

10.3.6 COUNCILLOR RICHARDS**10.3.7 COUNCILLOR RITCHIE**

DATE	ACTIVITY	OUTCOMES
31 May 2025	Community meeting at Harbourview Reserve regarding land revocation proposed by Council	
	Numerous emails and phone calls regarding the proposed Revocation of Community Land	

10.3.8 COUNCILLOR STAUNTON

DATE	ACTIVITY	OUTCOMES
	Numerous emails and phone calls regarding the proposed Revocation of Community Land	

11. COUNCIL COMMITTEE REPORTS AND MINUTES

Nil

12. COUNCIL REPORTS FOR DECISION**12.1. DRAFT ANNUAL BUSINESS PLAN 2025/2026 AND DRAFT LONG TERM FINANCIAL PLAN 2026-2035 SUMMARY - COMMUNITY CONSULTATION REPORT****REPORT PURPOSE**

The purpose of this report is for Council to receive the Draft Annual Business Plan 2025/2026 and Draft Long Term Financial Plan 2026-2035 Summary - Community Consultation Report and to endorse the report as a summary of the consultation process, the submissions received, matters raised through the consultation process, and for the report to be published on Council's website.

RECOMMENDATION**That Council:**

1. Having regard to the process undertaken, is satisfied the community consultation has met the requirements of Council's Public Consultation and Community Engagement Policy and the relevant provisions within the Local Government Act 1999;
2. Endorse the Draft Annual Business Plan 2025/26 and Long Term Financial Plan 2026-2035 Financial Summary Public Consultation Report as a summary of the consultation process, the submissions received (including any submissions received at this Council meeting), matters raised through the consultation process, and that the report be published on Council's Website.

12.1 DRAFT ANNUAL BUSINESS PLAN 2025/2026 AND DRAFT LONG TERM FINANCIAL PLAN 2026-2035 SUMMARY - COMMUNITY CONSULTATION REPORT

REPORT INFORMATION									
Report Title	Draft Annual Business Plan 2025/2026 & Long-Term Financial Plan 2026-2035 Summary - Community Consultation Report								
Document ID	78191								
Organisational Unit	Corporate & Community								
Responsible Officer	Manager Finance & Business - Bonnie Kelso								
Report Attachment/s	Yes Doc 78400 Draft ABP Community Consultation Submissions Report Doc 75964 letter to Mayor & Councillors re waste service charges_Redacted								
REPORT PURPOSE									
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REPORT DECISION MAKING CONSIDERATIONS									
Council Role	Regulate - Specific role in response to legislation and compliance - direct, specific or general in nature (such as duty of care)								
Strategic Alignment	SDP GOAL: Goal 3: Governance and Leadership SDP ACTION: 3.5 Develop and implement a Customer Service Charter to continuously improve customer and council interactions.								
Annual Business Plan 2024/25	ABP INITIATIVE: Not Applicable ABP PROJECT: Not Applicable								
Legislation	Local Government Act 1999								
Policy	Public Consultation & Community Engagement 2.63.1								
Budget Implications	Not Applicable <table border="1"> <thead> <tr> <th>DESCRIPTION</th> <th>BUDGET AMOUNT \$</th> <th>YTD \$</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> Budget assessment comments:			DESCRIPTION	BUDGET AMOUNT \$	YTD \$			
DESCRIPTION	BUDGET AMOUNT \$	YTD \$							
Risk Implications	Low Risk								
Resource Implications	Not Applicable								
Public Consultation	Yes - Mandatory								

IAP2 Commitment	CONSULT - We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public feedback input has influenced the decision.
OFFICER'S RECOMMENDATION	
That Council: 1. Having regard to the process undertaken, is satisfied the community consultation has met the requirements of Council's Public Consultation and Community Engagement Policy and the relevant provisions within the Local Government Act 1999; 2. Endorse the Draft Annual Business Plan 2025/26 and Long Term Financial Plan 2026-2035 Financial Summary Public Consultation Report as a summary of the consultation process, the submissions received (including any submissions received at this Council meeting), matters raised through the consultation process, and that the report be published on Council's Website.	

REPORT DETAIL

Statutory Compliance

The Local Government Act requires that Council adopt an annual business plan and budget each year. Section 123 of the Act requires that the annual business plan should include:

- a summary of the Council's longer-term objectives, as set out in its strategic management plans;
- significant influences for the year including financial factors, asset renewal needs and progress on continuing projects;
- the Council's specific objectives for the next year against which its performance will be measured;
- the activities (services and projects) that the Council intends to undertake to achieve its objectives;
- a summary of the proposed sources of revenue for the year;
- Council's proposed approach to rating for the year and what it means for ratepayers.

The Act also sets out requirements for consultation before adopting an annual business plan.

Process

The Annual Business Plan engagement process followed a strategic communication action plan in line with Council's Public Consultation and Community Engagement Policy to ensure the community would be informed and feedback was invited to be carefully considered.

In addition to fortnightly information and notices in the Port Lincoln Times, the consultation included:

- Media Advertising –Radio and Print
- Media Release
- Website Information
- Social Media posts
- Community Information Session
- An hour set aside at the commencement of the June Ordinary Council Meeting held on 16 June 2025 to allow members of the public an opportunity to make a verbal submission.

Councillors participated with staff through Council information sessions to consider the development of the Draft Annual Business Plan for 2025/26. This process informed the drafting of the Annual

Business Plan and Annual Budget for Council's consideration and community consultation and feedback.

The consultation process was run through Council's YourSay Engagement Hub, Council's online community engagement platform, where community were able to review the relevant documentation, read the Frequently Asked Questions section, and make their submissions.

At the closure of the consultation period, Council's engagement hub reported that 129 individuals accessed the Draft Annual Business Plan document. Council has received 4 written submissions via the platform, as well as one email previously sent to all Elected Members.

A community information session was held on Monday 2 June 2025 from 10 am to 6pm, and ratepayers were given the opportunity to make specific enquiries with respect to the Draft Annual Business Plan.

In total, four community members attended across the day.

The submission report is attached to this report at Doc 78400 & Doc 75964, detailing submissions received.

The submissions received focused on the following areas:

- Boundary Road Sealing. This has been an ongoing matter and a copy of the response is provided below.
- Footpath renewals and extensions to network across the City.
- Streetscaping improvements
- Waste and Recycling service charges.

Verbal submissions may still be received at the 16 June 2025 Council meeting, and those submissions will be added to the final submission report and distributed to the committee, prior to final adoption of the Annual Business Plan and Budget.

The Audit & Risk Committee would usually review this report prior to the Council meeting, however, on this occasion, the dates for meetings could not be aligned. This report has been presented to Council at its Ordinary Council Meeting on Monday 16 June 2025, with a view to Council adopting the Annual Business Plan 2025/26 and other strategic plans at a Special Meeting of Council scheduled for 1 July 2025.

The Audit & Risk Committee meeting is planned for 19 June 2025, which will allow the Committee the opportunity to provide their recommendation to Council prior to final adoption by Council on 1 July 2025.

Boundary Road – Response to community consultation submission

The question of the sealing of Boundary Road has been a long-standing matter and has been raised once again by a Boundary Road resident as part of the 2025/26 Annual Business Plan and Budget community consultation process.

The following provides a detailed summary of the relevant information, dating back to the year 2000 to the current period.

BACKGROUND:

Rating:

Circa 2000, the area of Port Lincoln that included Boundary Road was called the Port Lincoln Fringe Area 11 (PLFA) and prior to 2000, PLFA ratepayers received an approximate 20% reduction in rates (rate in the dollar component) compared to all other zones in the City.

At the Council meeting held on 17 July 2000, the following rates were declared for 2000/01:

a. A Differential General Rate of 1.5738 cents in the dollar on the valuation of land within the Lincoln Fringe – Area 11 as delineated in the City of Port Lincoln Development Plan;

b. A Differential General Rate of 1.9370 cents in the dollar on the valuation of all other areas in the City excluding the Lincoln Fringe – Area 11 as delineated in the City of Port Lincoln Development Plan.

This represented a 19% reduction in the rate in the dollar to the other zones in Port Lincoln.

History:

Council had been considering removing the rating differential and at the Ordinary Council Meeting held in February 2000, a petition was presented at the meeting, with the minutes of the meeting reflecting the following:

A petition signed by 19 ratepayers of Hanchant and Averis Roads concerning the removal of Differential Rate 2000/2001 – Lincoln Fringe Area 11 and outlining a number of issues that Council should address as a consequence of the removal of this differential rate.

CO 00/0030 Receival of Petition regarding Differential Rate 2000/2001 Lincoln Fringe Area 11

Moved: Cr Reynolds Seconded: Cr Booker

That the petition regarding Differential Rate 2000/2001 Lincoln Fringe Area 11 be received.

Carried

Councillor Dearman reported he had spoken to petitioners. Rate increase would be acceptable if introduced gradually. Would like Council to pressure S.A. Water to have the area connected to reticulated water supply and for council to address all of the other issues raised.

At the April 2000 Council meeting, a proposal was raised by Council that the differential rates be phased out on a sliding scale over a 4-year period from 2001–2004 to bring the PLFA into line with the rest of Port Lincoln ratepayers, and that the rates alignment would include the sealing/sheeting of a number of Fringe Area roads over the same period. It was agreed that a Public Forum Meeting be held to consult with the PLFA ratepayers.

The Public Forum meeting was held in July 2000, and a list of roads to be sealed/sheeted in the Fringe Area over the period 2001-2004 was presented.

- Boundary Road was not included in this list.

List of Roads

Road Name	Excavation	Base	Seal	Kerb	B/Fill	Other	Drainage	SUB TOTAL	ROAD DISTANCE	TOTAL COST
Garrett Road Happy Valley/350m	\$3,150		\$7,980					\$11,130		
350/end		\$13,063	\$9,348	\$2,693	\$1,370	\$729	\$3,000	\$30,203	760m	\$41,333
Nootina Road Grantala/210m		\$6,690	\$4,788						210m	\$11,478
Robertson Road		\$15,675	\$11,217	\$5,252	\$2,673				492m	\$34,817
Lyle Drive Holder/Frances		\$10,832	\$7,752	\$8,059	\$3,305			\$29,948		
Frances/Bdy		\$7,965	\$5,700					\$13,665	340m	\$43,613
Hanchant Road		\$5,098	\$3,648	\$1,050	\$535				160m	\$10,331
Frances Ave		\$20,709	\$14,820						650m	\$35,529
Grantala Road		\$13,500				\$3,500			1220m	\$17,000
Averis Road		\$14,300				\$2,700			1130m	\$17,000
TOTALS	\$3,150	\$107,832	\$65,253	\$17,054	\$7,883	\$6,929	\$3,000	\$84,946	4962m	\$211,101

Note: Prices are based on those applicable as at April 2000

There is a note that the exclusion of Boundary Road was raised at the public meeting and although there is no formal record of the response, Council Administration suggest that one of the reasons given as to why Boundary Road was excluded was due to the fact that Boundary Road was considered a shared road with District Council of Lower Eyre Peninsula, now called Lower Eyre Council (LEC).

The above road works were carried out and a report presented at the March 2004 Council meeting, confirmed that all roads as per the schedule of works had been sealed/sheeted other than Robertson Road, “which was to be completed by 30 June 2004”.

Whilst there may have been several references made from 2004 to 2017 regarding potential future works incorporating the sealing/sheeting of the remaining fringe area roads, it would appear that prior to 2018, there was no commitment from Council to seal Boundary Road:

- In the Strategic Plan Towards 2005 and beyond (adopted in July 2002), the 5-year Capital Roadwork Construction Plan did not include Boundary Road; and
- In the Strategic Plan 2007-2017, the 10-year Capital Roadwork Construction Plan did not include Boundary Road.

Removal of the rating differential:

The rating differential between the PLFA ratepayers and all other Port Lincoln ratepayers was equalised as follows (RID = rate in the dollar):

2001/2002: The 19% differential was reduced to 10% (PLFA RID 0.01591; Other 0.017678; or 1.591/1.7678 cents in the dollar)

2011/2012: The 10% differential was reduced to 5%; (PLFA RID 0.005222; Other 0.005497)

2012/2013: The 5% differential was reduced to 0%, with a single rate in the dollar being adopted for all Port Lincoln ratepayers; (RID 0.005740)

CURRENT STATUS

April 2018

In April 2018, Council received an email from Mr Puglisi requesting that the sealing of Boundary Road be given urgent attention. Councillor Broadfoot raised a Question With Notice regarding Mr Puglisi’s email and requested the CEO provide a report in response to the email. The question on notice and a report by the CEO was provided at the May 2018 Council meeting.

At the same meeting in May 2018 Council meeting, Mr Stuart Woods made a representation to Council as part of the Annual Business Plan Community Question time:

- *Mr Stuart Woods, as long-time resident of Lot 96 Boundary Road, Port Lincoln, questioned Council as to when residents could expect the poor condition of Boundary Road to be considered and the road sealed. This has been an ongoing issue for many years and the subject of a recent petition presented to the District Council of Lower Eyre Peninsula.*

Subsequent to the report presented by the CEO, which highlighted that LEC estimated the cost to seal Boundary Road at \$600,000 compared to Council's estimate of \$150,000, the following resolution was carried:

ROAD SEAL REQUEST – BOUNDARY ROAD

CO 18/075 Moved: Councillor Papazoglov Seconded: Councillor Jolley

That Council approach DCLEP based on a revised standard and cost estimates with a view to bring the timing forward to 2019/2020 the sealing of Boundary Road to be undertaken jointly with the DC of Lower Eyre Peninsula for the 2019/2020 year within the Asset Management Plan and Long Term Financial Management Plan, and advise Mr Puglisi accordingly. CARRIED

July 2018:

Following the May 2018 Council resolution, a report was presented at the July 2018 Council meeting, an extract of which stated:

Council wrote to the DCLEP requesting they consider the proposal and advise the City of Port Lincoln accordingly to enable the necessary adjustments to Council's Roadworks Program and Budget.

Council received a response from the DCLEP....advising Council that they had considered Council's approach. They have developed a range of standards for Road Construction within the Rural Living zoned 'land' and these Standards will be applied by both DCLEP and land developers and are therefore reluctant to vary from this decision.

DCLEP has resolved to include an allocation of \$20K in its 2018/19 budget to enable survey and design to be undertaken with a view to consider the construction and sealing of Boundary Road in the 2019/20 financial year.

DCLEP will seek Council's participation in the scoping of the survey and design work.

CO 18/152 Moved: Councillor Bartlett Seconded: Councillor Davies

That Council receive and note the correspondence received from DCLEP and the information contained within this Report. CARRIED

LEC and Council Managers corresponded with each other regarding the matter, however it soon became apparent that the survey and design cost estimates had been significantly under-estimated and LEC did not proceed with the design works in 2018. There was no significant progression thereafter.

July 2020

At the July 2020 Council meeting, a Question With Notice was received from Councillor Rowsell to seek advice on the progress of negotiation with the District Council of Lower Eyre Peninsula regarding the sealing of Boundary Road, and whether it could be included in the upcoming budget.

The following response was provided by the CEO:

Boundary Road runs along the northern boundary of City of Port Lincoln with District Council of Lower Eyre Peninsula (DCLEP). DCLEP advises that a design brief for the upgrade of Boundary Road from unsealed to sealed road will be funded in 2020/21 with construction currently planned for 2021/22. At this stage the scope of the design brief is subject to further staff level discussion of the service standards, e.g. drainage infrastructure, road pavement and road seal widths etc, and the cost implications of those decisions.

DCLEP is currently considering a design level that implies a potential project cost of \$700,000 to \$800,000, based on similar recent projects. However, City of Port Lincoln staff have previously estimated a project cost of some \$150,000 based on a lower service standard, eg 6.2m wide bitumen seal over the existing road base, as opposed to an 8m seal on a reconstructed base.

Data from 2015 shows very traffic low volumes of 58 vehicles per day, which would indicate that were it not for issues relating to scouring of the road surface during rain events, the road surface upgrade may be considered premature and/or over-specified.

The project scope is to be discussed further by the respective Councils' staff, with a further report to Council anticipated to confirm the expectations and commitment of City of Port Lincoln to either project design or ultimate construction.

April 2021

Internal communications between the two Council's respective managers confirmed that LEC were planning to undertake initial survey work ahead of design works, and that due to the current high demand for survey services at that time, the quotation received far exceeded their budget. LEC were wanting to continue with the survey work and were looking to budget \$25,000 in their 2021/22 annual budget for this work in the hope that demand would have dropped. LEC would then look to consider funding the design works in 2022/23 or at a later date. LEC were also seeking confirmation of Council's co-contribution for this work.

May 2022

There were no capital budget allocations providing for any actual sealing works included in either Council's budgets for 2023/24, however Council planned for the inclusion of \$25,000 in the 2023/24 annual budget for survey and design costs.

These funds were budgeted for but there was no actual expenditure in the 2023/24 financial year as this was not progressed at this time. Whilst limited internal communications continued, change in senior management staff at Council over this period meant delays in this process.

November 2023

A Notice of Motion was submitted by Councillor Rowsell at the November 2023 Council meeting:

Supporting comments:

Requests to have Boundary Road sealed has been made by local ratepayers for over 20 years!!!

This road will now receive extra traffic as more land has been subdivided and sold.

As a result, there will be more ratepayers using the road.

The road is steep, and quite dangerous in winter, surface becoming quite muddy and slippery with many potholes developing.

The attached photos will show sealing of road at both the top and the bottom, along with deep gutters that are formed in winter from the flow of water down the road.

I believe we need to find a solution to this ASAP The roads leading to Boundary Road are sealed.

The ratepayers on this road are entitled to the same service and conditions of all other ratepayers in Port Lincoln ... they should not be disadvantaged because of where they live!!

The following resolution was carried:

CO 23/240 Moved: Councillor Rowsell Seconded: Councillor Staunton

That Council Administration prepare a full report for a future Council meeting on the design and shared costs with Lower Eyre Council to construct and seal Boundary Road for consideration in the 2024-25 budget process. CARRIED

April 2024 to Current

A report was presented at the April 2024 Council meeting where an update on the joint Council discussions with LEC regarding the estimated costs to design, construct and seal Boundary Road was presented.

The following resolution was passed:

COST ESTIMATE FOR BOUNDARY ROAD WORKS

CO 24/058 Moved: Councillor Rowsell Seconded: Councillor Broadfoot

That Council:

- 1. Include an amount of \$37,500 for consideration in the Draft 2024/25 Budget as a 50% contribution, intended to be matched by DC Lower Eyre Peninsula Council, for the detailed design of Boundary Road between Wakelin Road and Sanctuary Drive.***
- 2. Pending the required Council 2024/25 Budget resolution to proceed with the detailed design work for Boundary Road, authorise the CEO and GMEI to enter into an agreement with the District Council of Lower Eyre Peninsula to manage the Tender process and awarding of a Contract for the detailed design of Boundary Road.***
- 3. Note that the current preliminary cost estimates for the total design, construction and sealing of Boundary Road between Wakelin Road and Sanctuary Drive is \$1.57M, of which City of Port Lincoln would be responsible for 50%. CARRIED***

Based on this resolution and on LEC engaging and paying the consultant, Council originally budgeted for \$37,500 (as a 50% contribution to LEC) in the 2024/25 annual budget.

It was later agreed between the two Councils that Council would engage and pay the consultant, resulting in a budget revision increase in Council's 2024/25 budget from \$37,500 to \$75,000, with a 50% offset contribution from LEC reflected in Council's 2024/25 budget.

A Memorandum of Agreement was entered into between LEC and Council and the successful tenderer was appointed in October 2024.

To date, survey works have been completed and concept design works are commencing. Once the concept designs are completed, and subject to feedback from both councils on the concept design, a final design will be completed with the associated cost estimates. It is expected this process will be completed by September 2025.

The April 2024 Council report also included internal high-level cost estimates, which reflected a potential total cost of \$1.57M (including contingencies) for the total design, construction and sealing of Boundary Road between Wakelin Road and Sanctuary Drive, of which Council would be responsible for 50%.

Budget outcomes and summary

In the context of Council's 2025/26 Annual Budget, the current \$75,000 allocated in 2024/25 Budget for survey and design works will be carried over to 2025/26 as "work-in-progress" to fund the completion of the survey and design works.

As part of the 2025/26 Annual Business Plan and Budget process, Council Administration reviewed and considered capital renewal and capital new or upgrade projects totalling \$9.9M for inclusion in the 2025/26 Budget. This list of projects needed to be refined and was ultimately reduced to \$6.4M.

This outcome was achieved, by prioritising the projects on the following basis:

- Asset Renewals;
- Compliance & WHS;
- Projects with funding;
- Projects identified in Strategic Plans; and
- Staffing Resources to Deliver.

As a result, there was no additional budget allocation included for Boundary Road in the 2025/26 Annual Budget.

Once the final design costings for Boundary Road are received, and if these independent costings align with the estimated internal costings of \$1.57M, Council's 50% contribution would equate to \$785,000. To provide some context to this level of expenditure, this one project would represent 87% of Council's total 2025/26 annual road resealing budget of \$900,000, or 17% of Council's total 2025/26 capital renewal budget of \$4.7M.

It is therefore imperative that Council receive the final design costings before progressing further, or allocating any additional budget amounts for sealing works, as the final design costings will accurately inform any future Council decision.

Any future budget consideration would need to assess this project expenditure against the other competing projects based on project prioritisation, strategic alignment, financial sustainability, and broader community context. There are currently seventeen ratepayers on Boundary Road and based on the most recent vehicle count carried out in July 2024, low traffic volumes of 66 vehicles per day.

Submission	Subject	Comments Received	Received
1	Footpaths	in the past I and my wife (who passed away last year) have made verbal request to lord mayors about the need for a footpath in Stuart terrace I note that no recent plan have even mentioned any footpath projects let alone the state of footpaths that do exist. Although my wife confined to wheelchair for long walks was able to use her wheel chair i always had to attend because the unevenness of most existing paths let alone us having to share the road on Stuart terrace with quite busy vehicular traffic. At present my ability to walk long distance have also been affected and deciding to use a wheel chair to pick up my car from the crash repairers on the other side of town (St Andrews Terrace). What a saga where there were foot paths they were far from uniform . Sometimes good concrete often crusher fine in poor condition and weird sloping angles with very difficult egress and entry points (where they existed at all) with respect to angle and change in angle where the kerb met the road. My journey became a night mare and was cut short to a friendly lady who stopped and transported me the rest of the distance. I vowed not to repeat the experience. What i am trying to say is for the aged and infirm a thorough study should be made of the footpaths in town especially in the older side parts of town	28/05/2025 17:57
2	Footpaths	There should be more expenditure on footpath upgrades. \$215 000 for the whole city is not enough considering that many residential streets are still lacking a paved footpath. Third Avenue for example has no paved footpath. Kiama Avenue has no paved footpath between Sinclair Street and Elizabeth Street and it is safer to walk on the roadway along there rather than attempt to navigate the uneven surfaces on each side of the road. It's not as though these are new housing developments. The council has had over sixty years to get these footpaths properly surfaced. These examples are just the tip of the iceberg. There are lots more streets around town that are overdue to get a paved footpath at least on one side of the roadway if not both sides.	28/05/2025 18:11
3	Street Trees	I would like to see a considerable amount of expenditure dedicated annually to the progressive planting of new street trees throughout the city especially along the residential streets that are currently devoid of any trees on the footpaths. Street trees provide shade in summer and serve to cool down the neighbourhood during hot weather in addition to making the landscape more attractive to the eye. A lot of the residential streets in Port Lincoln are just plain ugly due to the absence of street trees. The same goes for most of the streets in the central business district - some more trees there would do a lot to make the CBD less ugly.	29/05/2025 16:15
4	Boundary Road Port Lincoln	This road was supposed to be in 2025 Budget - when will work commence?	1/06/2025 13:23
5	Waste Service Charges	See Attachment Doc 75964	26/05/2025 11:54

Mayor and Councillors
City of Port Lincoln SA 5606

26 May 2025

Via email : Subject - Waste Service Charge and Recycling Service Charge

Dear Mayor and Councillors

In May last year I wrote to Council staff about opting-out of the Waste Service Charge and Recycling Service Charge because waste and recycling services are not used at our property. I handle all wastes and recyclables myself as a demonstration of the capacity of a household to send zero waste to dump (commonly called "landfill") and also demonstrate how recyclables are best sorted at the source. Accordingly I proposed that the "service charges" (in 2023/2024 it was \$356.45) not be included in our 2024/2025 rates notice. I also said that those charges would be committed to "revegetation and biodiversity projects".

I miscalculated the result of my intentions.

The email response I received from the General Manager Corporate and Community was disappointing, as it mostly referred to Sec. 155 in the Local Government Act and the ability for Council to raise a service charge. The response also stated;

"As the waste and recycling service is provided at your property, the service is available for you to use.

In terms of the Act and Council Resolutions, this is the determining factor, and not whether a ratepayer chooses to use the service or not.

We are therefore unable to remove the charges as requested."

Sec 155 states that Council "**may** impose a service charge", not "must" or "shall". Council has an option that can be reinforced by a policy setting.

Furthermore, even though the service is "available to use", the question arises about whether that implies it **must** be used. By placing a charge on a property that appears to be at the discretion of Council (i.e. "may"), does that also imply a compulsion? I do not think so. And furthermore, this charge is counterproductive to Council's own *Waste Resources Management Strategy*.

I have chosen not to use the service, but I am penalised accordingly.

Given that you may now be in budget discussions, I request that consideration be given to the proposal outlined later in this letter.

Before I do so, I wish to advise that our rates (Residential + Fixed Charge) increased by nearly 16% from 2023/2024 to 2024/2025. I know that there was a change from Site Value to Capital Value, but an increase of that size is on the edge of unfairness. I chose not to object. But like Council, my household constantly strives to reduce costs and wastes, and waste minimisation practices and personal responsibility are part of our endeavours.

In September 2024 I contributed to the then *Draft Waste Resources Management Strategy 2025-2029*, together with the *Draft Environmental Sustainability Strategy 2025-2034*. As one who has worked in local government for more than 10 years in two states, and has consulted in the waste management sector over a period of decades, I am always looking at solutions in waste minimisation that can be transferred to where it counts - at the household scale.

Thus in my contribution on the *Waste Resources Management Strategy* I offered a suite of actions that would have benefited the *Strategy*. One action was the Resin 8 process that I mentioned in a recent submission to you on the proposed Master Plan.

I also mentioned in my contribution how the *Eyre Peninsula Waste and Resources Strategy 2023-2033* contains a number of misalignments that have carried through to Council's own *Strategy*.

I was not successful in producing any change.

In August last year I conducted an “All about plastics” event at our household property as part of Eyre Bioregional Permaculture Group’s monthly events. This is the type of event that needs to be run periodically for the general community and the aspiration is for it to be conducted at the proposed Environment Centre. I demonstrated how to identify plastic types and methods of dealing with plastic wastes. We all know that plastic waste is an insidious local, national, and global problem.

The constantly overflowing household garbage bins I see on the streets of my neighbourhood every week prior to collection are a constant reminder that any education about waste minimisation is not working. No doubt it would be very exasperating for Council and staff, but the fact is that our household is subsidising this offensive behaviour. I informed Council staff last year that education and information are critical elements and I was concerned about the low funding allocation in the *Strategy*. I hope you will consider a significant increase of a budgetary allocation towards waste minimisation in your present budget deliberations.

Unfortunately, I have not discovered actions in Council’s *Waste Resources Management Strategy* Action Plan on waste minimisation at the household scale, including incentives for individuals and community groups, personal responsibility, and neighbourhood collective actions.

It is noted that approximately 1 tonne of waste is generated per person per year in Port Lincoln (ref. figures in the *Strategy*), of which about 0.8 tonnes/p/year are sent to “landfill”. Although our household property handles all wastes, by way of illustration, consider that at \$80.50 per tonne landfill charge, this implies that our household of two people is saving a Council cost of \$129 per year.

Now back to the service charge, which at our property is \$379 for 2024/2025.
Our property is ostensibly being charged \$379 for Council to save \$129.

I am not seeking reimbursement of the charge but a **re-direction** by Council of that sum to environmental initiatives that support Council’s *Environmental Sustainability Strategy 2025-2034*.

Would you please consider this important matter? Surely it can’t be too difficult.

If one household can beat the roadside garbage collection service, then surely there are many others. And Council should be encouraging that, not disincentivising it.

Re-directing the funds would not only align with Council’s Goal “Minimising waste” in the *Environmental Sustainability Strategy*, it would also be a community incentive that would be appropriate to be included in the *Waste Resources Management Strategy*.

I offer the following options for your consideration;

- contribute the funds to the proposed Eyre Peninsula Environment Centre for community education and demonstration purposes, and/or
- contribute the funds to native plant ecosystem revegetation and/or restoration work

I also urge Council to identify other households that undertake voluntary waste minimisation and personal recycling and that do not use the waste service, thereby allowing the pooling of the service charge for the common good.

Should you wish to discuss this request, I would be pleased to do so.

My final appeal is this - please do not believe that alternatives about water management do not exist or are too difficult. They do exist.

I await your reply and I wish Council all the best in its waste minimisation endeavours.

