

I put on record my absolute refusal to accept the need for the proposed SRV on the following grounds.

I wish to make **some** comments regarding the projects outlined for action as a flow on of the SRV currently being sought by Port Stephens Council. Note my comments highlighted in red. First I must admit that Council have done a relatively good job in managing costs and expenditure over time, probably would have even been more successful **without the burden of litigation costs** which they seem to be hell bent on at times.

It seems beyond understanding how a Council in meeting can pass projects despite concerns and advice to the contrary from their own planners and or legal team. Perhaps if they made better decisions, Council might have more money to spend where it's needed rather than on legal costs.

Quote from the SRV brochure:=

"We can't escape the fact that we have parts of our local government area that need significant work..... agreed

The projects we're talking about will stimulate the local economy, drive business growth, attract visitors, fill empty streets and enhance our region for the benefit of all...."

There seems to be a massive lean towards looking after the visitor population who are in general itinerant, to the detriment of residents who are here year-round. Residents should come before tourists for when it is all said and done, Council is supposed to be representing us.

To meet growing demands, however, Council is now considering an IPART application for a SRV across all rate categories. A proposed SRV would be used to:

- construct new priority infrastructure projects fair enough to some degree*
- increase maintenance and renewal schedules of existing infrastructure, and ** I think many would agree that if for example, roadworks were done better in the first place, using better materials, then the frequency of renewal schedules could be reduced.*
- introduce a number of enhanced services. When funds are limited, enhanced services should be restricted to necessary enhanced services rather than 'what would be nice to have'.*

The level of the proposed SRV would determine the range of projects - the higher the SRV, the more projects Council would be able to undertake.

East Ward

Nelson Bay depot relocation \$2.5m 2020 to 2023 further in the document \$10m is touted as the cost for relocating both depots, double the amount stated here (\$2.5m each)???

Implement the Tomaree Sports Complex master plan, Salamander Bay \$3m 2023 to 2024 the funding proposed raises a lot of eyebrows!

Implement the Nelson Bay town centre and foreshore strategy \$15m 2021 to 2027 wow, that's serious spending!!!

Central Ward

Birubi Tourist Information Centre, Anna Bay \$3m 2026/27 shouldn't the tourist operators perhaps form a co-operative and between them, provide a fair portion of this cost, as they are the ones benefiting from the patronage? Why should we the ratepayer fully subsidise them to increase their profits?
Admittedly the economy does benefit from every \$ spent in tourism as it does from all other expenditure.

West Ward

King Park Sports Complex, Raymond Terrace masterplan projects \$3m 2024 to 2026 the funding proposed raises a lot of eyebrows!

Raymond Terrace depot relocation \$2.5m 2020 to 2023 see above

Community Art Centre, Raymond Terrace \$2m 2027 to 2029 is this really what people want at the expense of better roads etc?? I see many roads in this Council's area that are far more deserving of funding, the residents use these roads all the time. Surely a cost-benefit study would show in favour of road works instead of an Art Centre and many of the other 'tourist related' proposals

New path and cycleways at:

Raymond Terrace missing links \$1m 2019-2021

Brandy Hill \$2m 2027/2028 admittedly there was a death in the area and there is no price on life, but in reality, how does the cost/benefit ratio stack up against spending that money in more populated areas??

Sealing roads into carparks

Birubi Information Centre	\$3m one off cost	The proposed Birubi Information Centre has been designed to provide increased car and coach parking, reduce congestion and other site access issues around visitor activity at Birubi Point. It will provide a sheltered area and space for dune operators and amenities, see comments above
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DEPOTS	COST	DETAILS
Depot relocation & refurbishment	\$10m one off cost	Relocate Nelson Bay depot to Salamander Bay Waste Transfer Station and rehabilitate existing site. Relocate Raymond Terrace

Re: Road resealing and upgrades refer comments above **

As the majority of respondents to surveys and the like were not supportive of the proposed SRV, how can Council justify their voting of 7-2 in favour of it, given that they are in Council as our elected representatives to represent us the ratepayers, not the travelling itinerants called tourists??

Regards,

