROUND

Due to the imminent completion of the Luxepod Cabins at the Point Turton Caravan Park a suitable tariff is to be determined and included in Council's Register of Fees and Charges.

DISCUSSION

Council have previously endorsed the Fees and Charges Register for the 2017/2018 Financial Year, however no formal tariff was included for the soon to be completed Luxepods at Point Turton Caravan Park as the contract for the build of these had not been issued at the time of this endorsement.

Now that the tender has been awarded and the quality of the cabins has been established an appropriate tariff has been formulated that both reflects the quality of the accommodation and is set relative to available alternative accommodation throughout the district.

COMMUNITY ENGAGEMENT PLAN

Level 1 – Inform. Fees and Charges Register to be updated on Council's website.

CONSULTATION PROCESS

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

- Corporate Services Officer
- Managers, Point Turton Caravan Park

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

- Nil

POLICY IMPLICATIONS

Not applicable

BUDGET AND RESOURCE IMPLICATIONS

The tariff set is in line with expectations set in the 2017/2018 Adopted Budget.

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Not applicable

ATTACHMENTS

Nil

22.3 BLACK POINT PROGRESS REQUEST FOR FUNDING - SAND EROSION STUDY

Document #: **17/89539**

Department: **Corporate and Community Services**

PURPOSE

For Council to consider a request from the Black Point Progress Association (BPPA) for Council to assist in the funding of an independent study to be performed by a consultant engaged by BPPA.

RECOMMENDATION

That Council, at this time, decline to make a financial contribution requested by BPPA for the engagement of an independent consultant to perform an assessment of the beach erosion situation at Black Point.

LINK TO STRATEGIC PLAN

Goal: 4 Community Engaged and Supported

Strategy: 4.7 Foster productive working relationships with Progress Associations

BACKGROUND

As Councillors have previously been made aware, beach erosion issues have developed at Black Point which has seen some movement of beach sand from amenity areas with a belief by residents that the issue has evolved since the construction of the new Black Point Boat Ramp.

BPPA have advised Council that they are keen to resolve this issue prior to engaging in any further development activity at the boat ramp or in the area.

DISCUSSION

Following presentations to Council in regard to, and inspections of, beach erosion at Black Point (both with and excluding Council staff) the BPPA has engaged Mr Doug Lord of Coastal Environment Pty Ltd to conduct an independent review/assessment of the erosion issue. BPPA believe that in light of Council's vested interest in the boat ramp through ownership, design facilitation and construction involvement that Council should be invited to share the cost of such assessments and be privy to the contents of reports to be produced by the independent consultant.

An email received from the Chair of BPPA, Mr Bill Gill, received on 9 November 2017 makes the request that Council agree to share the cost of the engagement of Mr Lord starting at a 50/50 split pending consideration of any recommendations made as a result of the assessment. The cost of the initial engagement is quoted at $6,600 (GST incl.) therefore the initial request for funding from Council amounts to $3,300 (GST incl.). Mr Gill also included information in regard to the proposal from Mr Lord (incl. cost estimates), Mr Lords detailed CV and a letter/RFI authored by Dr John Gray on behalf of BPPA in relation to the proposed assessment. These documents are attached as Attachment 1 for Councillors information.

Following an on-site meeting with BPPA and Council staff to assess the beach erosion issue, the Department of Environment, Water and Natural Resources (DEWNR) prepared a report outlining their assessment of the situation and the impact on the beach with recommendations for Council management. This report is provided as a separate report to Council from the Chief Executive Officer earlier in this meeting agenda.

In light of this report it is not considered necessary that an independent consultant be engaged either by Council or BPPA and that the advice/recommendations of DEWNR are further investigated as a priority.

COMMUNITY ENGAGEMENT PLAN

Not applicable

CONSULTATION PROCESS

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

- Corporate Management Team

In preparing this report, the following External Parties have been consulted:

- Department of Environment, Water and Natural Resources

POLICY IMPLICATIONS

Not applicable

BUDGET AND RESOURCE IMPLICATIONS

No provision has been made in the 2017/2018 budget for any consultancies or works relating to beach erosion at Black Point.

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Not applicable

ATTACHMENTS

1. **Proposal for review of Black Point Boat Ramp**
2. **Consultants CV - Doug Lord**
3. **Letter/RFI from Dr. Gray - Black Point Boat Ramp**

Coastal Environment Pty Ltd (ABN 95 075 111 465)
PO Box 353
Newcastle, NSW 2300, AUSTRALIA
***Ph:** +614 1962 8158*
www.CoastalEnvironment.com.au

Dr John Gray
Black Point Progress Association
PO Box 4079
Norwood South SA 5067

2nd October, 2017

Specialist Technical Review and Advice – Black Point Boat Ramp Erosion

Dear Dr Gray,

Thank you for approaching Coastal Environment Pty Ltd (letter dated 10th September) for a quotation to provide a specialist technical review and advice on this matter. I apologise for the delay in forwarding this response.

I have reviewed the invitation to quote that you provided and including the attached photographs. I have also looked at other readily available information on the area and in particular the historical photography available on Google Earth which shows clearly the changes that have occurred.

The description and suggested causes put forward in your letter seem plausible but do not as yet identify why the changes have taken place nor how thy may best be addressed. Unfortunately it is somewhat premature to provide a detailed cost proposal that addresses the remedies and any potential additional studies that may be required in refining those.

I believe this study issue is best addressed in two stages.

Stage One: The purpose of this stage is to provide a considered opinion as to the likely cause, future outcomes and possible path to feasible solutions to the problem identified. Review of the available information relating to the site and the current issues, including site inspection, discussion with nominated community representatives, discussion with Council staff and/or Coastal protection Board staff as required. This would enable a considered opinion to be formed and would help identify additional studies and/or potential solutions. No detailed numerical modelling or design of options is recommended or required in this stage.

Stage Two: A fee proposal for this component of the work could then be provided, to justify the solutions and provide broad costs for potential works that may be required and/or ongoing maintenance costs.

Relevant Experience

We can confirm that all work on this assessment and subsequent written and oral advice would be provided by the Principal of Coastal Environment, Doug Lord. Doug is an experienced coastal engineer with over 40 years experience in coastal management around the Australian coast, both within roles for Government and as a private engineering consultant.

Some relevant projects undertaken in South Australia include:

- Advice to a parliamentary Inquiry into the relocation of the West Beach boat harbour on the Adelaide foreshores, including potential for foreshore erosion.
- Review of proposed upgrading of the Port Hughes boat harbour and ramp for the Copper Coast Council
- Review of coastal processes and preparation of a coastal management plan for the City of Marion
- Risk assessment for coastal cliffs and beaches for the City of Onkaparinga
- Review of foreshore erosion at Victor harbour for the City of Victor harbour

Relevant current rojects include:

- Assessment of erosion and boat ramp improvements at pelican Beach for Lake Macquarie City Council
- Expert advice to West Australian Department of Planning on proposed development at Geraldton.
- Expert advice to West Australian Department of Planning on proposed development at North Two Rocks.
- Upgrading of the Climate Change Coastal Adaptation Guidelines for Engineers Australia.
- Review of erosion damage at Wamberal Beach for Central Coast Council
- Review of prosed protection works at Collaroy Beach for NSW Department of Industry - Forestry and Lands

Time plus expenses

As advised we are not able to provide a lump sum proposal for all aspects raised in your letter as at this time, as the scope of the work required and issues arising from the materials to be reviewed and to be included in Stage Two are as yet unknown to us. Our proposal is to undertake the Stage One review on the basis of hourly rates plus expenses to an upper limiting fee of $6,000 plus GST, based on our initial understanding of the scope of the work required. This upper limiting fee for Stage One would not be exceeded without prior approval by the BPPA and/or Council as appropriate.

Please note that travel time and costs are included in the upper limiting fee for Stage One as quoted and include travel to/from South Australia for the initial site inspection and any

associated meetings, airfares, hire car and two nights accommodation (Adelaide and Black Point) on commencement.

The Stage One work proposed will include the following:

- Desktop review of readily available coastal process data for the area, historical data, survey and geological data. In this regard we would anticipate assistance from local community, council and the Coast protection Board (CPB) in making such information available at no cost. We would collate and review that information prior to any on site assessment. In particular we would require information relating to the ramp upgrade and the reasons why that work has been undertaken (i.e. what problems were being addressed).
- Travel from Newcastle NSW to the site and return allowing 3 days with one or two night spent at the site and one night in Adelaide as agreed. During this period we would meet with nominated representatives of Council, BPPA and CPB as agreed.
- Preparation of a draft letter report, documenting our opinion of the issues, causes and path to address these as appropriate. Discussion with BPPA/Council as appropriate. Review and provision of a final letter report.

The broad basis for the upper limiting fee as quoted is as follows

1. Collate and review information prior to site inspection 1 day

2. Site inspection including travel, time, meetings with residents, Council and CPB as agreed, site inspection and review of adjacent coastal area 3 days

3. Travel costs, inclusive of return airfares and transfers (Newcastle to Black Point), 2 days hire car, 2 nights accommodation, incidental expenses $1,000.

4. Prepare draft letter report, final letter report, liaise with BPPA, CPB and community regarding the findings and recommendations to proceed. 1 day

The Upper Limiting Fee quoted is at discount to our usual consulting rates. The following hourly rates and expenses are applicable to further work to be undertaken by Doug Lord for this project during Stage Two should that be required. These rates remain firm to 30/6/2018.

- Review of background and applicant reports, investigation, preparation of a written letter report to BPPA and provision of verbal/written advice $180/hour (plus GST)
  Max Daily rate including travel (8.5 hours, $1,530 plus GST)
- Attendance at any court proceeding as an expert witness should that be required $210/hour (plus GST)
  Max Daily rate (8.5 hours, $1,785 plus GST)

- Out of pocket travel expenses (including acquisition of data, sub consultancies as agreed, additional travel costs, etc.) are to be reimbursed at cost plus 10%. Prior approval to any reimbursable costs would be sought prior to any commitment to additional expenditure.

Exclusions

This quotation does not include any allowance for field or data collection beyond the initial Stage One field inspection proposed. No additional analysis or re-analysis of existing studies (including numerical modelling) are recommended or proposed in Stage One. The work to be undertaken will be a desk top review of the existing studies (as provided or obtained) in accordance with the key points outlined in your letter of invitation. No allowance has been made in Stage One for sub consultancies, purchase of data, additional site trips or meetings, beyond those outlined. We will discuss with you any other reports and documents that we may need to review as we identify them and we have assumed that assistance would be forthcoming in accessing those documents in a timely manner at no additional cost.

Insurances

Coastal Environment carries the necessary insurance cover which is maintained and current, including workers compensation, public liability and professional indemnity. We can confirm that in over 15 years of operating, Coastal Environment Pty Ltd has never made a claim under any of these policies.

Workers Compensation	Policy Number1LF0128574GWC154	QBE Insurance
Public Liability	$20M	AAI (Vero Ins)
Professional Indemnity	$2M	Lloyds of London

Further details of those insurances can be provided as required.

This upper limiting fee is an estimate only and will depend on the results of the review and and subsequent client instructions. No additional expenses are envisaged at this time.

This quotation has been prepared in accordance with your letter of 10th September 2017 This quotation in its entirety incorporates your invitation letter and attachments, this response and attachments to it.

Coastal Environment will issue a final account for work completed on provision of the draft final advice on completion of Stage One. Updating of that draft to final will be completed at no additional cost on timely receipt of a single, consolidated set of comments from the BPPA.

I trust this is of assistance for your current purposes. Should you wish to discuss further any aspects of this proposal, please contact me. I advise that I will be away from the office from Wednesday 4/10 to Wednesday 11/10 and may not be immediately contactable by phone.

Should it be necessary, leave a message on my mobile and I will return your call. I look forward to hearing from you shortly.

Yours Faithfully

Douglas Lord BE, MEngSc, MBA, MIE Aust, CPeng.
Director, Coastal Environment Pty Ltd

Attachments:

Brief CV for Doug Lord

DISCLAIMER: The information provided has been prepared in good faith by Coastal Environment Pty Ltd on the basis of available information and inquiry as described in our proposal and/or detailed in this advice. It is provided for the client in accordance with their brief and our proposal, and is for that purpose only. While all care has been used in preparing this advice, Coastal Environment accepts no responsibility for information or data that may affect this advice and of which we could not reasonably have been expected to be aware at the time the advice was provided. The information contained herein must not be used other than by the client for the purpose of this engagement and should not be passed on to any other person without our permission. Coastal Environment Pty Ltd accepts no liability or responsibility for any use of this advice which does not accord with this disclaimer.

DOUGLAS BRUCE LORD B.E., M.Eng.Sc., MBA (Tech Mgmt), M.I.E. Aust., CPEng (Civil), JP

PERSONAL DETAILS

Home Address:
215 Croudace Street,
New Lambton Heights NSW 2305
Postal: PO Box 353 Newcastle NSW 2300
Ph: +612 4957 3372
Mobile: +614 1962 8158
email: Doug.Lord@CoastalEnvironment.com.au

Date of Birth:
29th December 1951

Current Employer:
Director & Principal
Coastal Environment Pty Ltd
PO Box 353 Newcastle 2300 NSW Australia
Ph: +612 4957 3372
Mob +614 1962 8158
email: Doug.Lord@CoastalEnvironment.com.au

Qualifications
B.E (Civil) University of New South Wales, 1974.
M.Eng.Sc. (Coastal) University of New South Wales, 1984.
Frontline Management Certificate IV, 2001
M.B.A.(Tech Mgmt) LaTrobe University 2005

Professional Associations
Member of Engineers Australia and Certified Practicing Engineer
Member College of Civil Engineers of Engineers Australia
Member Sustainable Engineering Society (SENG) of Engineers Australia
Member and past Chair, National Committee on Coastal and Ocean Engineering (NCCOE), Engineers Australia, 2001 to 2012. Currently corresponding member of the NCCOE (2012 to present)
Member NSW Coastal Ocean and Port Engineering Panel (COPEP) Engineers Australia (2001 to present)
Adjunct Senior Research Fellow, Centre for Coastal Management, Griffith University
Member PIANC (Australia)
Member Australian Coastal Society

Employment History

1971 to 1974	engineering trainee NSW Public Works and full- time student University of N.S.W. studying for Civil Engineering Degree
1975 to 1987	Professional Engineer employed with NSW Department of Public Works.
1987 to 1994	Director and Principal of Geomarine Pty. Ltd.
1994 to 1996	Senior Engineer and Associate of Willing and Partners (now Cardno) with responsibility for the operation of WP Geomarine.
1996 to 2000	Senior Engineering Consultant to NSW Department of Public Works and Services Manly Hydraulics Laboratory
1996 to 2000	Part time lecturer in undergraduate and post graduate Coastal Engineering and Coastal Resource Management at the University of Technology Sydney
1996 to 2000	Director and Principal, Coastal Environment Pty. Ltd.
2000 to 2010	Manager Coastal, NSW Department of Environment Climate Change and Water

Feb 2010 to Present - Director & Principal, Coastal Environment Pty. Ltd.

EMPLOYMENT EXPERIENCE

1971 to 1974 - Engineering Trainee NSW Public Works and full- time student University of N.S.W. studying for Civil Engineering Degree

1975 to 1987 - Professional Engineer employed with NSW Department of Public Works.

1975 - Employed in the Metropolitan District office engaged on minor design, investigation and construction projects.

1976 - Sewerage investigation Branch. Undertook sewerage feasibility study for sewerage system at Urunga on the NSW north coast.

1976 to 1978 - Manly Hydraulics Laboratory. Project engineer responsible for major coastal investigation team. Responsibilities included field data collection, numerical modelling, physical modelling and reporting. Major projects included:

- Investigation of the feasibility of constructing a major harbour as an alternate port to Newcastle behind the sand dunes of Stockton Bight north of Newcastle.
- Byron Bay Hastings Point Erosion Study.
- Tathra Beach Erosion Study
- Dee Why Lagoon entrance investigation.

1978 to 1987 - Coastal Engineering Branch, PWD Head Office. Initially involved in investigation teams and ultimately as Supervising Engineer (North Coast) Grade 3 with responsibility for implementation of the Department's programs from Newcastle to the Queensland border. Administered the Department's Beach Improvement Program. Represented the Department at hearings of the Land and Environment Court, Commissions of Inquiry and compulsory mediation hearings. Responsible for all aspects of multi-disciplinary coastal process investigations along the NSW coast including:

- Byron Bay Hastings Point Erosion Study
- Tathra Erosion Study
- Coffs Harbour Coastal Process Investigation
- Ballina Coastal Processes Investigation
- Studies for proposed tourist development at Yamba
- Woolli Coastal Process Investigation.
- Yamba Waters Coastal Engineering Investigation.
- Sawtell Erosion Study.
- Investigation of sand build-up against the Tweed River breakwaters.

1987 to 1994 - Director and Principal of Geomarine Pty. Ltd.

Responsible as the Principal for the establishment and day to day management of an engineering consultancy. Involved as a Senior Engineer and Project Manager on project work undertaken by the company. Major projects with a significant involvement included:

- All coastal investigations for a proposed sand extraction industry offshore from the Royal National Park on behalf of Metromix Pty. Ltd. Involvement included all field data collection (in conjunction with Hydrographic Surveys Pty Ltd), supervision of sub-consultants and preparation of a major report on the coastal processes of the Sydney offshore region.
- Coastal studies for the design and development of the Anchorage Port Stephens Marina at Corlette. Investigation included field data collection and supervision of sub-consultants and preparation of all aspects of the EI.S. relating to the boatharbour and marina. Feature of this investigation included impact assessment of dredging 200,000 m^3 of sand for establishment of a construction platform, and implementation of a unique flushing system to maintain harbour water quality. Involvement included attendance and provision of expert witness before a Land and Environment Court hearing to determine the application.
- Investigation, design and preparation of an E.I.S. for a coastal management strategy at Lennox Head on the NSW north coast. This coastal management strategy was

approved and implemented under the guidelines of the NSW Coastline Management Manual. Involvement in the project included preparation and presentation of the project to a Commission of Inquiry on behalf of Ballina Council.

- Preparation of an E.I.S. for a major sand extraction project adjacent to the Georges River on behalf of Maron Investments Pty. Ltd.
- Investigation of coastal processes relating to a fibre optic cable crossing of Middle Harbour, Broken Bay and Brisbane Waters on behalf of Telecom and Optus Communications.
- Provision of advice on wind and wave conditions to BHP for development of coal loading facilities South Kalimantan
- Assisted in the preparation of 12 of the technical sections incorporated within the NSW Government Coastline Management Manual (1990).
- Investigation, design and preparation of an E.I.S. for maintenance dredging, beach nourishment and stormwater quality improvements on behalf of Shoalhaven City Council.
- Preparation in conjunction with Firth.Lee of a foreshore management plan for Greenwell Point on behalf of Shoalhaven City Council.

1994 to July 1996 - Senior Engineer and Associate of Willing and Partners with responsibility for the operation of WP Geomarine.

Responsibilities include preparation of proposals for all coastal and estuarine studies, marketing, supervision and training of junior staff, estimating and cost control, briefing and engagement of specialist sub-consultants, project management, detailed investigations and reporting, quality assurance. Significant projects undertaken include:

- Investigation, design and preparation of an REF for maintenance dredging and beach nourishment at Shoal Bay, Port Stephens on behalf of Port Stephens Council.
- Preparation of Estuary Data Compilation Studies for Long Bay, Smiths Lake, Wallis Lake, Port Stephens and Belongil Creek.
- Preparation of Estuary Process Studies for Long Bay and Belongil Creek.
- Preparation of an Estuary Management Study and Estuary Management Plan for Long Bay on behalf of North Sydney Council.
- Review of the adequacy of the existing seawall at Lake Ainsworth on behalf of the Department of Public Works and Services;
- Appointment as an expert advisor to the Commissioners of Inquiry conducting a Commission of Inquiry into the proposal by Defence for relocation of the East Coast Armaments Complex to West Point Wilson in Port Phillip Bay. This appointment included review of all studies relating to coastal processes, hydrodynamic modelling and dredging.
- Review of the E.I.S. for proposed development of a boat harbour (Shell Cove) at Shelharbour on behalf of Macarthur Regional Office of the Department of Urban Affairs and Planning. This review related to all aspects of the coastal processes and dredging and included presentation to the Commission of Inquiry.
- Feasibility study into the construction of an artificial Lake at Balranald in south-west N.S.W. on behalf of Balranald Council.
- In association with Cloustons, preparation of a Plan of Management for Flatrock Gully and Bi-centennial Reserve on behalf of Willoughby City Council.
- Review of stormwater drainage to Lake Illawarra on behalf of NSW Public Works including four detailed designs for pollution control works and preparation of four REFs.
- Drainage review and design for proposed re-development of Australia Post site at Balgowlah.
- Preparation of a water management plan for an existing gravel quarry operated by Boral Industries at Peats Ridge.
- Preparation of a Floodplain Management Plan for Stonequarry Creek at Picton.
- Minor coastal engineering advice to Local Government and private residents as required.

1996 to 2000 - Senior Engineering Consultant to Manly Hydraulics Laboratory with responsibility for Coastal and Maritime Investigations.

Responsibilities include preparation of proposals for coastal and estuarine studies, supervision and training of junior staff, project management, detailed investigations and reporting, quality assurance. Significant projects include:

- Coastal process investigation of siltation and foreshore erosion within East Manly Cove;
- Investigation, design and documentation of a proposed seawall upgrading at the Lake Ainsworth State Recreation Centre.
- Investigation, design and documentation for protection of Aboriginal burials at Lake Victoria for the Murray Darling Basin Commission.
- Assessment of design wave conditions for the maintenance of the Coffs Harbour eastern breakwater.
- Assessment of siltation and dredging requirements for the Evans River entrance at Evans Head.
- Design advice for coastal protection works to Willing and Partners for project at Wewak, Papua New Guinea.
- Advice to Charles Sturt Council on proposed offshore breakwater and beach nourishment Adelaide, South Australia
- Harbour and foreshore protection design Northern Territory
- Beach protection works at Mindil Beach for Northern Territory Government,Darwin.
- Assessment of coastal recession and nourishment options at Shoal Bay on behalf of Port Stephens Council.
- Estuary Processes Study of Port Stephens and Myall Lakes on behalf of Port Stephens Council and Great Lakes Council.
- Assessment of foreshore and dune erosion at Sussex Inlet on behalf of NSW National Parks and Wildlife Service.
- Assessment of feasibility of constructing a sandy beach in Bank St Park, Glebe Island on behalf of the City West Development Corporation.
- Assessment of sand nourishment feasibility at Jimmys Beach for Great Lakes Council.
- Coastal Management Study Wyong Shire

1996 to 2000 - Part Time lecturer Coastal Engineering and Coastal Resource Management at University of Technology, Sydney.

- Lecturer for subject Coastal Engineering in Civil Engineering udergraduate course (1996-2000).
- Lecturer in Master of Engineering Science Course (1996-2000).
- Lecturer for subject Hydraulics for post graduate Coastal Resource Management course (1996-2000).
- Guest lecturer in post graduate Stormwater Runoff Regulation course (1998).

1996 to June 2001 - Director and Senior Engineering Consultant Coastal Environment Pty. Ltd.

Responsible as principal of the company for project management; coastal and estuary investigations and management studies; provision of expert evidence; community consultation; and reporting.

- Preparation of coastal engineering report in relation to proposed residential coastal development at the Entrance, NSW (1996).
- Preparation of report and expert witness to Land and Environment Court hearing in relation to proposed tourist development at Kurnell on behalf of Sutherland Council (1997).
- Preparation of report and expert witness to Land and Environment Court hearing in relation to proposed residential development at Port Macquarie North Shore on behalf of Hastings Council (1997).

- Preparation of coastal engineering report in relation to proposed residential coastal development south of Bawley Point, NSW (1998).
- Advice to WP Geomarine on behalf of Parramatta City Council relating to foreshore erosion in the Parramatta River (1998).
- Advice to WP Geomarine on behalf of Drummoyne Council relating to foreshore sedimentation resulting from Rivercat operations (1998).
- Project Manager in conjunction with WP Geomarine for Coastal Hazard and Coastal Management Study at Campbells Beach Coffs Harbour on behalf of Coffs Harbour City Council (1998).
- Advice to Willing and Partners in relation to an inlet structure for a fish aquaculture farm south of Townsville.

2000 to 2004 – Manager Coastal, Ecosystems Branch, NSW Department of Infrastructure, Planning and Natural Resources (formerly Department of Land and Water Conservation)

Appointed as the Manager Coastal in December 2000 and based in Newcastle, NSW. Responsible for the operation of the NSW Government coastal management programs on a statewide basis, managing a team of up to 15 professional staff and contractors.

- NSW Government representative on the Inter-governmental Coastal Advisory Group (ICAG) 2001 to 2004.
- Overview of the NSW Coast and Clean Seas and Coastcare programs within NSW (2000 to 2001).
- Responsible for a team revising and combining the NSW Government Coastline Management Manual and Draft Estuary Management Manual into a single Coastal Zone Management Manual (2002 to 2004).
- Advice to Government on changes to the NSW Coastal Protection Amendment Act (2002).
- Responsible for administration of the NSW Government coastal management program expenditure $5M annually (2000 to 2004).
- Responsible for administration of the NSW Government coastal entrance management program expenditure $1M annually (2000 to 2004).
- Responsible for administration of the NSW Government Minor Ports program relating to entrance btreakwaters and training walls expenditure $1M annually (2000 to 2004).
- Provision of expert advice to regional office staff and Local Government as required (2000 to 2004)
-

2004 to 2007– Manager Coastal, Coast and Floodplain Management Directorate, NSW Department of Natural Resources (formerly DIPNR)

Role re-defined to include responsibility for statewide coastal and estuaries management functions from December 2004. Managing a team of up to 24 professional staff and contractors.

- Responsible for administration of the NSW Government coastal management program expenditure $3M annually (2004 to 2007).
- Responsible for administration of the NSW Government estuary management program expenditure $4M annually (2004 to 2007).
- Provision of expert coastal and estuary technical advice to regional office staff and Local Government as required (2004 to 2007)
- DIPNR representative on the inter-departmental committee for implementation of the National Biodiversity and Climate Change Action Plan (2004 to 2005 and 2006).
- DIPNR sponsored member of Engineers Australia, National Committee on Coastal and Ocean Engineering (2004 to 2007).
- Representative on the NSW Sydney Division Maritime Panel of Engineers Australia (2001 to 2007)
- NSW representative to the Intergovernmental Coastal Advisory Group (ICAG) 2005 to 2007

2007 to 2010– Manager Coastal, Coasts and Flood Programs Branch, NSW Department of Environment Climate Change and Water (formerly DNR, DECC)

Responsibility for state-wide coastal and estuaries management functions. Managing a team of up to 20 professional staff and contractors.

- Responsible for administration of the NSW Government coastal management program expenditure approximately $3M annually (2000 to 2010).
- Responsible for administration of the NSW Government estuary management program expenditure approximately $4M annually (2004 to 2010).
- Provision of expert coastal and estuary technical advice to executive, regional staff and Local Government as required (2000 to 2010)
- NSW DIPNR representative to the Intergovernmental Coastal Advisory Group (ICAG) 2005 to 2010.
- ICAG representative on the expert advisory group assisting the Commonwealth through the AGO with preparation of the National Coastal Vulnerability Assessment (2007)
- DECCW sponsored member and Deputy/Chair (2006 to 2010) of Engineers Australia, National Committee on Coastal and Ocean Engineering (2004 to 2010).
- Representative on the NSW Sydney Division Maritime Panel of Engineers Australia (2001 to 2010)
- Member of Engineers Australia, National Committee on Coastal and Ocean Engineering (2004 to present). Chair of the committee (2008 to 2010).

2010 to present – Director and Principal Coastal Environment Pty Ltd.

Coastal Environment is a small coastal estuarine and port engineering consultancy which draws on the 35 years experience and expertise of the Principal, Doug Lord. The company specialises in coastal zone management and in particular the impacts of climate change as they affect coastal processes and coastal land use. Projects include preparation of coastal and estuarine studies, project management, detailed investigations and reporting, peer review and expert witness.

- Review of safety issues relating to proposed boat launching ramp, Currarong Beach for local resident group (2010).
- Advice to Sydney Coastal Councils Group relating to NSW coastal reforms (2010/11).
- Advice to Shoalhaven City Council on asset management under climate change (through WBM) (2011)
- Advice on Coastal Hazard definition for Victorian Coastal Study through Griffith University Centre for Coastal Management (2011)
- Peer review for Umwelt of numerical modelling of Tuggerah Lakes Entrance (2011).
- Expert advice to Gold Coast City Council on impacts of access pathway on dune stabilisation and inundation. Expert witness engaged by Minter Ellison in court proceedings (2010 to 2014).
- Peer review of seawall design for Victor Harbour SA undertaken by Australian Water Environments P/L (2010/11)
- Assist in preparation of Coastal Zone Management Plan for Wollongong City (through BMT WBM) (2011)
- Develop management strategies/review of seawalls in preparation of Coastal Zone Management Plan for Newcastle City (through BMT WBM) (2011)
- Develop management strategies/review of seawalls in preparation of Coastal Zone Management Study for Manly City Council (through WRL) (2011)
- Evaluation of Coastal Management Options at Hallett Cove, Adelaide for the City of Marion (2011/12)
- Review of coastal inundation study for the Victorian Coast for the Victorian Department of Sustainable Environment. (2011).
- Review of draft coastal management manual for Victorian Department of Sustainable Environment (2011)

- Peer review of seawall design for Busselton City Council, WA undertaken by Shore Engineering Pty Ltd (2011).
- Climate Adaptation Pathways project "Assessment and Decision Frameworks for Existing Seawalls" for SCCG through DCCEE grant (2011/12)
- Editing and author of sections of Climate Change Adaptation Guidelines for Engineers Australia/DCCEE through NCCOE, 3 volumes, (2011/12).
- Review of Coastal Management and Monitoring Plan for Wheatstone Project, Ashburton River North through ERM Consulting (2012).
- Preparation of draft climate change policy for NSW Housing through BMT WBM (2012).
- Review of proposed breakwater extension to Port Hughes (S.A.) boat launching facility through Australian Water Environment P/L (2012/13)
- Review of Lake Macquarie Entrance Management for Lake Macquarie City Council through BMT WBM (2013).
- Input to Moonta Bay Cliff Management Study through Australian Water Environment P/L (2013)
- Input to Victor Harbour S.A Coastal Management Study through Australian Water Environment P/L (2013)
- Review of physical modelling for Port Geographe W.A.marina redevelopment through SeaShore Engineering Pty Ltd (2013)
- Review of coastal management implications of proposed Development Applications (3) at Wamberal Beach for Gosford City Council (2014)
- Review of sea level rise benchmarks for Eurobodalla and Shoalhaven City Councils. Undertaken jointly with Whitehead and Associates (2014 to present)
- REF for Beach scraping at Pearl Beach for Gosford City Council (2014 to present).
- Safety Audit of City of Onkaparinga coastline (2014 to present)
- Coastal engineering review of proposed seawall construction and reclamation at Careel Bay for Pittwater Council (2014 to present)
- Adaptation Pathways for Northern and Yorke Priority Natural Coastal Resources for AWE, Adelaide (2014 to present)
- Expert witness Gosford City Council (2014 to present)

- PUBLICATIONS

1. GORDON A.D., D.B. LORD, (1980). *"An approach to understanding coastal processes"*. 17th International Conference on Coastal Engineering, A.S.C.E. Sydney, New South Wales. March. Reprinted in the Civil Engineering Transactions of the Institution of Engineers Australia.

2. LORD D.B., A. VAN KERKVOORT, (1981). *"The effects of a major harbour construction on longshore sediment movement Coffs Harbour, New South Wales"*. Conference on Environmental Engineering, I.E. Aust, Townsville, Queensland. July.

3. LORD D.B*., A. VAN KERKVOORT, (1981). *"A coastal process investigation, Coffs Harbour, New South Wales"*. 5th Australian Conference on Coastal and Ocean Engineering. I.E. Aust., Publication No 81/16. Perth, Western Australia. November.

4. GEARY M.G., D.B. LORD, (1981). *"Development in the coastal hazard zone; A coastal engineering perspective"*. 5th Australian Conference on Coastal and Ocean Engineering, I.E. Aust, Publication No 81/16. Perth, Western Australia. November.

5. LORD D.B. (1984). *"An assessment of harbour infilling resulting from longshore sediment transport at Coffs Harbour, New South Wales"*. M.Eng.Sci. Thesis, University of New South Wales. January.

6. LORD D.B.*, A.L. BURGESS, (1987). *"An assessment of the erodibility of indurated sands"*. 8th Australasian Conference on Coastal and Ocean Engineering. I.E. Aust., Launceston Tasmania. December.

7. NIELSEN A.F, D.B. LORD, (1989). *"Initiation of sand movement under natural waves"*. 9th Australasian Conference on Coastal and Ocean Engineering. I.E. Aust., Adelaide S.A. December.

8. LORD D.B.*, A.F. NIELSEN, (1989). *"The sensitivity of coastal systems to perturbation"*. 9th Australasian Conference on Coastal and Ocean Engineering. I.E. Aust., Adelaide S.A. December.

9. NIELSEN A.F, D.B. LORD, (1991). *"Dune stability considerations for building foundations"*. Inaugural NSW Coastal Management Conference,Yamba, November 1991.

10. LORD D.B.*, A.F. NIELSEN, (1991). *"Engineering studies for a small boat harbour, Port Stephens, New South Wales"*. 10th Australasian Conference on Coastal and Ocean Engineering. I.E. Aust., Auckland, New Zealand. December.

11. NIELSEN A.F., P.A. HESP, D.B. LORD, (1991). *"Marine dredging and aggregate extraction"*. 10th Australasian Conference on Coastal and Ocean Engineering. I.E. Aust., Auckland, New Zealand. December.

12. NIELSEN A.F., D.B.LORD, H.G. POULOS, (1992). *"Dune stability considerations for building foundations"*. Civil Engineering Transactions of the I.E. Aust., Vol.CE 34 No. 2. pp. 167-174. June.

13. NIELSEN A.F., D.B. LORD, P.D. TRELOAR (1992). *"Sand transport on the inner continental shelf, Sydney Australia"*. 4th Australasian Port and Harbour Conference, I.E. Aust Sydney. August.

14. NIELSEN A.F., D.B. LORD, (1992). *"Marine aggregate proposal coastal processes."* Coastline '92 "Finding Solutions". 2nd NSW Coastal Conference Kiama. November.

15. NIELSEN A.F, D.B. LORD, (1993). *"Sub-aqueous beach fluctuations on the Australian south-eastern seaboard"*. 11th Australasian Conference on Coastal and Ocean Engineering. I.E. Aust, Townsville, Qld. August.

16. LORD D.B., A.F. NIELSEN, M. MORATTI, (1993). *"Coastal Zone Management Lennox Head, New South Wales".* 11th Australasian Conference on Coastal and Ocean Engineering. I.E. Aust, Townsville, Qld. August.

17. MORATTI M., D.B. LORD, A.F. NIELSEN, (1993). *"Coastline hazard management in developed areas".* 3rd Coastal Management Conference, Port Macquarie. November.

18. LORD D.B.*, P. WATSON, N. KELLAHER, P. AVIS, (1994). *"Offshore dredging for beach nourishment at Shoal Bay N.S.W.".* 12th Australasian Conference on Coastal and Ocean Engineering. I.E. Aust, Melbourne, Vic. August.

19. STRACHAN W.V., L. COLTHEART, D.B.LORD*, (1997). *"The Labours of Hercules - History and Coastal Engineering in New South Wales"* Pacific Coasts and Ports. Proceedings of the 13th Australasian Conference on Coastal and Ocean Engineering. I.E. Aust., Christchurch New Zealand September.

20. SELLERS E., B.C. PHILLIPS, D.B. LORD*, C. COOPER, (1997). *"Long Bay Sedimentation and Management Investigation"* Pacific Coasts and Ports. Proceedings of the 13th Australasian Conference on Coastal and Ocean Engineering. I.E. Aust., Christchurch New Zealand September.

21. VAN SENDEN D.C., L.C. HOWELLS, D.B. LORD, (1997). *"Evans Head Coastal Pocesses Study"* Pacific Coasts and Ports. Proceedings of the 13th Australasian Conference on Coastal and Ocean Engineering. I.E. Aust., Christchurch New Zealand September.

22. VAN SENDEN D.C., D.B. LORD, (1997). *"The Interaction Between Estuary and Coastal Processes at a River Entrance Bar, The Evans River, NSW"* 7th Annual New South Wales Coastal Conference Ballina. November.

23. WYLLIE S.J., D.B. LORD, I.F.W. JAYEWARDENE, T. YOUNG, (1998). *"Coastal Defence Structures in New South Wales, Australia 100 Years of Experience in a High Energy Wave Climate"* 26th International Conference on Coastal Engineering. A.S.C.E. Copenhagen. June.

24. LORD D.B.*, D. VAN SENDEN, R. HARRIS, (1998). *"Port Stephens/Myall Lakes estuary processes study: The state of the estuary and future directions"*, 8th Annual New South Wales Coastal Conference Batemans Bay, November.

25. EDWARDS S.J., D.B. LORD, (1998). *"Boat waves and their effect on the shorelines of NSW harbours and estuaries"*, 8th Annual New South Wales Coastal Conference Batemans Bay, November.

26. BARR S., D.B. LORD*, M. MORATTI, (1999). *"Sourcing sand for beach nourishment in NSW"*, 9th Annual New South Wales Coastal Conference Forster, November.

27. LORD D.B.*, C.N. NALTY, (1999). *"The contribution of ocean water level anomalies to foreshore erosion and inundation in New South Wales"*, 9th Annual New South Wales Coastal Conference Forster, November.

28. VAN SENDEN D., D.B. LORD, (2000). *"Estuary processes investigation; New South Wales, Australia".* 27th International Conference on Coastal Engineering, A.S.C.E. Sydney. July.

29. LORD D.B.*, S. BARR, S BELL, (2000). *"Development of a coastal management strategy for the Yamba foreshores"*, 10th Annual New South Wales Coastal Conference Yamba, November.

30. MORATTI M., D.B. LORD*, (2000). *"Woody Bay and Shark Bay – A receding coastal compartment"*, 10th Annual New South Wales Coastal Conference Yamba, November.

31. LORD D.B*. and KULMAR M.A. (2000), *"The 1974 Storms Revisited: 25 years Experience in*

Ocean Wave Measurement Along the South-East Australian Coast", Proceedings International Conference of Coastal Engineering, pp 559-572, ASCE

32. WATSON P., D.B. LORD, (2001). *"Coastal hazard definition for planning purposes using photogrammetric data"*. Coasts and Ports 2001. Proceedings of the 15th Australasian Coastal and Ocean Engineering Conference and the 8th Australasian Port and Harbour Conference. I.E. Aust. Pp. 81 – 88. Marriott Resort, Gold Coast, Queensland, Australia, September.

33. LORD D.B.* (2001). *"The New South Wales Coastal Management Program - a ten year review"* 11th Annual New South Wales Coastal Conference Newcastle, November.

34. LORD D.B.* (2002). *"Protect or Relocate? The Primary Contradiction"* Coast to Coast 2002, incorporating the 12th Annual New South Wales Coastal Conference Coolangatta/Tweed Heads, November.

35. LORD D.B.*, J GIBBS (2004). *"The Day After Tomorrow - The Reality of Climate Change for Coastal New South Wales"* 13th Annual New South Wales Coastal Conference Lake Macquarie, November.

36. P. WATSON, D.B. LORD, (2005). *"Coastline Management in New South Wales - Over-Regulation or a Sound Investment in the Future?"*. Coasts and Ports 2005. Proceedings of the 17th Australasian Coastal and Ocean Engineering Conference and the 10th Australasian Port and Harbour Conference. I.E. Aust, Hilton Hotel, Adelaide, September

37. ZAI-JIN YOU, D.B. LORD, (2005). *"Influence of the El Niño Southern Oscillation on Storm Severity Along the NSW Coast"* Coasts and Ports 2005. Proceedings of the 17th Australasian Coastal and Ocean Engineering Conference and the 10th Australasian Port and Harbour Conference. I.E. Aust, Hilton Hotel, Adelaide, September.

38. KULMAR M, D.B. LORD, B. SANDERSON (2005) *"Future Directions for Wave Data Collection in New South Wales"*. Coasts and Ports 2005. Proceedings of the 17th Australasian Coastal and Ocean Engineering Conference and the 10th Australasian Port and Harbour Conference. I.E. Aust, Hilton Hotel, Adelaide, September.

39. LORD D.B.*, J GIBBS, D McLUCKIE (2005). *"A Year After The Day After Tomorrow - The Application of Climate Change to Coastal Zone Management in New South Wales"* 14th Annual New South Wales Coastal Conference, Narooma, November.

40. VAN SENDEN D., P. MURPHY, S. HESSE, D. LORD, M. FITZHENRY (2005). *"Tsunami to Sea Level Rise: Water Level Variability Along the NSW Coast"* 15th Annual New South Wales Coastal Conference, Narooma, November.

41. McLUCKIE D., D.B. LORD, J GIBBS, (2006). *"Climate Change. The Future is Uncertain."* 46th NSW Floodplain Management Authorities Conference, Lismore February 28 to March 2.

42. LORD D.B.*, P WATSON, B COATES, D HANSLOW (2006). *"Coastal Zone Management Planning under the NSW Coastal Protection Act"*. 15th Annual New South Wales Coastal Conference. Coffs Harbour, November.

43. WATSON P., D.B. LORD, (2006). *"Coastline Management in NSW: What's on the Horizon?"*. 15th Annual New South Wales Coastal Conference, Coffs Harbour, November.

44. CARLEY J., S.J. WYLLIE, D.B. LORD AND R.J. COX, (2006). *"Coastal Processes in the Coffs Harbour Region"*. 15th Annual New South Wales Coastal Conference, Coffs Harbour, November.

45. RANASINGHE R., P. WATSON, D.B. LORD, D. HANSLOW AND P COWELL (2007) *"Sea Level Rise, Coastal Recession and the Bruun Rule"*. Coasts and Ports 2007. Proceedings of

the 18th Australasian Coastal and Ocean Engineering Conference and the 11th Australasian Port and Harbour Conference. I.E. Aust, Hilton Hotel, Melbourne, July.

46. RANASINGHE R., D.B. LORD, D. HANSLOW AND K McINNES (2007) *"Climate Change Impacts on NSW Coasts and Estuaries"*. Coasts and Ports 2007. Proceedings of the 18th Australasian Coastal and Ocean Engineering Conference and the 11th Australasian Port and Harbour Conference. I.E. Aust, Hilton Hotel, Melbourne, July.

47. WATSON P., D.B. LORD, M KULMAR, D. MCLUCKIE, J JAMES (2007). *"Analysis of a Storm"*. 16th Annual New South Wales Coastal Conference, Yamba, November.

48. COATES B, D. HANSLOW, D. LORD (2007). *"NSW Coastal Zone Management Manual"*. 16th Annual New South Wales Coastal Conference, Yamba, November.

49. McLUCKIE D., D. LORD, D HANSLOW (2008) *"Adapting for Climate Change Impacts on Flooding"*. 48th NSW Floodplain Management Authorities Conference, Wollongong. February.

50. LORD D B* (2008), *"The impacts of a rising sea level from a local perspective"*, 17th NSW Coastal Conference, Wollongong.

51. LORD D B* (2008), *"Managing the coast for climate change - 20 years experience in New South Wales*", 2008 Coast to Coast Conference, Darwin.

52. YOU ZJ, D LORD (2008), *"Influence of the El Nino Southern Oscillation on the NSW coastal storm severity"*, Journal of Coastal Research, 24, pp 203-207.

53. YOU ZJ, D LORD, P WATSON (2009) *"Estimation of Relative Mean Sea Level Rise from Fort Denison Tide Gauge Data". "*. Coasts and Ports 2009. Proceedings of the 19th Australasian Coastal and Ocean Engineering Conference and the 12th Australasian Port and Harbour Conference. IPENZ/ Engineers Australia, Wellington New Zealand, September.

54. LORD D.B.*, A.D. GORDON (2011) "*Local Government Adapting to Climate Change - where the rubber hits the road*". Coasts and Ports 2011. Proceedings of the 20th Australasian Coastal and Ocean Engineering Conference and the 13th Australasian Port and Harbour Conference. Engineers Australia, Perth West Australia, September.

55. FLETCHER M, D.B. LORD* (2011) *"Including public infrastructure in the protect or relocate debate a NSW case study"* Coasts and Ports 2011. Proceedings of the 20th Australasian Coastal and Ocean Engineering Conference and the 13th Australasian Port and Harbour Conference. Engineers Australia, Perth West Australia, September.

56. WEBB T., B. MILLER, R. TUCKER, D. LORD, M. TOWNSEND (2011) *"Coastal Sustainability Guidelines 2011 Update"*. Coasts and Ports 2011. Proceedings of the 20th Australasian Coastal and Ocean Engineering Conference and the 13th Australasian Port and Harbour Conference. Engineers Australia, Perth West Australia, September.

57. LORD D.B.*, A.F. NIELSEN, A.D. GORDON (2011) *"Permissible Emergency Coastal Protection Works in NSW - a Coastal Engineering Perspective*". 20th NSW Coastal Conference, Tweed Heads, November.

58. GORDON A.D., D.B. LORD, A.F. NIELSEN (2011) *"NSW Coastal Protection Act – a disaster waiting to happen*". 20th NSW Coastal Conference, Tweed Heads, November.

59. LORD D.B.*, WITHYCOMBE G., TOMLINSON R. (2011) *"Assessment and decision frameworks for existing seawalls" "*. 20th NSW Coastal Conference, Tweed Heads, November.

60. LORD D.B.*, WITHYCOMBE G., ARMSTRONG I. (2012) *"Assessment and decision framework for existing seawalls"*. Coast to Coast Conference, Brisbane September.

61. LORD D.B.*, G. WITHYCOMBE (2012) "*Assessment Framework for Minor Seawalls around the Australian Coast*" ". American Shore and Beach Preservation Association conference. San Diego USA, October.

62. NIELSEN A.F., A. SALIM A., D.B. LORD, G. WITHYCOMBE, I. ARMSTRONG. (2012). "*Geotechnical Aspects of Seawall Stability with Climate Change*." 21st NSW Coastal Conference, Kiama, November.

63. LORD D.B., M TOWNSEND (editors) (2012) *"Guidelines for Responding to the Effects of Climate Change in Coastal and Ocean Engineering"*. 3rd Edition May 2012 published by Engineers Media ISBN 9780858259195 (pbk), 9780858259270 (ebook PDF). Updating author 3rd edition Dr Bruce Harper.

64. WEBB A W, B MILLER, R TUCKER, P VON BAUMGARTEN, D.B. LORD (2012). *"Coastal Engineering Guidelines for Working with the Australian Coast in an Ecologically Sustainable Way"*. 2nd Edition May 2012 published by Engineers Media ISBN 9780858259355 (pbk), 9780858259430 (ebook PDF).

65. CUMMINGS P, A. GORDON, D. LORD, A MARIANI, L NIELSEN, K PANAYOTOU, M ROGERS, R TOMLINSON. (2012) *"Climate Change Adaptation Guidelines in Coastal Management and Planning"*. Published by Engineers Media ISBN 9780858259515 (pbk), 9780858259591 (ebook PDF).

66. LORD D.B. (2013) *"Assessment and Decision Frameworks For Seawall Structures"*. Part A Synthesis Report, Part B Appendices. April 2013 Final report on a Coastal Adaptation Decision Pathways Project funded by the Australian Government, prepared for the Sydney Coastal Councils Group Inc. ISBN 978-0-980208-4-5.

67. LORD D.B*., G. WITHYCOMBE, I ARMSTRONG (2013). *"Funding Coastal Management Solutions in NSW"*. 22nd NSW Coastal Conference, Port Macquarie, November.

68. MARIANI A., J.T. CARLEY, D.B. LORD, I.L. TURNER. R.J.COX. (2013) "*International Review of Emerging Technologies to Manage Beach Erosion: Do They Really Work?"*. 22nd NSW Coastal Conference, Port Macquarie, November.

Note: * denotes conference presentation by Doug Lord

CONFERENCES, SHORT COURSES, CERTIFICATION, COMMITTEE REPRESENTATION

Key Conferences and Presentations

- Regular attendee and contributor to Australasian Coastal and Ocean Engineering Conferences conducted by Engineers Australia since 1978.
- Regular attendee and contributor to NSW Coastal Conference series organised by the Coastal Councils Group of NSW since 1991.
- Attendee and contributor to the international coastal engineering conferences organised by the ASCE since 1980.
- Presenter information session on NSW Coastal package at 15th Australasian Coastal and Ocean Engineering Conference, I.E.Aust, Gold Coast 2001.
- Guest speaker NSW Dunecare Conference Lake Ainsworth 2002.
- Guest speaker to Climate Change Workshop sponsored by Population Australia at Johns River, 2005.
- Presentation to climate change workshop held by Engineers Australia NSW Maritime Panel 2006
- Presentation to Planning Institute Australia, Northern NSW Branch seminar "Climate change adaptation workshop for planning practitioners" 23 February 2007
- Presentation on Climate Change to NSW Department of Lands Senior Management retreat, Soldiers Point 2007
- Guest speaker Engineers Week climate change seminar at NSW Maritime Museum, 2007.
- Guest speaker to Great Lakes Environmental Association on Climate Change Forster, 2007
- Key Note Speaker, NSW Volunteers Forum Wyong 2007.
- Key Note Speaker to Surfrider Foundation annual conference, Narrabeen, October 2007
- Key note speaker West Australian Coastal Conference November 2007
- Presentation to Sydney Coastal Councils Group on NSW Coastal Reforms October 2010
- Presentation at Sydney Coastal Councils Group, 25th anniversary August 2014

Short Courses and Certifications.

- *NPER-3 Registration* in the Category of Civil through Engineers Australia.
- Short course in *air photo interpretation* organised by NSW TAFE.
- Short course in *survival at sea* organised by NSW TAFE.
- Qualified SCUBA diver (PADI) and *SCUBA and surface supply* (DIR, not current).
- Instruction course and operators certificate for *Marine Radio and Telephony*
- Short course in *Quality Assurance Auditing* leading to certification as an internal QA auditor with Standards Australia.
- Short course in *time management* organised through the Association of Consulting Engineers Australia.
- Short courses in *breakwater design* and *sediment transport modelling* organised by ASCE in conjunction with the 27th ICCE, Sydney 2000.
- *Frontline Management Certificate IV*, Austraining Australia 2001.
- Short course in *Staff Selection Techniques* at the Hunter Institute, 2002, NSW Government on-line refresher course 2005, 2008.
- Short course on *The Policy Process* at the Institute of Public Administration Australia, Sydney, 25/26 November 2002.
- Short Course on *The Cabinet Process* conducted for DIPNR, 2005.
- Leading Change Workshop conducted by Hollier and Hart over six days for senior managers in DIPNR, 2005
- Preparing cabinet submissions internal course run by DECC 2009
- Change Management Workshop conducted by Hollier and Hart for managers in DECCW, 2009

- Elcorock seminar series on designing using geofabrics, UNSW Water Research Laboratory 2010
- NSW D*rivers Licence Class C, R* since 1969.
- *Licence to navigate a registrable vessel* in NSW since 1967.
- *Justice of the Peace* in NSW, Reg no 154034

Committee Representation

- Member of the Association of Consulting Engineers Australia (ACEA) NSW education sub committee 1992 to 1994.
- Member the NSW Coastcare State Assessment Panel (SAP) 2002.
- Member of the Coastal, Ocean and Port Engineering Panel (COPEP) of the NSW Sydney Division of Engineers Australia 2001 to present.
- Member and NSW representative to the Intergovernmental Coastal Advisory Group (ICAG) 2002 to 2004 and 2005 to 2010.
- Member (and Chair) of the National Committee on Coastal and Ocean Engineering of Engineers Australia, 2004 to 2012.
- ICAG representative to the Australian Government "High Level Expert Advisory Group on Australia's Coastal Vulnerability to Climate Change", 2007 to 2009.
- DECCW representative to Lake Macquarie Environment Security Committee, 2009 to February 2010.
- Corresponding Member of the National Committee on Coastal and Ocean Engineering of Engineers Australia, 2012 to present.

BLACK POINT PROGRESS ASSOCIATION INC.

PO Box 4079,
Norwood South SA 5067
jandcgray@bigpond.com
ph: 0429374124

10TH September, 2017

Dear Sir
I am a resident of Black Point and a member of its representative body, the Black Point Progress Association (BPPA).

Black Point is a seaside north facing absolute beachfront community on Yorke Peninsula in South Australia. Approximately 150 of the 200 residences line the sandy bay, which extends from west to east. For many years the local boat ramp (located at the western end of the residences) was used to launch and retrieve trailer boats. At the toe end, the ramp was at much the same height as the existing natural sand level of the bay, and at the head end not a lot higher than the sand level. Water and sand could flow over this ramp without any significant sand erosion.

In April 2014 a new Council owned and commissioned boat ramp was installed at the original ramp's location. It runs into the sea in a northerly direction. It is effectively an elevated groyne that rises up to 2 metres above the pre-existing sand level and surrounded by an armour rock wall.
For the first two years or so after installation, it appeared that the sand accumulated slightly more on the eastern side of the ramp but since then the sand movement has been reversed and has been more severe than before. Now the sand on the eastern side has been eroded down to the clay and bedrock leaving rocks and debris exposed on the beach.

It appears that the change in sand movement is the result of the boat ramp impacting on the sand flow along the bay. It also appears that the rock wall surrounding the ramp may be contributing to sand being eroded on the eastern side, as a result of easterly winds on a high tide crashing into the rock face and taking the sand with it as the waves rebound off the rock wall.

The BPPA (working in conjunction with the local Council) is seeking expert opinion:

- as to the likely causes of the erosion,
- what the long term implications may be
- what steps may be taken to replenish the lost sand on the eastern side
- what steps may be taken to prevent further such movement of sand
- Estimated cost of any remediation work that is being recommended.

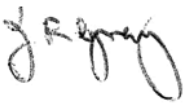
We are seeking expressions of interest from suitably qualified consultants to be engaged by the BPPA and/or jointly with the Council to address the situation. If you can be of assistance, could you please advise:

- your experience in dealing with coastal management issues
- project scope of what could be expected in a case like ours including indicative time frame
- estimated cost of such engagement

I have included some photographs taken recently for your information. They make clear why significant angst among the Black Point community is developing on this matter.

Please do not hesitate to give me a call to discuss this further if necessary and I look forward to your reply.

Yours faithfully



Dr John Gray
(on behalf of BPPA)

3

BLACK POINT BEACH FACING WEST

BLACK POINT BEACH FACING EAST

4

22.4 LOCAL GOVERNMENT ASSOCIATION WORKERS COMPENSATION SCHEME WORK HEALTH SAFETY AND RETURN TO WORK POLICY

Document #: **17/84461**

Department: **Corporate and Community Services**

PURPOSE

To seek endorsement of the revised Local Government Association Workers Compensation Scheme (LGAWCS) Peak Policy which has been prepared for Local Government in relation to our Work Health Safety and Return to Work (WHS & RTW) obligations.

RECOMMENDATION

That Council endorse and adopt the LGAWCS Peak Policy for WHS & RTW as recommended by the Local Government Association for inclusion in the Council Policy Manual and on Council's website.

LINK TO STRATEGIC PLAN

Goal: 5 Responsible Governance

Strategy: 5.5 Undertake effective risk management

BACKGROUND

The Local Government Association Workers Compensation Scheme (LGAWCS) work in conjunction with Return to Work SA (formerly WorkCover SA) to maintain the LGA's Self-Insurer registration. As part of this, the WHS & RTW Policy (the Peak Policy) forms the overarching document for all local government authorities and is the foundation of Council's WHS & Injury Management system. All other WHS policies and procedures within Councils system fall under the scope of this Peak Policy.

DISCUSSION

As part of the LGAWCS ongoing work with Return To Work SA to maintain the LGA's Self-Insurer registration, the peak WHS & RTW Policy has recently been reviewed and updated. The revised overarching policy has been distributed to all Local Government entities for their consideration and adoption.

The Work Health and Safety Committee endorsed the Peak Policy in its current format at its meeting conducted on 14th November 2017 and it was subsequently endorsed by the Corporate Management Team on 20th November 2017. As the Peak Policy is the foundation of Council's entire Work Health Safety and Injury Management System, it requires Council endorsement prior to implementation.

COMMUNITY ENGAGEMENT PLAN

Not applicable

CONSULTATION PROCESS

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

- All staff;
- Work Health Safety and Injury Management Committee; and
- Corporate Management Team.

In preparing this report, the following External Parties were consulted:

- LGAWCS

POLICY IMPLICATIONS

Not applicable

BUDGET AND RESOURCE IMPLICATIONS

Not applicable

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Work Health and Safety Act 2012

Work Health and Safety Regulations 2012

Return to Work Act 2014

ATTACHMENTS

1. PO001 - Council Policy - Work Health Safety and Return to Work

COUNCIL POLICY

Work Health Safety and Injury Management

Policy Number:	PO001		
Strategic Plan Objective	Goal 5 Responsible Governance 5.5 Undertake effective risk management		
Policy Owner:	Chief Executive Officer	**File Number:**	12.63.1
Responsible Officer:	Risk Administrator	**Minute Reference:**	
Date Adopted:		**Next Review Date:**	

PO001 - LGAWCS - Work Health Safety and Injury Management Policy

Workers Compensation Scheme
Local Government Association of South Australia

Work Health Safety and Return to Work Policy

Overview

The Local Government Association of South Australia (LGA) is, for the purposes of the Return to Work Act 2014, the nominated Employer for a group of Self Insured Employers which includes all Local Government entities (Councils and Prescribed Bodies (Members)).

In conjunction with the LGA and its Members, the Local Government Association Workers Compensation Scheme (LGAWCS) administers the principles and commitments outlined within this policy. The above parties are committed to, within the appropriate scope of involvement and level of remit, to work towards the LGAWCS strategic plan purpose of:

"To proactively mitigate and manage Local Governments' employee injury risks today and into the future"

This Policy is designed to provide direction on the system structure that will be applied by Local Government to achieve the commitments as documented below.

1. Purpose

To ensure, so far as is reasonably practicable, the health and safety of workers* and others via a Management Systems approach to Work Health and Safety (WHS) and Return to Work (RTW), in line with the organisational vision of Local Government Workplaces. This will be established by:

1. Management commitment to WHS and RTW in accordance with organisational objectives.
2. Development of a WHS and RTW System and Action Plans which support identified policy objectives and procedural requirements.
3. Implementation of individual elements as outlined in the WHS and RTW System and Action Plans.
4. Measurement and evaluation of the WHS and RTW System against defined objectives, targets and performance indicators.
5. Reviewing the WHS and RTW System and Action Plans to identify scope for continuous improvement.

** NB: Definition of a worker is different for the purposes of the Return to Work Act 2014 and the Work Health and Safety Act 2012 (see definitions section below).*

2. Scope

This policy applies to Local Government workers whilst at work.

This policy should be read in conjunction with any provisions of Enterprise Bargaining Agreements and any other Federal or State Legislation directly or indirectly which affects employees of Local Government entities, relating to work in WHS and RTW.

3. References

1. Work Health and Safety Act 2012
2. Work Health and Safety Regulations 2012
3. Return to Work Act 2014
4. Return to Work Regulations 2015
5. Code for the Conduct of Self Insured Employers under the Return to Work Scheme which includes the Performance Standards.
6. AS/NZS 4801:2001: Occupational Health and Safety Management Systems

PO001 - LGAWCS - Work Health Safety and Injury Management Policy

4. Definitions

Work Health and Safety Management System (WHSMS)	Part of the overall management system which includes organisational structure, planning activities, responsibilities, practices, procedures, processes and resources for developing, implementing, achieving, reviewing and maintaining the WHS policy, and so managing the WHS risks associated with the business of the organisation. In Local Government the WHS Management System must also comply with the Code of Conduct for Self-Insured Employers under the Return to Work Scheme which includes Performance Standards. [as defined by the *Australian Standard, AS 4801*]
Worker *(for the purposes of the WHS Act 2012 - Section 7)*	A person is a *worker* if the person carries out work in any capacity for a person conducting a business or undertaking, including work as— (a) an employee; or (b) a contractor or subcontractor; or (c) an employee of a contractor or subcontractor; or (d) an employee of a labour hire company who has been assigned to work in the person's business or undertaking; or (e) an outworker; or (f) an apprentice or trainee; or (g) a student gaining work experience; or (h) a volunteer*; or (i) a person of a prescribed class. **NB: An Elected Member in Local Government is a worker.*
Worker *(for the purposes of the RTW Act 2014 - Section 4)*	A *worker* means— (a) a person by whom work is done under a contract of service (whether or not as an employee); (b) a person who is a worker by virtue of Schedule 1; (c) a self-employed worker, and includes a former worker and the legal personal representative of a deceased worker.
Return to Work (RTW)	For the purposes of this policy RTW includes both Claims Management activities and Return to Work activities.

PO001 - LGAWCS - Work Health Safety and Injury Management Policy

5. Policy Objectives

Local Government is committed to and able to demonstrate application of the following objectives:

1. Providing and undertaking measures to eliminate risks to health and safety, so far as is reasonably practicable. If it is not reasonably practicable to eliminate risks to health and safety, then to minimise those risks so far as is reasonably practicable and to demonstrate a systematic approach to the planning and implementation of Work Health and Safety processes that is compliant with the WHS Act 2012 and Regulations;

2. Implementation of effective and early Return to Work procedures in accordance with the Return to Work Act 2014, and associated Regulations, to assist work injured employees to return to work and achieve the best practicable levels of physical and mental recovery;

3. Implementation of equitable Claims Management, in accordance with the Return to Work Act 2014 and associated Regulations, for employees who suffer an injury in the course of their employment;

4. Maintaining effective processes and procedures for consultation, coordination and cooperation in WHS and RTW matters;

5. Monitoring and reviewing WHS and RTW System Performance and Action Plans, objectives and measures;

6. Further, as well as the above Objectives, Local Government recognises and is able to demonstrate (at the pertinent system level within the Local Government structure as appropriate), application of the following within the WHSMS:

   (a) The requirement to meet legislative compliance;

   (b) The importance of ongoing review and continuous improvement;

   (c) The requirement for ongoing review of this WHS and RTW Policy and supporting Policies;

   (d) The commitment that adequate resources and appropriate internal / external expertise will be used so far as is reasonably practicable, when required;

   (e) Other relevant supporting policies and procedures that support the WHS and RTW systems;

   (f) A commitment to communicating relevant information to relevant workers in an appropriate manner;

   (g) Its obligations to workers and others while workers are at work and whilst other persons may be at risk from work carried out, so far as is reasonably practicable;

   (h) The requirement for an effective hazard management approach to WHS, which encompasses the identification, assessment and elimination or control of hazards;

7. This policy will be reviewed regularly and updated as required for continued suitability and effectiveness.

6. Responsibilities

1. The LGAWCS is accountable for conducting planning, monitoring and review activities and confirming that organisational and policy objectives are being met.
2. The senior management teams at the various levels within the Local Government structure, are accountable for checking that the organisation at that level has available for use, and uses, appropriate resources and processes to enact this policy and supporting policies and procedures effectively.
3. Supervisors/Managers are accountable for bringing this policy and supporting policies and procedures to the attention of relevant workers and confirming, through supervisory activities, that this policy and supporting policies and procedures are adhered to.
4. Supervisors/Managers are accountable for checking that workers have had appropriate training to undertake the activities identified within this policy and supporting policy and procedures.
5. Workers are accountable for complying and co-operating with the requirements of this policy and supporting policies and procedures, and for reporting any inability to do so to management at the earliest opportunity.
6. Further specific responsibilities and accountabilities are detailed within the supporting "One System" policies and procedures.

Review

This Work Health Safety & Return to Work Policy shall be reviewed by Local Government at a minimum within Three (3) years of issued date, (or on significant change to legislation or aspects included in this policy that could affect health and safety and/or return to work practices).

Signed:

Chief Executive Officer, LGA

Chairperson, LGA Workers Compensation Scheme

Date: 11/9/2017 **Date:** 11/9/2017

Non-English translations of this policy can be made available if required.

Document History

Version No.	Issue Date	Description of Change
1.0	01/09/2013	Original WHS & Injury Management Policy.
2.0	04/06/2015	Updated Policy to include introduction of RTW Act 2014 requirements & renamed to WHS & RTW Policy.
3.0	11/09/2017	Scheduled review of policy, minor amendments to terms.

7. COMPLAINTS

Complaints about this policy can be made in writing to the Risk Management Officer. Complaints will be managed in accordance with Council's Complaints Policy.

8. TRAINING

Council is committed to supporting Elected Members and workers in complying with this policy. Training and information will be provided as per role requirements or on an as needs basis and will be recorded on the Training Needs Analysis.

9. RELATED COUNCIL POLICIES AND DOCUMENTS

PO002 Hazard Management Policy
PO003 Administration of the WHS Management System Policy
PO063 Records Management Policy
PO004 Hazardous Work Policy
PO005 Emergency Management Policy
PO006 Contractor Management Policy
PO007 Consultation and Communication Policy
PO011 Training and Development Policy
PR110 Document Management Policy
Training Needs Analysis

10. COUNCIL DELEGATION

Details of Delegation:	Chief Executive Officer
Delegate:	Nil

11. VERSION HISTORY

Version No	Issue Date	Policy No	Description of Change
1.0	Dec 2009	OHS&W-1	New Document.
1.1	Nov 2010	OHS&W-1	Formatting changes only.
1.2	Nov 2011	OHS&W-1	Minor changes, SMT to CMT and 1995 to SA OHS&W Regulations 2010.
1.0	March 2014	-	Policy No. OHS&W-1 superseded by LGAWCS Work Health Safety and Injury Management Policy.
2.0	October 2015	PO001	LGAWCS WHS RTW Policy (signed)
3.0	December 2017	PO001	Scheduled review of policy – minor amendments to terms and training.

22.5 STRATEGIC RISK REGISTER

Document #: **17/84497**

Department: **Corporate and Community Services**

PURPOSE

To seek endorsement of the Yorke Peninsula Council Strategic Risk Register.

RECOMMENDATION

That Council endorse and adopt the Strategic Risk Register to be included into Council's Corporate Documents and made available on Council's website.

LINK TO STRATEGIC PLAN

Goal: 5 Responsible Governance

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

5.5 Undertake effective risk management

BACKGROUND

Council provides leadership for the good governance of the district and the local community with a role that varies in responsibility. Council makes decisions taking into account the diverse needs of the local community and plan for the future as well as provides services for the day to day needs of all residents.

At times Council's decisions need to comply with legislative obligations and require Council to comply with different levels of regulation. In some cases Council's role is to facilitate and partner with others to achieve community benefit and/or advocate on behalf of the community to other tiers of government. Taking into account all of this, Council will need to vary how it will deliver on its key strategic objectives. Council has a duty to thoroughly understand the risks and uncertainties that could either enable or hinder the achievement of the organisation's strategic objectives.

DISCUSSION

The Strategic Risk Register identifies the strategic risks that may hinder Council meeting its strategic objectives as set in the Strategic Management Plan. These risks exist within the external environment and may influence the direction of Council, but are generally out of Council's direct control.

Thorough consultation with key stakeholders within Council was undertaken and the Strategic Risk Register was workshopped using the PESTLE analytical tool for strategic planning. This process assisted in identifying the strategic risks within the political, economic, social, technological, environmental and legal environments.

The Strategic Risk Register will be reviewed on a regular basis in line with the Strategic Management Plan to ensure it remains current and relevant to Councils strategic direction.

COMMUNITY ENGAGEMENT PLAN

Not applicable

CONSULTATION PROCESS

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

- Risk Management Officer
- Manager People and Culture

- Manager Business and Public Relations
- Manager Financial Services
- Business Improvement Officer
- Governance Officer
- Corporate Management Team
- Elected Members
- Audit Committee

In preparing this report, the following External Parties were consulted:

- Nil

POLICY IMPLICATIONS

Not applicable

BUDGET AND RESOURCE IMPLICATIONS

Not applicable

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Work Health and Safety Act 2012

Work Health and Safety Regulations 2012

Return to Work Act 2014

ATTACHMENTS

1. Yorke Peninsula Council Strategic Risk Register

Yorke Peninsula Council Strategic Risk Register
2016 - 2020

Extreme
High
Moderate
Low

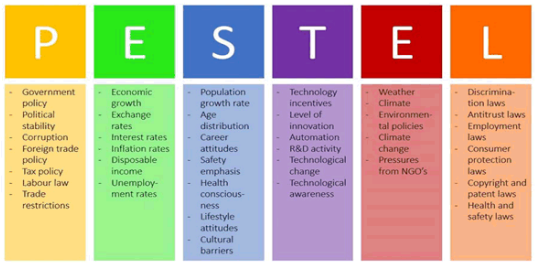
Risk Category	Risk No	Strategic Risk	#	Causes/Triggers	#	Consequences to YPC Council Strategy	Current L	Current C	Current RR	#	Impact Reduction Controls	#	Strategies to be Implemented	Residual L	Residual C	Residual RR	Strategic Management Plan Ref.	Risk Owner
Political	1	**Cost shifting, Reduction and/or change in government funding.**	1	Political parties, priorities change	1	Less tied or capped grants	L	MAJ	E	1	Detailed strategic and operational planning (i.e. rates modelling and budgeting)	1	Review opportunities for Partnerships/Shared Services with other LGAs and other agencies	P	MAJ	E	Goal 1 - Economically Prosperous Peninsula (1.5) Goal 2 - Community Connected through Infrastructure (2.4) Goal 5 - Responsible Governance (5.4)	*Director Corporate and Community Services*
			2	Demographics and population change	2	Lack of trust entering into new programs with Government				2	Lobby for more funding (politicians)							
			3	Reduction in funds available for local government due to financial pressure on State and Federal governments	3	Government funding reduced effect Council Services and potential Capital investment				3	Support and Representation on Local Government Association (LGA) and Australian Local Government Association (ALGA)							
			4	Changes to grant priorities	4	Effect and pressure on Councils Reputation				4	Plan to find other sources of revenue							
			5	Reprioritisation of their funding	5	Increased cost to ratepayers												
Political	2	**Externally imposed organisational changes (including amalgamation)**	1	Poor governance	1	Disruption/reduced Councils services	U	MAJ	H	1	Open/transparent/good governance	1	Succession Planning (Executive Management)	U	MAJ	H	Goal 5 - Responsible Governance (5.1, 5.2; 5.3; 5.5; 5.8; 5.10)	*Chief Executive Officer*
			2	Financial unsustainability	2	Employee unrest and/or stress				2	Open dialogue with State Government	2	Development Organisational Strategic Performance Reporting					
			3	Streamlining Services Local Government/Perceived economy of scale	3	Increase of assets and services to be managed				3	Strategic planning	3	Define Risk Management Framework					
			4	Legislative change	4	Effect and pressure on Councils Reputation				4	Long Term Financial Plan							
			5	Community Lobbying for Change														
Environment	3	**Impacts of climate and increased number and/or severity of major disaster/climatic events**	1	Severe Weather events	1	Additional costs above budget forecast	L	C	E	1	Asset and Infrastructure Management Plan	1	Street Trees/Shading/Trees/Climate Change Response Strategy	L	MAJ	E	Goal 2 - Community Connected through Infrastructure (2.1; 2.6) Goal 3 - Valued and Restored Environment (3.1; 3.2; 3.3; 3.4; 3.5; 3.6; 3.7, 3.9) Goal 5 - Responsible Governance (5.5)	*Chief Executive Officer* *Director Assets and Infrastructure Services*
			2	Increased unusual weather events.	2	May have a negative impact on YPCs reputation if overwhelmed by remediation requirements				2	Notifications from External Emergency Management Service providers (BOM, SES, CFS, SAPOL, etc.)	2	Emergency planning/Framework					
			3	Natural Disasters	3	Difficulty in forward planning				3	State Emergency Management Plan (SEMP)	3	Coastal Management Strategy					
					4	Public safety may be at risk if severity of events causes unknown/unidentified damage to infrastructure that then fails				4	Insurance	4	Environmental Management Plan					
					5	Decrease in revenue (potential population shift and decrease in land value)				5	International Council for local Environmental Initiatives (ICLEI) Water Campaign Local Action Plan							
					6	Damage to infrastructure potentially resulting in safety hazards to staff and community				6	Partnership with Environmental local Groups (i.e. Natural Resource Management (NRM))							
					7	Non Insurable events and Unbudgeted costs				7	Yorke and Mid North Climate Change Action Plan							
					8	Disruption/reduced Councils services				8	Roadside Vegetation Management Plan Review							
Economic	4	**Changes in Economic Conditions in the Region**	1	Changes in demographics	1	Changes (increase/decrease) to Councils services required and priorities	P	MOD	H	1	Support/Representation on Business, Regional Development Australia (RDA) YP Tourism and Community Initiatives		Curent Impact Reduction Controls are deemed adequate in manageing this risk.	P	MOD	H	Goal 1 - Economically Prosperous Peninsula (1.1; 1.2; 1.3; 1.4; 1.5; 1.6; 1.7; 1.8; 1.9) Goal 2 - Community Connected through Infrastructure (2.3; 2.4; 2.5; 2.7) Goal 4 - Community Engaged and Supported (4.1; 4.3; 4.4; 4.6; 4.7; 4.9; 4.10; 4.11; 4.13) Goal 5 - Responsible Governance (5.6; 5.9)	*Chief Executive Officer*
			2	Reduction in funds available for local government due to financial pressure on State and Federal governments	2	Planning and development impacts				2	Strategic Management Plan		No further acrtion required					
			3	2. Close down of services (e.g. bus, schools, hospitals, etc.)	3	Socio economic impacts				3	Disability Action Plan (Access Committee) and support for Community Transport							
			4	Skill shortages within Region	4	Increase/Decrease on Councils ability to raise revenue to cover increased/decreased cost to Councils Services				4	Development Plan and Strategy							
			5	loss or gain of industry and business in region	5	Decrease in community members and the number of volunteers and community groups				5	Youth Engagement							
					6	New opportunities not realised				6	Marketing and promotion of Council Areas through Social Media and community engagement							
					7	Lots of expense but not necessarily results (recruitment - Lack of trained staff (medical and technical)				7	Appointment of Trainees from local region							
										8	Advocating/Lobbying with industry groups and government							
										9	Regional Health Plan							

Yorke Peninsula Council Strategic Risk Register
2016 - 2020

Extreme
High
Moderate
Low

Risk Category	Risk No	Strategic Risk	#	Causes/Triggers	#	Consequences to YPC Council Strategy	Current L	Current C	Current RR	#	Impact Reduction Controls	#	Strategies to be Implemented	Residual L	Residual C	Residual RR	Strategic Management Plan Ref.	Risk Owner
Legal	5	**Changes to regulations and legislation impact Council operations**	1	External pressures on Government (i.e. Lobbying by LGA, developers, community, activist groups, royal commissions, ombudsman investigations, ICAC, etc.)	1	Inappropriate land use for our area with potential Impact on development	L	MOD	H	1	Development Plans		Review of Financial internal controls library	L	I	M	Goal 1 - Economically Prosperous Peninsula (1.1; 1.2; 1.5)	*Chief Executive Officer*
			2	State government and/or political changes (including policies)	2	Council potentially losing power to make decisions				2	Support and Representation on Local Government Association (LGA) and Australian Local Government Association (ALGA)						Goal 3 - Valued and Restored Environment (3.9)	
			3	Climate/Increased environmental awareness (seawalls, emergency management)	3	Changes to documentation, Management systems and processes				3	Liaison/lobbying with Government Agencies						Goal 5 - Responsible Governance (5.3)	*Director Development Services*
			4		4	Reduction in community understanding				4	Provide training for staff in changes to legislative/regulatory changes							
			5		5	Additional workload/resources required				5	Ensure compliance - systems							
			6		6	Effect on Service Standards/Quality				6	Notification of legislative/regulatory changes from external body (including Local Government Association (LGA) initiatives, updates, etc.)							
Technology	6	**Technology advances more rapidly than council is able to adapt**	1	Limited infrastructure and/or systems	1	Reduced customer service/reputation	L	MOD	H	1	Proactive staff	1	IT Strategic Management Plan	P	MIN	M	Goal 2 - Community Connected through Infrastructure (2.2)	*Director Corporate and Community Services*
			2	Unskilled/trained staff	2	Community isolation				2	Training and provision of resources						Goal 4 - Community Engaged and Supported (4.3; 4.12)	
			3	Unaware of new technologies	3	Inefficient services (high cost and inflexible)				3	Research and/or investigate current trends						Goal 5 - Responsible Governance (5.2; 5.7)	
			4	Limited funding to buy in	4	Increased costs				4	IT Budgeting (infrastructure and asset management)							
			5	Limited resources	5	IT intergrity and/or data losses				5	Community accessibility of services							
			6	Limited support/commitment to new emerging IT Solutions						6	Use External expertise							
			7	Cyber attack						7	Networking/participating with IT professionals/organisations							
										8	Mobility of Services							
Social	7	**Councillors impose changes to Strategic Objectives**	1	New Council/Councillors	1	Disgruntled community / organisation / staff	P	MOD	H	1	Community Consultation policy and procedure		Curent Impact Reduction Controls are deemed adequate in manageing this risk. No further acrtion required	P	MIN	M	Goal 5 - Responsible Governance (5.1; 5.2; 5.8)	*Chief Executive Officer*
			2	Funding changes/rate capping	2	Financial Instability/budgeting changes				2	Alignment to Strategic Management Plan							
			3	Influential senior officers	3	Loss of staff/volunteers				3	Marketing and promotion through Social Media and community engagement.							
			4	Poorly developed strategic objectives	4	Reputational damage				4	Regular comprehensive review of existing priorities (budgeting capital, etc.)							
			5	Conflict of Interest	5	Change to Council objectives/priorities				5	Elective Members Inductions/training							
Social	8	**Changes of community expectations of Council**	1	Lack of community engagement/understanding	1	Council/Councillor turnover (also staff)	P	MIN	M	1	Community Consultation policy and procedure		Curent Impact Reduction Controls are deemed adequate in manageing this risk. No further acrtion required	U	MIN	L	Goal 1 - Economically Prosperous Peninsula (1.4; 1.5)	*Director Corporate and Community Services*
			2	Changes in demographic/social make up	2	Reputation, credibility, loss of goodwill, poor morale				2	Marketing and promotion through Social Media and community engagement.						Goal 2 Community Connected through Infrastructure (2.2)	
			3	Benchmarking/comparison with other Councils Services	3	Changes to Councils services				3	Strategic Management Plan						Goal 3 - Valued and Restored Environment (3.4)	
			4	Changes to Councils services	4	Community apathy and/or unwillingness to get involved/unresponsiveness				4	Annual Business Plan						Goal 4 - Community Engaged and Supported (4.1; 4.3; 4.7; 4.12; 4.13)	
			5	Unsubstantiated information in the Community						5	Feedback/complaints/service requests systems and processes						Goal 5 - Responsible Governance (5.1; 5.8; 5.10)	
										6	Asset Management Plan							

Risk Category has been based on the PESTLE modle.PESTLE is a popular frame work for gaining an understnding of key factors and trends in broader society. PESTLE Analysis is a popular framework for organising these factors and trends and isolating how they influence industries and the firms within them.



PR098 - Risk Management Procedure Extract

Appendix A – Council Risk Management Matrix

Consequence Rating							
Description	**Safety**	**Reputation**	**Legal & Regulatory**	**Environmental**	**Financial**	**IT / Records**	**Service Delivery**
Catastrophic	Fatality. Severe injury or illness giving rise to a disability or impairment. Litigation.	State negative media coverage. Irreparable damage to reputation. Public outcry.	Significant prosecution for organisation and individuals. Fines. Very serious litigation.	Extensive, very serious and long-term impairment of the environment. EPA involvement or investigation.	> $1 mil	Extensive loss / damage to IT and communications assets and infrastructure. Permanent loss of data. Widespread disruption to the business.	Extreme loss of service quality.
Major	No fatality. Serious (but non-life threatening) injury or illness. Critical failure of internal controls.	Extensive local negative media coverage. Loss of reputation that will require external resources. Public concern.	Major breach of legislation or regulation. Prosecution. Fines. Litigation.	Serious (>6months) impairment of the environment.	> $250k to < $1 mil	High risk of loss, data corrupt. Significant catch up required. Business Continuity Plan implemented.	Major decline in the quality and value of service delivery. Probable decrease in the community's confidence in the Council.
Moderate	No fatality. Non-life threatening injury/illness. Medical treatment and/or hospitalisation required. Serious breach involving statutory authority investigation. Significant failure of internal controls.	Significant local media attention. Significant number of complaints.	Serious breach of legislation or regulation with investigation and/or report to relevant authority. Limited fine or other penalty possible.	Moderate damage or impairment of the environment. Repairable in 1 to 6 months.	> $50k to < $250k	Moderate to high loss / damage to IT and communications. Data lost.	Moderate decline in the quality and value of service delivery. Possible decrease in the community's confidence in the Council.
Minor	Minor reversible injury requiring medical treatment by doctor. No hospitalisation. Contained non-compliance with short term significance.	Heightened negative local media attention. Low number of complaints.	Breach of legislation or regulation with noted compliance failure. Requirement for report to regulator or authority.	Limited damage or impairment of the environment. Repairable within 1 month.	< $50k	Minor loss / damage to IT and communications. Some catch up required.	Untimely service delivery to our community. Should not decrease the community's confidence in the Council.
Insignificant	A minor injury that is treated on site. Near miss or incident that does not give rise to any injury.	A number of complaints.	Minor non-compliance. Minimal failure of internal controls.	Minor containable incident with no measurable impairment or impact of the environment.	< $20k	Negligible loss of or damage to IT and communications. No loss of data.	Minimal decline in the quality and value of service delivery.

Likelihood Rating	
Almost Certain	Is expected to occur in most circumstances
Likely	Will probably occur in most circumstances
Possible	Might occur at some time
Unlikely	Could occur at some time
Rare	May only occur in exceptional circumstances

Risk Matrix Consequence and Reporting Action						
		Insignificant	**Minor**	**Moderate**	**Major**	**Catastrophic**
Likelihood	**Almost Certain**	High	High	Extreme	Extreme	Extreme
	Likely	Moderate	High	High	Extreme	Extreme
	Possible	Low	Moderate	High	Extreme	Extreme
	Unlikely	Low	Low	Moderate	High	Extreme
	Rare	Low	Low	Moderate	High	High

22.6 SPEED LIMIT REVIEW RESULTS UPDATED

Document #: **17/82850**

Department: **Corporate and Community Services**

PURPOSE

To inform Elected Members of the outcomes of the speed review consultation for the townships of: Port Moorowie, Hardwicke Bay, Chinaman Wells, Balgowan, Pine Point/Billy Goat Flat, James Well, Rogues Point and Sheoak Log and to seek endorsement of outcomes prior to making recommendations to the Department of Planning, Transport and Infrastructure (DPTI).

RECOMMENDATION

That Council:

1. endorse the recommendation to DPTI for the application of a 30 km area speed limit for the Port Moorowie Township;
2. endorse the recommendation to DPTI for the application of a 30 km area speed limit for Hardwick Bay Township along North Shore Road, Foreshore Road and Southshore Road;
3. endorse the recommendation to DPTI for the application of a 30 km area speed limit for the Chinaman Wells Township;
4. endorse the recommendation to DPTI for the application of a 40 km area speed limit for the Balgowan Township;
5. endorse the recommendation to DPTI for the application of a 30 km area speed limit for the Billy Goat Flat Township adjacent to Pine Point;
6. endorse the recommendation to DPTI for the application of a 30 km area speed limit for the James Well/Rogues Point Township;
7. endorse the recommendation to DPTI for the application of a 30 km area speed limit for the Sheoak Log Township; and
8. approve the continuation of consultation with individual towns as outlined in the attachment to this report.

LINK TO STRATEGIC PLAN

Goal: 2 Community Connected through Infrastructure

Strategy: 2.6 Install and upgrade appropriate traffic control device management

Goal: 4 Community Engaged and Supported

Strategy: 4.12 Continuous improvement in communicating with and engaging the community

BACKGROUND

In December 2016 a Motion on Notice was moved by an Elected Member, and subsequently carried, to conduct a review of all township speed limits that currently are not governed by the default speed limit of 50 kilometres per hour. This motion also determined that Council would consult with the community in the affected towns to establish whether they prefer to be governed by the default speed limits or prefer the application of area speed limits considered appropriate in each town.

MOTION ON NOTICE

Cr Meyer moved Cr Headon seconded

That Council:

1. *staff conduct a review of the Township Speed Limits that are not governed by the Default Speed limit of 50km/hr.*
2. *consult with those affected communities to gain an understanding of their preferred solution being either:*
    a. *that town speed limits be changed to the default speed limit in a built up area which is currently 50 kilometres per hour.*
    b. *that all townships with a speed limit different to the default speed limit, have speed limits governed by an area speed limit.*

CARRIED 243/2016 (14/12/2016)

DISCUSSION

Since 1999, the introduction of the Australian Road Rules default speed limit in built up areas of 50 kilometres per hour (kph), has been applied in South Australia.

There has been some confusion across several Yorke Peninsula towns where speed limits of 10, 30 and 40 kph have been posted without confirmation of an area speed limit being endorsed by DPTI.

Due to the existing inconsistent speed limits, anomalies can exist whereby drivers can encounter situations where the nature, design and layout of the road does not change yet the speed limit does.

This review is therefore intended to address the current inconsistencies.

Residents were consulted via:

- public notice in the YP Country Times, an editorial in the YP Country Times;
- letters with the survey forms sent directly to all ratepayers in the town (including a reply paid envelope; and
- website and Facebook postings with links to the on-line survey form;

The consultation process was first piloted with residents of Sultana Point during the period 1 - 30 May 2017. Townships consulted during the period 6 - 30 June 2017 included The Pines, Couch Beach and Foul Bay. Reports have been submitted to previous Council meetings for the endorsement of applications to DPTI in relation to these towns. It was decided that results of the consultations would be brought to Council every three (3) to four (4) months.

Consultation has subsequently continued throughout August, September, October and November 2017 for the following towns:

- Port Moorowie
- Hardwicke Bay
- Chinaman Wells
- Balgowan
- Pine Point / Billy Goat Flat
- James Wells / Rogues Point
- Sheoak Log

The results of these consultations are provided as an attachment to this report.

Overall, the result was an overwhelming “no change” to current limits and support for each town to have an overriding “area speed limit”.

The next step for Council is to recommend to DPTI the change to the specific area speed limits as determined by the consultation.

If approved, Area Speed Limits will apply to all roads within the areas defined by “Area / End Area” speed limit signs.

Staff now intend to continue consulting with other affected towns as detailed within the attachment to this report. It is expected that all consultation will be completed by May 2018 and a final report will be submitted to Council on completion.

COMMUNITY ENGAGEMENT PLAN

Level 2 – Consult. The affected communities are provided options via the survey forms.

CONSULTATION PROCESS

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

- Manager Business and Public Relations
- Communications and Engagement Officer

In preparing this report, the following External Parties were consulted:

- Nil

POLICY IMPLICATIONS

Not applicable

BUDGET AND RESOURCE IMPLICATIONS

This project does not have a specific budget. The cost of public notices and reply paid envelopes has been absorbed within existing budgets. Council has increased the hours of the Communications and Engagement Officer by one (1) day a fortnight to facilitate this project (for a maximum period of 15 months). The additional wage cost has been sourced from organisational salary savings (i.e. some positions not fully backfilled during maternity leave).

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

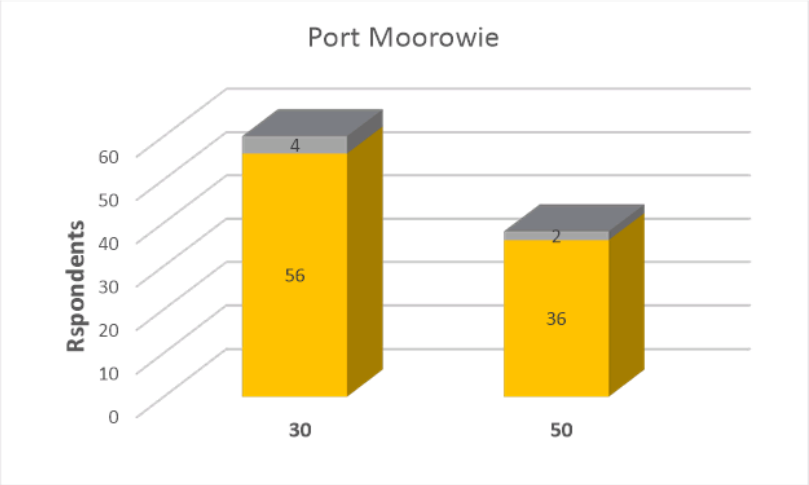
All recommendations outlined within this report must be approved and gazetted by the Department of Transport, Planning and Infrastructure before any change to signage can be implemented by Council.

ATTACHMENTS

1. Speed Review Limit Results and Consultation Schedule

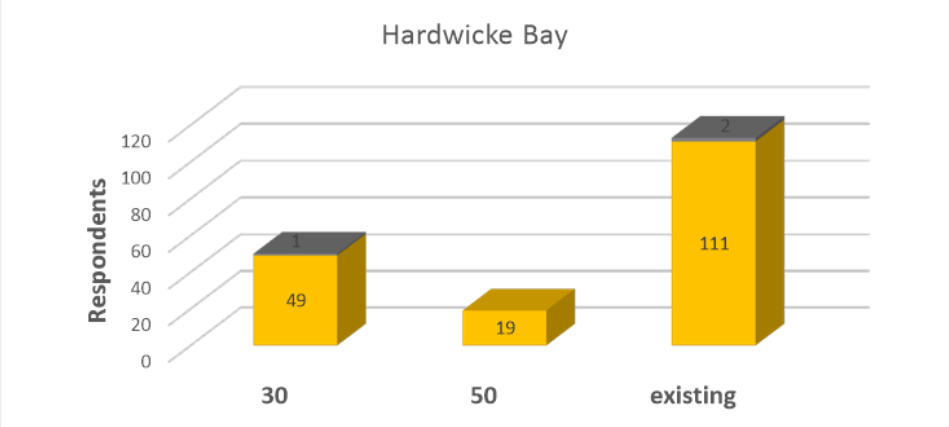
Port Moorowie

32% ratepayer response rate. 61% of the valid responses indicated they wish to maintain the current 30 km per hour speed limit.



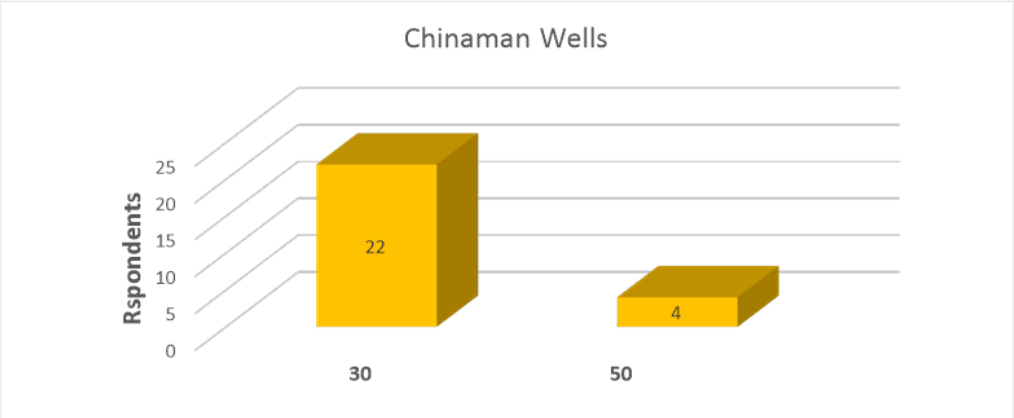
Hardwicke Bay

54% ratepayer response rate. 62% of the valid responses indicated they wish to maintain the current 30 km per hour area speed zone along North Shore Road, Foreshore Road and Southshore Road.



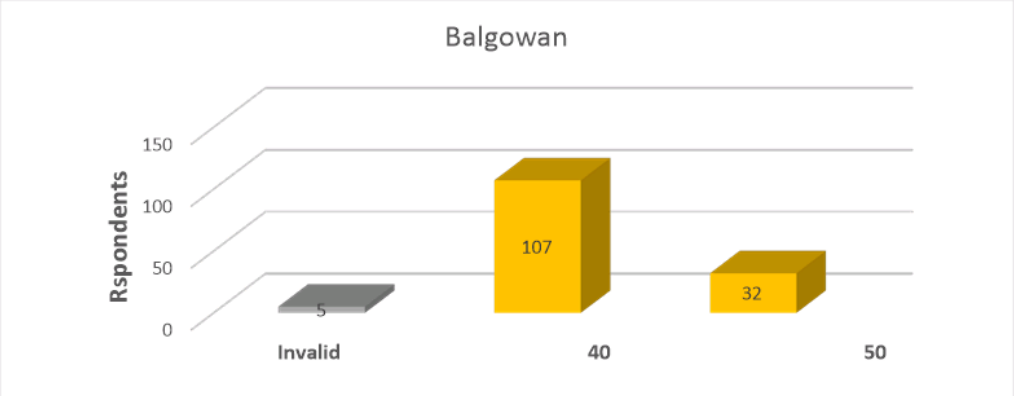
Chinaman Wells

70% ratepayer response rate. 85% of the valid responses indicated they wish to maintain the current 30 km per hour speed limit.



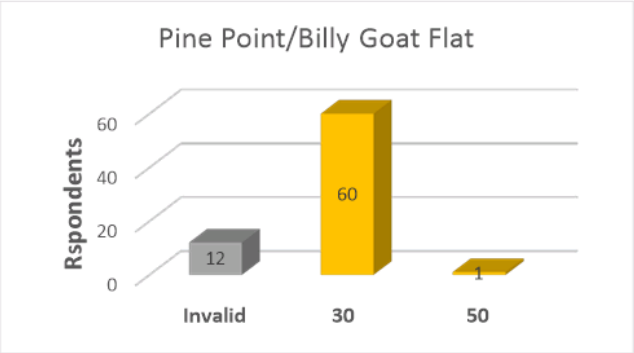
Balgowan

49% ratepayer response rate. 77% of the valid responses indicated they wish to maintain the current 40 km per hour speed limit.



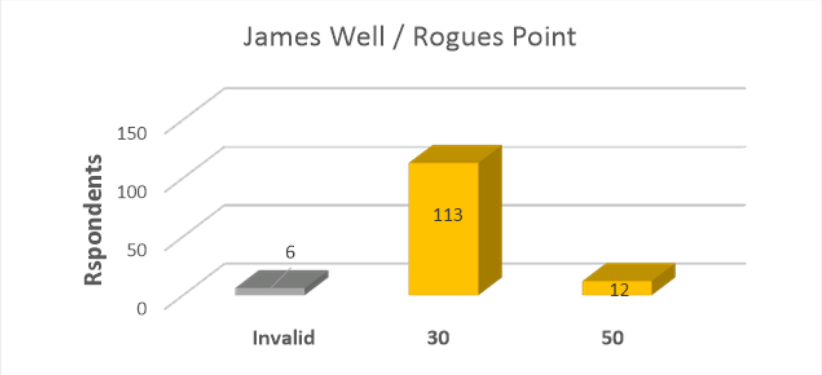
Pine Point - Billy Goat Flat

44% ratepayer response rate. 82% of the valid responses indicated they wish to maintain the current 30 km per hour area speed zone currently in place on Billy Goat Flat.



James Well / Rogues Point

49% ratepayer response rate. 86% of the valid responses indicated they wish to maintain the current 30 km per hour speed limit.



Sheoak Log

65% ratepayer response rate. 97% of the valid responses indicated they wish to maintain the current 30 km per hour speed limit.

Consultation Schedule

Towns to be reviewed	2017								2018					
	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Round 1 - Sultana Point														
Round 2 - The Pines														
Round 2 - Couch Beach														
Round 2 - Foul Bay														
Council Workshop report														
Council Report														
Round 3 - Port Moorowie														
Round 3 - Hardwicke Bay														
Round 4 - Chinaman Wells														
Round 4 - Balgowan														
Round 5 - Pine Point - Billy Goat Flat														
Round 5 - James Well / Rogues Point														
Round 5 - Sheoak Log														
Council report														
Holiday break														
Round 6 - Stansbury *														
Council Report														
Round 7 - Parsons Beach														
Round 7 - Port Rickaby														
Round 8 - Marion Bay														
Council report														

* Stansbury consultation is specifically regarding Brentwood Road, not the whole town

Completed

Council reports

Towns to be reviewed

23 ASSETS AND INFRASTRUCTURE SERVICES

23.1 DRAFT MAJOR PLANT ASSET MANAGEMENT PLAN

Document #: **17/87672**

Department: **Assets and Infrastructure Services**

PURPOSE

This report requests Council endorsement to undertake public consultation of the draft Major Plant Asset Management Plan (provided under separate cover).

RECOMMENDATION

That Council endorse the draft Major Plant Asset Management Plan to undergo public consultation.

LINK TO STRATEGIC PLAN

Goal: 2 Community Connected through Infrastructure

Strategy: 2.1 Develop and deliver on Asset Management Plans for all asset classes

BACKGROUND

As required by the Local Government Act 1999 Council must develop and adopt an infrastructure and asset management plan, relating to the management and development of infrastructure and major assets by Council for a period of at least ten (10) years.

The draft Major Plant Asset Management Plan is presented as a way forward in managing major plant assets. It includes the following:

- levels of service;
- future demand;
- lifecycle management;
- financial summary;
- plan improvement; and
- a proposed ten (10) year capital renewal budget.

DISCUSSION

The draft Major Plant Asset Management Plan has been developed to demonstrate responsive management of major plant assets, including the services provided from these assets; compliance with regulatory requirements; and to communicate the funding needed to provide the required levels of service over the ten (10) year planning period.

The draft Major Plant Asset Management Plan takes into account Council's Asset Management Policy (PO128), Strategic Management Plan, Long Term Financial Plan (LTFP), Annual Business Plan and budget.

The Yorke Peninsula Council owns and maintains a fleet of major plant, which is essential to support the delivery of services throughout the Council area, including the maintenance and construction of assets.

Major plant assets were categorised and uploaded into Conquest, Council's Asset Management software, in June 2017. These assets have a replacement value of $12.2 million.

The draft Major Plant Asset Management Plan shows that the projected outlays necessary to provide major plant assets; including operations, maintenance, renewal and upgrade of existing major plant assets over the ten (10) year planning period is $29.8 million or $2.98 million per year. The estimated

available funding included in the LTFP for this period is $34.3 million or $3.43 million per year. This equates to 115% of the cost to provide these assets, which results in a funding excess of $449,000 on average per year. However, it needs to be noted that the review of replacement costs of plant and volatility of operating expenses such as fuel will have an impact on the projected figures.

The draft Major Plant Asset Management Plan will be used as a guide for Council to develop future budgets and capital works programs. In addition, further development of the asset condition profile of major plant assets and the continued review of useful lives, replacement costs and residual values of each asset category will enhance the planning of capital renewal and replacement programs.

COMMUNITY ENGAGEMENT PLAN

Level 2 Consult – Public Notice placed in the Yorke Peninsula Country Times, on Council's website and Facebook page.

CONSULTATION PROCESS

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

- Corporate Management Team
- Asset Manager
- Operations Manager
- Works Manager
- Manager Financial Services
- Accountant Financial Operations

In preparing this report, the following External Parties were consulted:

- Nil

POLICY IMPLICATIONS

PO128 Asset Management Policy

BUDGET AND RESOURCE IMPLICATIONS

The draft Major Plant Asset Management Plan has been developed with reference to the current LTFP. The expenditure and valuation projections in the draft Major Plant Asset Management Plan are based on the best available data.

The draft Major Plant Asset Management Plan provides Council with a guide to ensure that sufficient funding is available to maintain major plant assets at an appropriate level over a ten (10) year planning period.

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Local Government Act 1999

ATTACHMENTS

1. Draft Major Plant Asset Management Plan (under separate cover)

23.2 COASTAL MANAGEMENT STRATEGY WORKING PARTY

Document #: **17/87794**

Department: **Assets and Infrastructure Services**

PURPOSE

For Council to receive the Minutes of Council's Coastal Management Strategy Working Party held on 8 November 2017.

RECOMMENDATION

That Council:

1. receive the Minutes of the Coastal Management Strategy Working Party held on 8 November 2017; and
2. endorse the letter of support for Natural Resources Northern and Yorke's (NRNY's) National Landcare grant application.

LINK TO STRATEGIC PLAN

Goal: 3 Valued and Restored Environment

Strategy: 3.7 Develop and implement a Coastal Management Strategy

BACKGROUND

The Minutes are provided to keep Council informed of regular Coastal Management Strategy Working Party Meetings with the intent to develop a Coastal Management Strategy as identified in the Strategic Plan.

DISCUSSION

Attached are the Minutes of the Coastal Management Strategy Working Party meeting held on 8 November 2017.

Item 4.1 of the Minutes recommends that the following motion be adopted:

Cr Bittner moved Letitia Dahl-helm seconded

That Council, via Chief Executive Officer Andrew Cameron, provide a letter of support for NRNY's grant application to the National Landcare program, and offer Stephen Goldsworthy as Council's contact person.

CARRIED

COMMUNITY ENGAGEMENT PLAN

Level 1 – Inform – Minutes will be available on Council's website.

CONSULTATION PROCESS

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

- Director Assets and Infrastructure Services
- Natural Environment and Sustainability Officer

In preparing this report, the following External Parties were consulted:

- Nil

POLICY IMPLICATIONS

Nil

BUDGET AND RESOURCE IMPLICATIONS

Within current budget limitations.

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Nil

ATTACHMENTS

1. Minutes - Coastal Management Strategy Working Party - 8 November 2017

Yorke Peninsula Council

Coastal Management Strategy Working Party

Minutes of the Meeting of the Coastal Management Strategy Working Party

Held on Wednesday 8 November 2017
In the Council Chambers
57 Main Street Minlaton commencing at 3.30pm
(Subject to confirmation)

MINUTES

ITEM 1

1.1 WELCOME

Chair Naomi Bittner welcomed everyone to the meeting and declared the meeting open at 3.28pm.

1.2 PRESENT

Councillors (Cr) Naomi Bittner, Alan Headon and John Rich

Mayor Ray Agnew

Stephen Goldsworthy	Operations Manager
Michael Cartwright	Manager Development Services
Letitia Dahl-helm	Natural Environment and Sustainability Officer
Deb Furbank	Ranger
Sarah Wuttke	Minute Secretary

1.3 LEAVE OF ABSENCE

Nil

1.4 APOLOGIES

Cr Scott Hoyle	
Roger Brooks	Director Development Services
Phil Hermann	Senior Compliance Officer

1.5 MINUTES OF PREVIOUS MEETING

Cr Headon moved Stephen Goldsworthy seconded

That the minutes of the Coastal Management Strategy Working Party meeting held on 11th October 2017, be confirmed as a true record.

CARRIED

ITEM 2 VISITOR TO THE MEETING

Max Barr – Team Leader Yorke District, Natural Resources Northern and Yorke (NRNY)
Fabienne Dee – Community Ranger, NRNY
See Item 4.1

ITEM 3 CORRESPONDENCE

Nil

ITEM 4

4.1 NRNY – Summary of the Conservation Assessment of the Northern and Yorke Coast, and development of the associated Coastal Action Plan

Max and Fabienne from NRNY introduced themselves and detailed their roles and backgrounds. Max informed the group that whilst the 'Conservation Assessment of the Northern and Yorke Coast' was one of the first prepared for a Natural Resource Management (NRM) Board region in 2007, the associated Coastal Action Plan is yet to be produced.

Fabienne outlined the Community Action Planning process (Naturally Yorke) they facilitate, which consists of stakeholders, both government, non-government organisations, community groups and community members, meeting regularly to review and prioritise the threats to conservation assets in the region, and to work in partnership to develop projects that can attract funds for implementation. Through this process, about half of the projects recommended by the community have a coastal focus.

NRNY wish to develop the Coastal Action Plan and are continually seeking funding opportunities to do so. The Coastal Action Plan will allow for a coordinated process for project development that addresses both the natural resource and coastal access needs for the entire coastline, and will assist in attracting funds for project implementation. NRNY wish to prepare a grant application to the National Landcare Program to:

- Undertake a ten (10) year review of the Conservation Assessment;
- Produce the associated Coastal Action Plan; and
- Prepare Management Plans specific to each Council (which, if Council agrees, can form Council's Coastal Management Strategy)

Cr Bittner moved Letitia Dahl-helm seconded

That Council, via Chief Executive Officer Andrew Cameron, provide a letter of support for NRNY's grant application to the National Landcare program, and offer Stephen Goldsworthy as Council's contact person.

CARRIED

Through further discussion the Working Party clarified the purpose of Council's Coastal Management Strategy, which will be to manage the impacts of people on coastal land under Council's ownership, care and control, whilst providing opportunities for coastal access. Seawater inundation and damage to private property and Council assets will be considered under other corporate documents.

The Working Party will continue to review the planning process and work to develop a clear vision and objectives for the Coastal Management Strategy until the outcome of NRNY's grant application is known.

4.2 Review of the Coastal Reserves (Bush Camping Sites) Management Strategy

The Working Party reviewed the structure of the Coastal Reserves (Bush Camping Sites) Management Strategy and agreed its layout is a good model for the Coastal Management Strategy. The layout consists of background information, reserve/land parcel assessments and associated maps and work plans.

A map of all of the land parcels under Council's ownership, care and control was reviewed and it was identified that they naturally collate into certain zones or sections, allowing for easy identification.

4.3 Objectives of a Coastal Management Strategy and draft framework

As previously discussed in Item 4.1, it was agreed that the Working Party will work towards developing a clear vision and objectives for the Coastal Management Strategy to manage the impacts of people on coastal land under Council's ownership, care and control, to meet legislative requirements and to provide opportunities for coastal access and use.

The District Council of Streaky Bay's Coastal Plan, previously reviewed as an example of Coastal Plans and Strategies, was identified as a good model due to its format, which is easy to follow, and the issues it addresses, which require similar management on the Yorke Peninsula. It is also a good model as it is linked to Natural Resources Eyre Peninsula's Conservation Assessment and Coastal Action Plan.

4.4 Progress Association Survey

An Information Update will be provided to Progress Associations, advising them of:

- the formation of the Coastal Management Strategy Working Party;
- NRNY's intent to prepare a grant application for the development of the Coastal Action Plan and Council's letter of support; and
- the Working Party's initial focus on reviewing examples of Coastal Management Plans and strategies and the planning process, and intention to work to develop a clear vision and objectives.

ITEM 5 GENERAL BUSINESS

Nil

ITEM 6 NEXT MEETING

The next meeting will be held on Wednesday 17th January, 2017, at 3.30pm.

ITEM 7 CLOSURE

The meeting closed at 4.35pm.

.....
Chairperson – Mrs Naomi Bittner

Date:

24 DEVELOPMENT SERVICES

24.1 NEW LEASE - JAMES WELL & ROGUES POINT PROGRESS ASSOCIATION INC.

Document #: **17/81557**

Department: **Development Services**

PPURPOSE

To consider a further lease to the James Well and Rogues Point Progress Association.

RECOMMENDATION

That Council:

1. grant James Well and Rogues Point Progress Association a five year lease with a five year right of renewal, over 42 James Well Road, James Well, Crown Record, Volume 6195 Folio 310 and to commence the community engagement process;
2. authorise the Mayor and Chief Executive Officer to sign and affix the Common Seal to the necessary documentation to give effect to this resolution.

LINK TO STRATEGIC PLAN

Goal: 1 Economically Prosperous Peninsula

Strategy: 1.9 Efficient delivery of permits, leases and licences

BACKGROUND

The Community Centre is located at 42 James Well Road, James Well.

The subject land is Crown Land under Council's care, control and management, Crown Record, Volume 6195 Folio 310 and dedicated as Community and Emergency Services purposes.

The Progress Association provide general tourist information and also maintain the building and grounds on the leased area. The CFS facilities on site provides a vital service to the community.

DISCUSSION

Progress entered into a lease with Council on 1 September 2008. At this time the land was dedicated for Community purposes.

The subject land has CFS water tanks on site, with fittings to accommodate a fire truck to pump water from the tanks. A generator is also located on site for pumping of water if needed for firefighting. The area is also used as a recovery point for emergencies.

As the land includes emergency services provisions, an application was lodged with the Department of Environment, Water and Natural Resources to re-dedicate the land for Community and Emergency Services purposes.

Progress has been operating on a monthly lease arrangement pending approval of the Application to re-dedicate the land to Community and Emergency Services purposes. Approval was granted on 22 August 2017.

COMMUNITY ENGAGEMENT PLAN

Community Engagement Plan – Level 2 Consult

CONSULTATION PROCESS

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

- Manager Development Services
- Property Tenure Officer

In preparing this report, the following External Parties were consulted:

- James Well & Rogues Point Progress Association
- Department of Environment, Water and Natural Resources

POLICY IMPLICATIONS

PO057 Community Engagement Policy

BUDGET AND RESOURCE IMPLICATIONS

Preparation of a new lease $340.00 half share

Community Lease $50.00 plus GST per annum

RISKS/LEGAL/LEGISLATIVE/ IMPLICATIONS

Local Government Act 1999 Division 6, Section 202 – Alienation of community land by lease or licence.

Crown Land Management Act 2009, Part 3, Dealing with Crown Land

ATTACHMENTS

1. James Well & Rogues Point Community Centre
2. Community Engagement Plan

JAMES WELL & ROGUES POINT COMMUNITY CENTRE

COMMUNITY ENGAGEMENT PLAN

SF215
Responsible Officer: Business Improvement Officer
Issue Date: 10th June 2015
Next Review Date: June 2019

PROJECT NAME: New Lease - James Well & Rogues Point Progress Association Inc.

Stakeholders	Level 2 CONSULT	Responsibility	Start Date	End Date	Status	Evaluation Method
Entire community	Public Notice	Property Tenure Officer	9/01/2018	31/01/2018	NS	
Entire community	Website	Property Tenure Officer	9/01/2018	31/01/2018	NS	Report back to Council at the end of the PC process.
Entire community	Ability to appear before Council	Property Tenure Officer	9/01/2018	31/01/2018	NS	Elected members to make decision based on any submission received from PC process.

25 GENERAL BUSINESS

Council has resolved that an Agenda Item “General Business” be included on the Council Agenda to enable members to raise matters of a minor nature for action by the Administration, or to call for reports

CONFIDENTIAL AGENDA

26 CONFIDENTIAL ITEMS

Nil

27 NEXT MEETING

Wednesday 17 January 2018

28 CLOSURE