

His Worship the Mayor
Councillors
CITY OF MARION



**NOTICE OF
GENERAL COUNCIL MEETING**

Notice is hereby given pursuant to the provisions under Section 83 of the Local Government Act 1999 that a General Council meeting will be held

Tuesday 12 May 2015

Commencing at 7.00 p.m.

In the Council Chamber

Council Administration Centre

245 Sturt Road, Sturt

A copy of the Agenda for this meeting is attached in accordance with Section 83 of the Act.

Meetings of the Council are open to the public and interested members of this community are welcome to attend. Access to the Council Chamber is via the main entrance to the Administration building on Sturt Road, Sturt.

A handwritten signature in black ink, appearing to read 'Geoff Whitbread', with a long horizontal stroke extending to the right.

Geoff Whitbread
ACTING CHIEF EXECUTIVE OFFICER

7 May 2015

**CITY OF MARION
GENERAL COUNCIL AGENDA
FOR MEETING TO BE HELD ON
TUESDAY 12 MAY 2015
COMMENCING AT 7.00PM**



1. OPEN MEETING

2. KAURNA ACKNOWLEDGEMENT

We acknowledge the Kaurna people, the traditional custodians of this land and pay our respects to their elders past and present.

3. DISCLOSURE

All persons in attendance are advised that the audio of this General Council meeting will be recorded and will be made available on the City of Marion website.

4. ELECTED MEMBER'S DECLARATION OF INTEREST (if any)

5. CONFIRMATION OF MINUTES

Confirmation of the Minutes for the General Council meeting held on
28 April 2015.....5

6. YOUTH ADVISORY COMMITTEE (YAC) UPDATE

Nil

7. DEPUTATIONS

Nil

8. PETITIONS

Nil

9. ADJOURNED ITEMS

Confirmation of the Minutes from the Audit Committee held on 14 April 2015
GC280415R02.....23

10. COMMITTEE RECOMMENDATIONS

Nil

11. WORKSHOP / PRESENTATION ITEMS

Nil

12. CORPORATE REPORTS FOR DECISION

Seacliff Park DPA (Public Consultation)	
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Residential (General) DPA – Final DPA seeking Ministerial Approval	
GC120515R02	109
Darlington Upgrade Project – Review of Proposed Scheme	
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Financial Assistance Grants to Local Government	
GC120515R08	339

13. CORPORATE REPORTS FOR INFORMATION/NOTING

NIL

MATTERS RAISED BY MEMBERS

14. Questions with Notice

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15. Motions with Notice

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GC120515M07	368
Replacing Wooden Power Poles	
GC120515M08	370

16. Questions without Notice

17. Motions without Notice

18. CONFIDENTIAL ITEMS

Nil

19. LATE ITEMS

20. MEETING CLOSURE

Council shall conclude on or before 10.00pm unless there is a specific motion adopted at the meeting to continue beyond that time.

**MINUTES OF THE GENERAL COUNCIL MEETING
HELD AT ADMINISTRATION CENTRE
245 STURT ROAD, STURT
ON TUESDAY 28 APRIL 2015**



PRESENT

His Worship the Mayor Kris Hanna

Councillors

Coastal Ward

Ian Crossland
Tim Gard

Mullawirra Ward

Jerome Appleby
Jason Veliskou

Southern Hills

Janet Byram
Nick Westwood

Warracowie Ward

Bruce Hull
Nathan Prior

Warriparinga Ward

Luke Hutchinson
Raelene Telfer

Woodlands Ward

Nick Kerry
Tim Pfeiffer

In Attendance

Ms Kathy Jarrett
Mr Vincent Mifsud
Ms Kate McKenzie
Ms Jaimie Thwaites

Acting CEO
Director
Manager Governance
Unit Manager, Council Support

COMMENCEMENT

The meeting commenced at 7.00pm.

KAURNA ACKNOWLEDGEMENT

We acknowledge the Kurna people, the traditional custodians of this land and pay our respects to their elders past and present.

DISCLOSURE

All persons in attendance are advised that the audio of this General Council meeting will be recorded and will be made available on the City of Marion website.

MEMBERS DECLARATION OF INTEREST

The Chair asked if any Member wished to disclose an interest in relation to any item being considered at the meeting.

- Councillor Hutchinson declared a conflict of interest in the item '*LGA Membership Report Reference GC280415M02*'
- Councillor Pfeiffer declared a conflict of interest in the item '*Castle Plaza DPA for Authorisation Report Reference: GC280415R06*'
- Councillors Appleby and Kerry declared a conflict of interest in the items '*Deputation – Telecommunications Tower Kellett Reserve Report Reference: GC280415D01*' and '*Telecommunication Tower on Kellett Reserve Report Reference GC280415R04*'
- Councillor Telfer declared a conflict of interest in the items '*Marion Leisure and Fitness Center Report Reference: GC280415F01*' and '*Adoption of Draft Annual Business Plan and Budget 2015-16 for Public Consultation Report Reference GC280415R05*' if Annie Doolans Cottage is raised

CONFIRMATION OF MINUTES

Moved Councillor Byram, Seconded Councillor Telfer that the minutes of the General Council meeting held on 14 April 2015 be taken as read and confirmed.

Carried Unanimously

COMMUNICATION - HIS WORSHIP THE MAYOR

Report on Mayoral Activities for February and March 2015

His Worship the Mayor, Kris Hanna submitted a report on meetings and functions attended by himself during March and April 2015

Date	Event	Comment
21 March	Attended St Elizabeth of Hungary Church Fete	
25 March	Attended the Multifaith Association Committee Meeting	
26 March	Attended the Clovelly Park Memorial Community Centre Management Committee Meeting	
27 March	Presented Medals at the Hallett Cove Little Athletics Centre Awards Presentation Night	
28 March	Conducted two Citizenship Ceremonies	
28 March	Attended Westminster School Fair	
29 March	Attended Neighbour Day Morning Tea	
29 March	Launched the Marion Celebrates Festival	

These Minutes are subject to confirmation at the General Council Meeting to be held on the 12 May 2015

29 March	Attended Friends of Glenthorne Committee Meeting	
02 April	Met with Mayor Rosenberg, City of Onkaparinga	
03 April	Attended the National Band Championships	
08 April	Met with Peta Kourbelis - Principal Hamilton Secondary College	
09 April	Met with Stephen Yarwood - Urban Futurist	
10 April	Attended the Repat Foundation 2015 Anzac Gala Ball	
12 April	Attended the Fiji Seniors Association Meeting	
12 April	Presented Prizes at the Kiwanis Club of Brighton Annual Teddy Bears Picnic	
12 April	Attended the Oaklands Estate Residents Association Meeting	
12 April	Attended Music in the Park - Presented by the Park Holme/Plympton Park Residents Group and Arts Group	
12 April	Attended the Friends of Glenthorne Vision Day Committee Meeting	
13 April	Presented the Awards at the 2015 Youth Recognition Awards Ceremony	
15 April	Participated in the Round Square Conference 2015	
15 April	Attended a Book launch "Minority Power"	
17 April	Attended the Ascot Park Bowling Club Presentation Evening	
18 April	Participated in the Freedom of Entry Parade and launched the Anzac Exhibition 'Almond Groves to Poppy Fields: Marion's Unsung War Heroes'	
19 April	Attended the Abbeyfield Marion House Autumn BBQ	
20 April	Attended the Friends of Glenthorne Vision Day Subcommittee Meeting	
21 April	Attended the Commissioning Service for Rev'd Peter Brown	

21 April	Attended the Seacombe Gardens Neighbourhood Watch Meeting	
22 April	Attended the Marion City Band Annual General Meeting	
24 April	Attended and participated in the Anzac Day Eve Youth Vigil and Memorial Unveiling	
25 April	Attended the Hallett Cove Anzac Day Dawn Service	
25 April	Spoke at the Marion RSL Anzac Day Breakfast	
26 April	Attended the 2015 Al-Salam Peace Festival	
In addition the Mayor has met with residents and also with the CEO and Council staff regarding various issues.		

Moved Councillor Veliskou, Seconded Councillor Pfeiffer that the report by the Mayor be received.

Carried Unanimously

COMMUNICATION – DEPUTY MAYOR

Report on Deputy Mayoral Activities for March and April 2015

Date	Event	Comment
18-Mar-15	Hamilton Secondary College Council Meeting	Attended
20-Mar-15	CEO Performance and Recruitment Meeting	Attended
26-Mar-15	Coast FM Radio Interview	Attended
29-Mar-15	Marion Celebrates Festival	Attended
8-Apr-15	Meeting with Minister Geoff Brock & LGA President David O'Loughlin	Attended
14-Apr-15	CEO Performance and Recruitment Meeting	Attended
17-Apr-15	LG Professionals SA Awards Dinner	Attended
18-Apr-15	Freedom of Entry Parade	Attended
21-Apr-15	LGA President's Luncheon	Attended
24-Apr-15	ANZAC Day Youth Vigil	Attended

25-Apr-15	ANZAC Day Dawn Service, Marion RSL	Attended
26-Apr-15	Al-Salam Festival	Attended

Moved Councillor Veliskou, Seconded Councillor Pfeiffer that the report by the Deputy Mayor be received.

Carried Unanimously

COMMUNICATION – ELECTED MEMBERS

Councillor Ian Crossland
File No. 9.33.3.30

Nil

Councillor Tim Gard
File No. 9.33.3.31

Nil

Councillor Jerome Appleby
File No. 9.33.3.20

Nil

Councillor Jason Veliskou
File No. 9.33.3.17

Nil

Councillor Janet Byram
File No. 9.33.3.34

Nil

Councillor Nick Westwood
File No. 9.33.3.35

Nil

Councillor Bruce Hull
File No. 9.33.3.27

Nil

Councillor Nathan Prior
File No. 9.33.3.29

Nil

Councillor Luke Hutchinson
File No. 9.33.3.24

Nil

Councillor Raelene Telfer
File No. 9.33.3.33

Date	Event	Comment
14/04/15	CEO Review Committee	
14/04/15	Audit Committee	
21/04/15	Sturt Landcare Friends	
21/04/15	Friends of Annie Doolan's Cottage	
23/04/15	Historic Village Project Group	
24/04/15	Trouwbridge Reserve maintenance meeting	
24/04/15	Anzac Youth Vigil	
25/04/15	Anzac Day Dawn Service	
26/04/15	Al Salaam Peace Festival	

Councillor Nick Kerry
File No. 9.33.3.32

Nil

Councillor Tim Pfeiffer
File No. 9.33.3.22

Nil

Moved Councillor Veliskou, Seconded Councillor Pfeiffer that the Elected Member Communication Reports be received.

Carried Unanimously

COMMUNICATION – CEO AND EXECUTIVE REPORTS

Report on CEO and Executive Activities for March and April 2015

Date	Activity	Attended by	Comments
11 March	Meeting with Junction Australia	Vincent Mifsud	To discuss approach to mitigating the impact of Community Housing Rate rebate.
25 March	Meeting with State Government representative on public housing transfer	Vincent Mifsud	
13 April	Creative Bureaucracy Project Workshop	Kathy Jarrett	
14 April	Tonsley Project Steering Committee	Geoff Whitbread	

Moved Councillor Pfeiffer, Seconded Councillor Veliskou that the report by the CEO and Executive be received.

Carried Unanimously

YOUTH ADVISRY COMMITTEE (YAC) UPDATE

Nil

DEPUTATIONS

Deputation – Telecommunications Tower Kellett Reserve
Report Reference: GC280415D01

Councillors Appleby and Kerry declared a conflict of interest in the matter as they are members on the Development Assessment Panel and left the meeting

7.06pm Councillors Appleby, Kerry and Westwood left the meeting

Mr Clark gave a deputation to Council discussing the Landlords Consent for Development application for a telecommunications facility at Kellett Reserve, Morphettville and the impacts this would have for the Sporting Club.

The Chair sought the leave of the meeting to vary the order of the agenda. The meeting agreed.

Telecommunications Tower on Kellett Reserve
Report Reference: GC280415R04

Moved Councillor Veliskou, Seconded Councillor Hutchinson that Council:

1. Supports progressing negotiations to enter into a commercial lease with Telstra for the installation of a telecommunications facility, incorporating a monopole 31.16 metres in height, on Kellett Reserve subject to development approval and community consultation.
2. Notes that such telecommunications facility has the potential for inclusion of a light tower incorporated in the same structure.
3. Note that following the conduct of relevant processes associated with a telecommunications facility on Kellett Reserve, that a further report will be brought to Council seeking approval to enter into a commercial lease with Telstra.

Carried Unanimously

PETITIONS

Nil

ADJOURNED ITEMS

Petition Policy Review

Report Reference: GC240215R12

Moved Councillor Pfeiffer, Seconded Councillor Telfer that Council adopts the Petition Policy provided as Appendix 1 to this report.

7.28pm Councillors Westwood, Kerry and Appleby re-entered the meeting

Carried

Progressing unfunded / unprioritised items

Report Reference: GC140415R03

Re Marion Outdoor Pool:

Moved Councillor Veliskou, Seconded Councillor Byram that Council:

1. Endorses that the Marion Outdoor Pool masterplan item remains on the unfunded / unprioritised list of initiatives which will be further considered at the 30 June 2015 Elected Member's forum.

Carried Unanimously

Re the Sports Infrastructure Projects:

Moved Councillor Pfeiffer, Seconded Councillor Hutchinson that Council:

1. Endorses the four sports infrastructure priorities - options for new soccer pitches and a BMX track in the south; indoor multipurpose stadium 4-8 court (SA regional standard); Edwardstown Oval masterplan; Mitchell Park Sports and Community Club building upgrade as significant strategic priorities to be progressed as per the resolution passed at the 14 April 2015 Council meeting (reference GC140415R02).

Carried

Councillor Hull called for a division

Those For: Councillors Pfeiffer, Kerry, Telfer, Hutchinson, Prior, Westwood, Veliskou and Crosslands

Those Against: Councillors Appleby, Gard and Hull

Carried

Re the balance of the unfunded / unprioritised initiatives list

Moved Councillor Telfer, Seconded Councillor Veliskou that Council leaves the following items on the unfunded/unprioritised list for consideration after 30 June 2017:

- Marion Sports and Community Masterplan
- Greater Southern Urban Forest
- Field River Remediation
- Sturt Linear Park Restoration
- Surf Life saving coastal signage replacement

- Hazelmere Reserve small dog exercise area

And considers the following in normal annual operating programs:

- Land Management and Leasing Reform program
- Footpath Program
- Tree Planting Program

Carried

Update to the schedule of delegations – Development Regulations 2008 (SA)
Report Reference: GC140415R04

Moved Councillor Pfeiffer, Seconded Councillor Westwood that the Council:

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 contained in this report are hereby delegated this 28th of April 2015 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. Such powers and functions may be further sub-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.

Carried

COMMITTEE RECOMMENDATIONS

Confirmation of the Minutes from the Strategic Directions Committee Meeting held on 7 April 2015

Report Reference: GC280415R01

Moved Councillor Veliskou, Seconded Councillor Prior that Council:

1. Receive and adopt the minutes of the Strategic Directions Committee meeting of 7 April 2015 (Appendix 1 to report reference GC280415R01).

Carried Unanimously

Confirmation of the Minutes from the Audit Committee Meeting held on 14 April 2015

Report Reference: GC280415R02

Moved Councillor Pfeiffer, Seconded Councillor Kerry that:

1. Council receive and adopt the minutes of the Audit Committee meeting of 14 April 2015 (Appendix 1 to report reference GC280415R02).

Amendment:

Moved Councillor Telfer, Seconded Councillor Crossland that:

These Minutes are subject to confirmation at the General Council Meeting to be held on the 12 May 2015

1. Council receive the minutes of GC200415 Audit Committee Meeting 14/4/15 (Appendix 1) and refer these items for discussion at the Elected Members' Forum of Tuesday 19th May prior to adoption by Council.
2. No action be taken by staff on AC140415R6.10, Funding to the Community Service Review, until this item has received direction from Council.

Moved Councillor Hutchinson, Seconded Councillor Veliskou that the item be adjourned until the next General Council meeting.

Carried

**Confirmation of the Minutes from the Chief Executive Review Committee held on
14 April 2015
Report Reference: GC280415R03**

Moved Councillor Hutchinson, Seconded Councillor Telfer that Council:

1. Receive and adopt the minutes of the Chief Executive Review Committee meeting of 14 April 2015 (Appendix 1).
2. Endorse the recommendations that:
 - i. Sick leave be included in the future quarterly Corporate Performance Reports presented to Council and
 - ii. The draft Chief Executive Officer position description is approved subject to the amendments discussed.

Carried Unanimously

WORKSHOP / PRESENTATION ITEM

Nil

CORPORATE REPORTS FOR DECISION

**Castle Plaza DPA for Authorisation
Report Reference: GC280415R06**

Councillor Pfeiffer declared a conflict of interest in the item as he was one of the representors 3 and a half years ago and left the meeting

8.26pm Councillor Pfeiffer left the meeting

Moved Councillor Hull, Seconded Councillor Crossland that Council:

1. Endorse the amendments made to the Castle Plaza Activity Centre Development Plan Amendment as a result of submissions received during the public consultation period.

2. Requests that the Minister does not approve the DPA until the Environmental Audit report has been finalised, and considered by Council.

Carried

8.44pm Councillor Pfeiffer re-entered the meeting

Library Opening Hours
Report Reference: GC280415R07

Moved Councillor Veliskou, Seconded Councillor Gard that Council:

1. Endorse the following changes to the Library opening hours which will come into effect when the Cove Civic Centre opens:
 - All branches to open at 9:30am Monday to Friday
 - Cultural Centre Library closes at 7pm on Monday, Tuesday and Thursday and at 5pm Wednesday and Friday
 - Cove Civic Centre will close at 7pm on Tuesday and Thursday and at 5pm Monday, Wednesday and Friday
 - Park Holme Library will close at 7pm on Wednesday and 5pm on Monday, Tuesday, Thursday and Friday
2. Note that weekend hours will remain unchanged for all three libraries.

Carried Unanimously

CORPORATE REPORTS FOR INFORMATION NOTING

Finance Report
Report Reference: GC280415R08

Moved Councillor Telfer, Seconded Councillor Veliskou that Council:

1. Receive the report "Finance Report – March 2015".

Carried Unanimously

MATTERS RAISED BY MEMBERS

QUESTIONS WITH NOTICE

Nil

8.48pm Councillor Prior, Gard and Hutchinson left the meeting

8.49pm Councillor Crossland left the meeting

8.50pm Councillors Crossland, Gard and Prior re-entered the meeting

MOTIONS WITH NOTICE

LGA Membership

Report Reference: GC280415M02

Councillor Hutchinson declared a conflict of interest in the matter as he a Member on the South Australian Local Government Grants Commission and left the meeting.

8.50pm Councillor Hutchinson left the meeting

Moved Councillor Hull, Seconded Councillor Prior that Council

1. Advises the Local Government Association of South Australia (LGA) that the annual membership fee of \$96 000 is excessive, that the City of Marion is only prepared to pay a membership fee of \$70 000 for the 2015/2016 financial year. If this revised membership fee is not accepted by the LGA, the City of Marion will terminate its membership of the LGA.
2. Request a refund for the previous years over payment

Amendment

Moved Councillor Crossland, Seconded Councillor Veliskou that Council:

1. Advises the Local Government Association of South Australia (LGA) that the annual membership fee of \$96 000 is excessive, that the City of Marion is only prepared to pay a reduced / revised membership fee for the 2015/2016 financial year. If this revised membership fee is not acceptable to Council, the City of Marion will consider terminating its membership of the LGA.
2. Request a refund for the previous years over payment

**That the Amendment become the Motion was Carried
The amended Motion was Carried**

Councillor Hull called for a division

Those For: Councillors Pfeiffer, Telfer, Westwood, Byram, Veliskou, Gard and Crossland

Those Against: Councillors Kerry, Prior, Hull and Appleby

Carried

9.08pm Councillor Hutchinson re-entered the meeting

CONFIDENTIAL ITEMS

Marion Leisure and Fitness Centre

Report Reference: GC280415F01

Councillor Telfer declared a conflict of interest in the matter as she holds an expired membership for CASA and she left the meeting

9.09pm Councillor Telfer left the meeting

Moved Councillor Crossland, Seconded Councillor Pfeiffer that pursuant to Section 90 (2) and (3)(d) of the Local Government Act 1999, the Council orders that all persons present, with the exception of the following persons: Kathy Jarrett, Abby Dickson, Kate McKenzie, Jaimie Thwaites and Craig Clarke be excluded from the meeting as the Council receives and considers information relating to the Marion Leisure Fitness Centre Lease to CASA Leisure Pty Ltd, upon the basis that the Council is satisfied that the requirement for the meeting to be conducted in a place open to the public has been outweighed by the need to keep consideration of the matter confidential given the information relates to commercial information of a commercial nature the disclosure of which (i) could reasonably confer a commercial advantage on a third party or prejudice the position of the Council; could relate to potential litigation between Council and a third party; and could impact on a proposed tender for the supply of goods or services and, (ii) would, on balance, be contrary to the public interest.

Carried

9.09pm Councillor Byram left the meeting

9.10pm the meeting went into confidence

9.10pm Councillor Byram re-entered the meeting

Moved Councillor Crossland, Seconded Councillor Westwood that Council:

1. In accordance with Section 91(7) and (9) of the Local Government Act 1999 the Council orders that the report, 'Marion Leisure and Fitness Centre, Lease to CASA Leisure Pty Ltd' (Report Reference GC240215F02), its appendices and the Minutes arising from this report having been considered in confidence be kept confidential under Sections 90(2), (3)(b), (3)(i) and (3)(k) of the Act and not be available for public inspection for a period of 12 months from the date of this meeting or until such time as the tender process regarding the provision of future services and works in respect of the Centre is complete. This confidentiality order will be reviewed at the General Council Meeting in December 2015.

Carried

9.45pm the meeting came out of confidence

Code of Conduct Complaint
Report Reference: GC280415F02

Moved Councillor Hutchinson, Seconded Councillor Crossland that Council:

1. Notes the complaint and the Report of EMA Legal dated 24 March 2015 and in particular notes:
 - a. The finding that *"there is no documentary evidence of the CEO giving assurances or making promises that an approved application would follow"*;
 - b. If any such assurances or promises were made verbally, it seems that there is no independent evidence of such conversations and accordingly this issue cannot be taken further;

- c. The finding, in relation to the letter from the Mayor to the Edwardstown Community Church dated 19 December 2014 which “*confirmed Council’s requirement for development approval and, in the absence of that, for the use to cease*”, that “*given that the correspondence from the Church was to the Mayor and CEO, a response from the CEO was probably more appropriate ...*”.
2. Notes the resignation of the CEO effective from the 27th of March 2015.
3. Resolves to take no further action.
4. Provides to the Complainant, the former CEO of the City of Marion, and the Edwardstown Community Church:
 - a. a copy of the EMA Legal Report;
 - b. these Council Resolutions;
 - c. the outcome of the related Code of Conduct complaint against a staff member; and
 - d. advice that the matter is now considered finalised.
5. Advise the complainant of their rights of review.

9.50pm Councillor Veliskou left the meeting

9.52pm Councillor Veliskou re-entered the meeting

Carried

MEETING EXTENSION

Moved Councillor Veliskou, Seconded Councillor Gard that the meeting be extended until the matter of the Annual Business Plan and Budget has been resolved.

Carried

9.57pm meeting extended

Adoption of Draft Annual Business Plan and Budget 2015-16 for Public Consultation
Report Reference: GC280415R05

Moved Councillor Westwood, Seconded Councillor Gard that Council:

1. Endorse the City of Marion Draft Annual Business Plan and Budget 2015/16 for public consultation (attached as Appendix 1), subject to any changes proposed by Council, on the basis of an average rate increase of 2.9%

The vote was tied
The Mayor gave his casting vote, and voted in favour of the motion
Carried

Councillor Kerry called for a division

Those For: Councillors Pfeiffer, Telfer, Prior, Westwood, Veliskou, Gard and Mayor Hanna

Those Against: Councillors Kerry, Hutchinson, Hull, Byram, Appleby and Crossland

Carried

Moved Councillor Telfer, Seconded Councillor Gard that:

1. Council endorse the Draft Long Term Financial Plan for public consultation on the basis of a rate increase of 2.9% (2015/16), 3.9% (2016/17), 3.9% (2017/18), 2.9% (2018/19) and continuing; with key underlying assumptions of CPI being 2.5%, and total employee costs 3.5% for 2015/16, and onwards 2.5% for 2016/17 and onwards.

Amendment

Moved Councillor Crossland, Seconded Councillor Byram that:

1. Council endorse the Draft Long Term Financial Plan for public consultation on the basis of a rate increase of 2.9% (2015/16) and then 2.75% onwards; with key underlying assumptions of CPI being 2.5%, and total employee costs 3% for 2015/16 and 2.0% for 2016/17 onwards.

**That the Amendment become the Motion was carried
The Amended Motion was Carried**

Councillor Pfeiffer called for a division

Those For: Councillors Telfer, Hutchinson, Prior, Hull, Westwood, Byram, Veliskou and Crossland

Those Against: Councillors Pfeiffer, Kerry, Appleby and Gard

Carried

Moved Councillor Hull, Seconded Councillor Kerry that Council:

2. Endorse that public consultation be facilitated via the conduct of a meeting of the Council to be held on 26 May 2015 at which members of the public may ask questions and make submissions in relation to the Draft Annual Business Plan and Budget 2015/16 for at least one hour
3. Recommend that an amendment be made to the City of Marion Rating Policy pertaining to the rebate for vacant land; by removing the condition that "The Council is satisfied that the intention of the Principal Ratepayer is to reside in that dwelling upon completion", for consideration by the community as part of the 2015/16 Annual Business Plan & Budget public consultation process.
4. Recommend that an amendment be made to Council's financial framework that the item relating to the City of Marion's rating position be changed to *"Maintain Council's position for an average residential rate which remains among the lower rating metropolitan councils"*.

Carried

11.03pm Councillor Kerry left the meeting

11.05pm Councillor Kerry re-entered the meeting

Moved Councillor Telfer, Seconded Councillor Hutchinson that Council:

5. Endorse the City of Marion Draft Annual Business Plan and Budget 2015/16 and Draft Long term Financial Plan for public consultation (attached as Appendix 1), with the following proposed changes endorsed by Council:

Page 5 –

- at the second dot point insert '(to be finalised in 2015)' after The Draft Council Plan

Page 6 -

- under subheading Economic insert additional dot point '*Development of the Tonsley site*'
- under subheading Social and Cultural insert additional dot point '*Marion is gradually becoming more culturally and linguistically diverse*'
- under subheading Urban environment insert additional dot point '*Community reaction to urban infill*'

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- under subheading Service Provision insert additional dot points '*Commitment to a full service review in 2015/16*' and '*Some Community Plan goals could be more economically realised through the engagement of external providers*'
- under subheading Risk and strategic alignment insert '*bringing a fresh outlook and expectations*' at the end of the second dot point
- under subheading Employer of choice remove the first dot point ('Strategically aligned workforce planning')
- under subheading Employer of choice insert additional dot points '*The need for all work groups to be aligned in terms of the Community Plan and Council Plan*', '*Vacancy Policy: positions are not filled unless a clear case can be made*' and '*The potential for internal redeployment in light of the "No Redundancy" clause in the EBA*'

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- under subheading Council only considers new Major Project where it has identified funding capacity to do so the paragraph should read '*Between 30 June 2014 and 30 June 2016 Council debt is forecast to increase from \$13.5m to \$25.2m for the construction of Cove Civic Centre and the City Services Depot, both of which have been primarily financed by borrowings.*'

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- under subheading Implement responses for progressing liveable cities strategies and funding opportunities within Marion at the end of the last paragraph insert '*Elected Members are acutely aware, however, of the need to resolve the tension between the urban infill required by the State Government's 30 Year Plan versus the expectations of residents living on traditional large housing blocks.*'

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- Under subheading New strategic projects identified for further investigation in 2015/16 it should read:
'Based on detailed assessment of the current supply and state of sports infrastructure across the City of Marion, Council has identified key priorities for responding to the sports and recreational needs of the community and has identified the following four sports initiatives for further investigation:
 - *new soccer pitches and a BMX track in the South of the City*
 - *an indoor multipurpose 4-8 court stadium that meets SA regional standards*
 - *the Edwardstown Oval Masterplan*
 - *building upgrades at the Mitchell Park Sports and Community Club*

Each of these strategic projects will involve significant collaboration with other partners, the consideration of options and partnership funding.

Council will also consider priorities for other initiatives throughout the year.'

Page 12 -

- The table under heading 5. Measuring our success should read

Council performance measure	Target
Actual operating surplus ratio for 2015/2016 (adjusted for extraordinary items)	0-6 %
Total Employee Costs (staff plus agency)	Decrease by at least 1.4%, in Dollar terms, over previous year
Lost Employee Time due to injury	Reduce by 1% (compared to average of last 5 years)
Major Capital Works (>\$4m)	Completed strictly on time and on budget (or better)
Number of specific Major Capital Works proposals ready for approval by Council	2
Achieving goals of (10 year) Council Plan (as adopted in 2015)	high level of achievement
Alignment throughout administration to Community Plan and Council Plan	high level of alignment

Page 15 -

- Under subheading Employee costs at the end of the paragraph insert *'The Long Term Financial Plan, of which this budget is the first year, forecasts Total Employee Costs will grow at the rate of 2% from (2016/17) per annum'.*

Page 17 -

- Under subheading City Services Redevelopment update the figure 84,000 to 85,000 residents

Page 18 -

- under the heading 6.7 Borrowings, 2nd paragraph the figure of \$24.9m should read \$25.2m

Page 26 -

- Under the heading Financial Sustainability and Annual Savings after the first dot point insert additional dot point *'The Long Term Financial Plan takes account of inflation by assuming an inflation rate at the mid-range of Reserve Bank forecasts.'*
- Under the heading Financial Sustainability and Annual Savings reword the original second dot point to read *'In June 2006 council resolved to adopt a savings target of 2% per annum of operating expenditures from the original adopted budget.'*

Moved Councillor Kerry, Seconded Councillor Appleby that the motion be put.

The vote was tied
The Mayor gave his casting vote and voted in favour of the motion

Carried

The motion was put and was Carried

The following items were not considered:

- Community Safety Vehicles (Report Reference: GC280415M01)
- Telecommunications Facility, South Road, Edwardstown (Report Reference: GC280415M03)
- Expiations or Prosecutions of Food Outlets in the City of Marion (Report Reference: GC280415M04)
- Community Facilities Funding Partnership Program (Report Reference: GC280415M05)
- Sale of Property (Report Reference: GC280415M06)

QUESTIONS WITHOUT NOTICE

Nil

MOTIONS WITHOUT NOTICE

Nil

LATE ITEMS

Nil

CLOSURE - Meeting Declared Closed at 11.14pm.

CONFIRMED THIS 12 MAY 2015

.....

CHAIRPERSON

**CITY OF MARION
GENERAL COUNCIL MEETING
12 May 2015**

Adjourned Item

Originating Officer: Kate McKenzie, Manager Governance

Director: Kathy Jarrett

Subject: Audit Committee Confirmation of Minutes of Meeting held on 14 April 2014

Report Reference: GC280415R02

DISCUSSION:

The purpose of this report is to facilitate the receiving and noting of the minutes from the 14 April 2015 Audit Committee meeting.

This item was adjourned from the 28 April 2015 Council meeting in order to seek further clarification regarding the status of the Audit Committee's minutes. The original report is provided at Appendix 1.

Based on Council's feedback at the 5 May 2015 Elected Member's Forum, the following summarises an improved approach to Council's consideration of such minutes:

- The Audit Committee is advisory in nature and has no delegated authority.
- The minutes of Audit Committee meetings are to be received and noted, rather than adopted.
- Identified matters discussed by the Audit Committee are to be considered by Council as separate resolutions (as identified by Elected Members or Administration) to the receiving and noting of the Audit Committee minutes.
- That additional information be provided with the Audit Committee minutes as required to further facilitate the Council's consideration of identified matters.

Based on the above approach, the following represents a summary of outcomes from the 14 April Audit Committee meeting, together with three (3) recommendations presented for Council's consideration.

Item 6.1 Annual Business Plan & Budget

The Audit Committee considered this report and provided comments regarding rating strategies and long term financial sustainability.

It is noted that the Council has adopted a rate increase of 2.9% for public consultation and hence no further action on this item is required at this point.

Item 6.2 Debtors Reports and Debt Collection

The Audit Committee noted the report and that this information was now provided to Council as part of monthly financial reporting. No further action required.

Item 6.3 Asset Management Plans Preliminary Report

The Committee noted that significant progress has been made on the Asset Management Plans with the current forecast funding gap for asset maintenance and renewal of approximately \$34.4m over the course of the Long Term Financial Plan. The next step is to

finalise the plans to present to the Committee in June and then progress through to Council for consideration and adoption. It is intended the Council consider and potentially adopt the Asset Management Plans at its 23 June 2015 Council Meeting.

Items 6.4 Community Facilities Partnership Program Funding (CFPP)

The Committee noted that that in 2009/10 Council adopted a Long Term Financial Plan with a \$20m provision over 10 years for building renewal. It is noted that a motion of notice regarding the CFPP will be considered by Council at its meeting of 12 May 2015.

Item 6.5 Acquisition and Disposal of Land Assets Policy

The Committee noted the report and made three additional suggested changes to the Policy for Council to consider. This item will be presented to Council in a General Council Meeting for consideration and potentially adoption of the proposed changes to the Policy.

Item 6.6 Strategic Risk Profile

The Committee noted the Strategic Risk Profile is being reviewed to align the risk profile to the six pillars of the Community Plan, and it would be circulated out of session for Committee Member's comment. This would allow work to progress in the coming months prior to the June 2015 Audit Committee Meeting. The Strategic Risk Profile will be presented to the Committee at its meeting of 9 June 2015.

Item 6.7 South Australian Ombudsman Annual Report 13/14

The Committee noted the report and highlighted that the City of Marion received the lowest number complaints in metropolitan local government per 10,000 head of population with 2.5 complaints received per 10,000 people. The Committee noted the complaints and the actions taken. No further action is required on this matter.

Item 6.8 Review Recommendations Update (Core Assurance and Service Reviews)

The Committee focused on the project brief for the tender and made some suggestions regarding service reviews. It was noted that the tender would be let shortly.

Item 6.9 Grants Management Service Review

The Committee noted the report and recognised that the internal Management Committee previously operating with the objective of managing to manage grant attraction for the City of Marion created opportunities to bring together a consistent methodology, approval process and administration for improved efficiency in the processes for grant applications.

Item 6.10 Funding to the Community Service Review

The Committee noted this report and agreed that further clarity regarding the purpose of the funding was required. It is noted within the recommendations of this report, that further consultation with Council is required and will be scheduled to occur in the first half of 2015-16 financial year.

RECOMMENDATIONS (1)

DUE DATES

That Council:

- | | |
|---|---------------|
| 1. Receive and note the minutes of the Audit Committee meeting of 14 April 2015 (Appendix 1). | 28 April 2015 |
| 2. Note that a separate report will be brought to Council for consideration regarding minor changes to Council's Asset Management Policy and the adoption of a new 'Disposal of Land and Assets Policy', replacing the 'Acquisition and | 26 May 2015 |

Disposal of Land Assets Policy' and 'Disposal of Assets Other Than Land Policy'.

- 3. Notes that the Funding to the Community Service Review item related to a review of Council's Policies and that prior to any further work on these policies, that a workshop will be held with Elected Members seeking further input. It is further noted that the feedback provided by Council's internal auditor on these policies will be reviewed as part of this process.**
- By December 2015**

**MINUTES OF THE AUDIT COMMITTEE MEETING
HELD AT THE ADMINISTRATION CENTRE
245 STURT ROAD, STURT
ON TUESDAY 14 APRIL 2015**



PRESENT

Mr Greg Connor (Chair), Mr Lew Owens, Councillor Tim Pfeiffer

In Attendance

Mr Geoff Whitbread	Acting Chief Executive Officer
Mr Vincent Mifsud	Director
Ms Kathy Jarrett	Director
Ms Heather Montgomerie	Director (Items 6.3, 6.4 & 6.5)
Ms Kate McKenzie	Manager Governance
Mr Ray Barnwell	Manager Finance (item 6.1, 6.2)
Mr John Sliverblade	Manager Strategic Assets (items 6.3)
Ms Heather Falckh	Manager Organisational Excellence (Items 6.8, 6.9, 6.10)
Mr Kyffin Thomson	BDO (items 6.9 & 6.10)

1. OPEN MEETING

The meeting commenced at 3.05pm. The Chair welcomed all those present to the meeting. The chair welcomed the new acting Chief Executive Officer, Mr Geoff Whitbread and invited his input throughout the meeting.

2. KAURNA ACKNOWLEDGEMENT

We would like to begin by acknowledging the Kaurna people, the traditional custodians of this land and pay our respects to their elders past and present.

3. MEMBERS DECLARATION OF INTEREST

The Chair asked if any Member wished to disclose an interest in relation to any item being considered at the meeting. No interests were disclosed.

4. CONFIRMATION OF MINUTES

Moved Mr Owens, Seconded Councillor Pfeiffer that the minutes of the Audit Committee meeting held on 16 December 2014 be confirmed as a true and correct record of proceedings.

Carried

5. BUSINESS ARISING

The statement identifying business arising from previous meetings of the Committee was reviewed and progress noted. The following was noted by the Committee;

- The project management report has been deferred to the next meeting as resources had been focused on the Annual Business Plan and Budget.
- The December 2014 actions were reflected as 2015, requiring correction.

- The 15th December meeting indicated timing as 2 -5pm whereas it should read 3 – 6pm.

ELECTED MEMBER REPORT

Councillor Pfeiffer provided a verbal report highlighting the following points:

- Council has now progressed 5 months into this new term and the elected body has started to settle and mature.
- Council has demonstrated a strong focus on its financial position with a particular focus on the budget for 2015/16.
- A number of interesting rating scenarios have been considered by Elected Members, including options that are very different to what has been considered in the past. The Council is keen to hear the Audit Committee's views on these options.
- Sporting infrastructure has been a priority for this Council with a focus on current sporting facilities and looking at the right opportunities for different sports in the future.
- The Open Space Reserve Fund has been utilised for the development of a play space in Jervois Street, South Plympton. This land was purchased by Council from the State Government to address the lack of open space in the north of the City. This fund is rarely used so it was a significant decision for Council to draw from it.

Councillor Pfeiffer acknowledged the Elected Members in the gallery and sought any further comments. Councillor Telfer concurred with the comments already made reinforcing that the Council is focused on finances and what is the best value for the rate payers. She acknowledged that the budget and prioritisation process had been challenging with eight new members on the Council.

6. REPORTS

Corporate and Financial Management

6.1 Annual Business Plan & Budget 2015/16, and Long Term Financial Plan Report Reference: AC140415R6.1

3.13 pm – Manager Finance entered the meeting.

The Manager Finance provided an overview of the report highlighting that the focus of this item was the draft budget for 2015-16 rather than the Annual Business Plan. Feedback and guidance was being sought on the recommendations outlined on page 18 of the report which included the assumptions and framework being applied in the development of the 2015/2016 budget.

The Committee noted that the recommendations were broken down into three parts and agreed to discuss items 1 and 2 as a starting point.

Councillor Pfeiffer indicated that Elected Members had considered a number of different scenarios at a forum on Tuesday 31 March 2015 and the Council was keen to seek feedback from the Audit Committee on each of these models.

The Chair proposed to discuss the principles to be applied universally to the scenarios, and then to discuss more broadly break even, funding surplus and funding deficit scenarios.

The Committee made the following comments regarding the principles:

- A stable rate increase over the term of the Long Term Financial Plan (LTFP) is recommended rather than a lower rate which will then require larger increases in the future. This avoids uncertainty and improves sustainability.

- Long term financial sustainability should be the focus.
- A lower rate is a clear message to management that Council wishes to cut costs.
- Majority of Council's expenditure is fixed costs, based on wages and contractors. This is to be expected in a serviced based industry. However, productivity improvements should allow more to be done with fewer resources, so Council can still expect Management to deliver wage/contractor cost increases below the Enterprise Agreement levels.
- The consequences of each scenario should be considered individually, including messages for services and cost reductions to match rate reductions.

Environmental Scan

The Committee noted this was a comprehensive document and congratulated staff on the quantity of the information provided. The Committee made the following points:

- The Public health reforms and the direct impact on the City of Marion have been broadly noted with some consideration of the unintended consequences.
- It was suggested that internal pressures should include reference to the election of a new Mayor/Council and the recruitment of the new CEO as these will have an impact on service delivery and output.
- The document needs to also consider what Council will be doing differently because of the matters raised in the scan, so an opportunity for improvement would be to include a summary of Council's response to what has been identified in the Environmental Scan.
- The scan would benefit from clarity around what items are City of Marion specific (as opposed to general societal trends) and how these flow into the planning and activities of the organisation.

Timeline

The Committee acknowledged the time line noting the final draft would be presented to both the Audit Committee and Council on the 9th June 2015. This provides limited opportunity for the observations of the Audit Committee to be provided to Council on the final draft. It was suggested that the Audit Committee's feedback could be conveyed by staff and the Elected Member representative. It was noted that the final adoption of the ABP&B was proposed for 23 June 2015, so there would be opportunity to incorporate any changes if necessary.

Action: Develop a process to allow for comments from the Audit Committee to be conveyed to the Council meeting on 9 June 2015.

Strategic framework and assumptions

The Committee acknowledged the quality of the material presented and sought further clarity regarding items included or not included. The non-finalisation of the Asset Management Plans means there is still some uncertainty regarding projected potential funding gaps. Additionally, it is not clear if the figures include additional project expenditure. These issues together make it difficult to make conclusive comments on the rate setting.

The Committee noted that the budget preparations are based on 'business as usual' and those items already approved by Council resolution. It was further noted that no additional projects have been included. The budget is prepared and underpinned by Council's budget and treasury policies which include a fiduciary obligation to produce a balanced budget.

The following observations were made by the Committee:

- A conservative approach has been taken in the preparation of the Long Term Financial Plan (LTFP). Council debt is steadily reducing over the term of the ten year LTFP. The Committee suggested that the level of debt at the end of the LTFP may be too low.

- Council may consider in its financial modeling the impact of various scenarios for debt levels for the business. For example, Council might model the impact of \$5 - \$10m debt levels and 'what might need to give'. This modeling should include the affordability of the loans and council's ability to service any potential new loans.
- It was suggested that as debt is reduced, it would provide opportunity for further borrowings for projects that add value to the community. It was noted that modeling had been provided to Elected Members highlighting the impact of debt funded major strategic projects of \$25m, with the effect of this being ongoing funding deficits.
- The Committee noted that the '13 Elected Member priorities' and suggested it was unclear what this referred to, or whether provisions for these priorities had been included in the budget. It was noted that these projects were still under development and that likely costs were unknown at this stage. It was confirmed that no provision had been included in the 2015/2016 budget or LTFP for these aspirational projects. The Committee suggested that if these were to be included the budget it would need to take account of this expenditure either through rate increases or expense reduction in non-core areas. The Committee suggested that a notional allowance of say \$2m per annum should be included in the financial modeling to facilitate budget discussions to ensure that it is appropriately considered.
- The Committee discussed the merits of setting a budget by seeking lower rates, cost reductions, and the inclusion of additional projects. This approach creates a situation where multiple levers are pulled at the same time, which in turn creates a difficult budget situation as the different levers clash. The budget set should be a challenge for the future with built in efficiency and productivity targets. It was noted that the use of the vacancy management policy has already yielded significant savings and other identified operational savings have already been built into the draft budget.

Reasonableness/Fairness and Equity

The Committee reflected on the principles and observed that a measured consistent increase is desirable without rates going up and down.

- The impact of a 1% rate rise was queried, and it was estimated at approximately 28 cents per week per household, or \$14 per year. It may be useful to discuss dollar amounts instead of percentage increases to assist the community to understand the financial impact.
- Ensure there is a clear understanding of what savings have been achieved from 2014/15 adopted budget to the draft 2015/16 budget. \$2.1m of net savings have been achieved. It was noted that in past years Council had delivered year end savings, and that the approach proposed effectively delivers those savings 'up front' with reductions already built into the budget.
- Cr Pfeiffer enquired as to whether setting a lower rate with a view to achieving efficiencies thus avoiding higher rates in future years was a sound approach. The committee indicated a preference for a stable rate and using any efficiency gains to minimise future increases.
- The delivery of a balanced 3.3% budget rather than 5% that had previously been forecast is acknowledged. It was further noted that a 2.25% rate increase will indicate that expenditure is being reduced and possible services changes will be made. The other risk associated with dropping the rate significantly is that Council is still unsure of the capital expenditure required for the Asset Management Plans, however the Committee acknowledged that this was discussed in item 6.3 on the agenda, including a proposal to manage forecast potential renewal funding gaps.

Other factors to also consider are:

- The budget still has no consideration of revenue from asset disposals
- Cash flow balance is critical

- Council could set a debt tolerance level along with strong debt management principles.

Summary

The Committee indicated that a rate rise of around 3.3% would be prudent and deliver a balanced budget. If the rate is set too low, Council may be in a situation where it needs to apply a higher rate increase in future years. It is preferable to look for further potential ongoing savings in future years and where these are realised adjust the future rate rise accordingly. It would be unwise to reduce the rate knowing that it created a forecast funding deficit in future years.

The Committee noted that any surplus should be used wisely to either reduce debt or placed in the Asset Sustainability Reserve to support long term asset objectives, or used as a guide to possible further sustainable rate reduction.

The Committee recognised a rate increase of 3.3% down from 4.1% in the previous year was a trend in the right direction and should be applauded. The Committee suggested there may still be more to go and a savings culture and discipline need to be embedded if this is to be realised. If new projects are to be achieved, they need to be planned with some contingencies to ensure they are properly supported.

ADJOURNMENT

4.30 pm The Chair adjourned the meeting for 10 minutes.

4.40 pm The Meeting resumed.

6.2 Debtors Reports and Debt Collection

Report Reference: AC140415R6.2

The Committee noted that this report was now provided to Council as part of monthly financial reporting.

It was noted that there are two types of debtor categories being Sundry debtors and Rates debtors. A debt recovery process is followed when debts become outstanding. The Committee noted that Council's Rating Policy enables the provision of assistance to Ratepayers who may be experiencing financial hardship and Council works with ratepayers and other stakeholders to negotiate appropriate arrangements rather than taking a punitive approach via debt collectors or the sale of property.

The Committee noted that debt write off is managed under delegation but this delegation has not been exercised for a number of years. Council will always try to recover 100% of the debt where possible.

The Committee queried how Council manages outstanding rate debts when this is sometimes postponed for a number of years, eg until the property is sold. The Committee queried how this was reflected in the annual accounts and an undertaking was made to provide this advice accordingly.

Action:

- 1. Information be provided to the Committee regarding how postponed rates debts are reflected in the annual accounts.**
- 2. That a debtors aging report is presented to the Committee as a summary report once per year in line with the end of year accounts.**

6.3 Asset Management Plans Preliminary Report Report Reference: AC140415R6.3

4.47pm Director (Heather Montgomerie) and the Manager Strategic Assets entered the meeting.

A summary of the report was provided to the Committee noting that a number of draft Asset Management Plans (AMPs) had been presented to the Committee in previous years, however acknowledged that it was difficult dealing with them in isolation and it would be more useful to understand the broader asset picture. Additionally, BDO completed a review of the AMP's and recommended that the Plans be prepared on the basis of maintaining existing levels of service and on a "like for like" renewal of assets. This would remove some of the doubt about the desired service level. Council has adopted an Asset Management Policy and resolved that AMPs be completed in accordance with the policy by the end of the 14/15 financial year.

It was highlighted that the AMP's do not include upgrades and new assets in accordance with the Asset Policy. These will need to be considered separately in the budget process and prioritised with other unfunded projects, which will provide a greater level of transparency as to the use of rates for new or upgrade capital works.

The Committee noted that significant progress had been made, and the information provided indicated that AMPs were heading in the right direction to provide clarity on Council's longer term position. It was also noted that it was important to consider how upgrade or new works are integrated into Council's prioritisation process.

The Committee noted that the figures provided were based on the currently adopted LTFFP and if the assumptions within this plan were altered, it would impact on the figures currently being proposed.

Treatment of grant funding for stormwater works was queried and clarification provided that works in the adopted stormwater management plans were fully funded, and that any grant funding received would release funding capacity back into the LTFFP.

The Committee noted that the current forecast funding gap for asset maintenance and renewal is approximately \$34.4m over the course of the LTFFP, including a provision of \$49 million for building renewal equivalent to accumulated depreciation on building assets. This provision was proposed while building renewal plans are developed over the next two years.

The Committee then noted the next report on the Community Facilities Partnership Program (CFPP), and were advised that the 10 year forward forecasts of approximately \$30 million for the CFPP/building renewal program from 2015/16 would significantly reduce this gap.

The following observations were made by the Committee:

- The figure of \$34.4m is a projected figure based on current assumptions and the currently adopted LTFFP.
- The AMP's should be considered and amended regularly in line with the review of the LTFFP.
- Excellent progress had been made on the AMP's and the work is leading into a space where Council can be clear regarding what resources are required for maintenance and renewal of its existing assets
- Ensure Operational costs have not been duplicated in maintenance or renewal costs.

The next step is to finalise the plans to present to the Committee in June and then progress through to Council for adoption. Further work is also progressing with the Strategy Unit regarding how new and upgraded assets can be prioritised as part of Council's LTFFP and budget process.

6.4 Community Facilities Partnership Program Funding **Report Reference: AC140415R6.4**

It was noted that in 2009/10 Council adopted a LTFP with a \$20m provision over 10 years for building renewal. This included provision for disability access (DDA) works, asbestos removal, open space buildings, minor structural renewal and tennis courts in the amount of \$4.3m. In 2010/11 the remaining \$15.7m was then rebadged as the 'Community Facilities Partnership Program' where the intent was that renewal funding for community facilities together with occupant/ user funding could be used as a lever to attract contributions for grant funding from other levels of government.

Since Council adopted the program in 2010, about half a dozen clubs have used the funding, with a portion also being used to develop the Sports Master Plans. The groups that have used the funding under the program have generally used it for upgrades rather than like for like renewal. This therefore creates pressures on the renewal of other community assets as additional money was being provided for upgrade rather than renewal.

The Committee noted that this report was consistent with the preceding report regarding asset management, and that the CFPP in its current form had not delivered its objectives. The Committee queried if Council had been drawing down on the funds for upgrades and whether Council was falling behind on its maintenance and renewal requirements? Examples were given of a hall that was demolished due to its poor state of repair, and that other assets (eg light towers) had failed due to poor maintenance.

Advice was provided to the Committee that the CFPP funding is included as building renewal projected funding in the 10 year LTFP and is not a cash backed reserve.

The Committee noted the report and the intent of the program and in so doing, further noted that:

- Council needs to ensure building renewal is part of its ongoing responsibilities and required funding;
- It would be good to retain the ability of the community to bring forward their priority projects for potential co-funding.

In closing, the Committee noted that the matter of the CFPP was a Policy that required discussion by Council prior to any decisions being made regarding its continuation or retirement.

6.5 Acquisition and Disposal of Land Assets Policy **Report Reference: AC140415R6.5**

It was noted that the Acquisition and Disposal of Land Assets Policy had been reviewed to provide consistency with the Asset Management Policy adopted by Council in 2014 and some minor amendments were also proposed to the Asset Management Policy. The review of this policy has provided better clarity and alignment of Councils policies. The Committee commended staff on the report and noted the following:

- It was recommended that a statement be included in the Policy Principles to the effect that 'that Council will seriously consider the disposal of land where it has been determined that it is no longer required for the community'.
- It would be prudent for the Policy to formally state that any decision to dispose of land must be a decision of Council. This should also be reflected in the Council delegations.
- As a matter of clarification, alternative wording is proposed for page 57 of the report stating "This policy sets the principles that govern the provision and management of assets in order to deliver services and programs that rely on those assets, and disposal of assets that are no longer required for service delivery."

Moved Councillor Pfeiffer, Seconded Mr Owens that with the consideration of the comments made by the Audit Committee, the Audit Committee recommends to Council:

1. Adoption of a revised Asset Management Policy, clarifying linkages to other relevant Council policies;
2. Adoption of a Disposal of Land and Assets policy, replacing the 'Acquisition and Disposal of Land Assets Policy' and 'Disposal of Assets Other Than Land Policy'.

Carried

Corporate and Financial Management

6.6 Strategic Risk Profile

Report Reference: AC140415R6.6

The Committee noted the Strategic Risk Profile is being reviewed to align the risk profile to the six pillars of the Community Plan, and it would be circulated out of session for Committee Member's comment. This would allow work to progress in the coming months prior to the June 2015 Audit Committee Meeting.

Action: that the Strategic Risk profile be circulated to Audit Committee Members out of session for feedback and comment.

6.7 South Australian Ombudsman Annual Report for 2013/14

Report Reference: AC140415R6.7

An overview of the report was provided and the Committee noted that the City of Marion received the lowest number complaints in metropolitan local government per 10,000 head of population with 2.5 complaints received per 10,000 people.

The Committee also noted that Mr Wayne Lines had now commenced in the role of the Ombudsman replacing Mr Richard Bingham. This has also seen a change in approach by this office with the Ombudsman referring complaints back to Council for review under its section 270 Grievance procedures prior to the Ombudsman considering any review. This has created an increase in the number of section 270 reviews being requested.

It was noted that the City of Marion had not been aware of some of the complaints made, or when they had been 'referred back to agency'. Clarification was provided that when the report states that a matter has been 'referred back to the agency' it simply means the Ombudsman had directed the complainant back to Council, however the Ombudsman had not advised Council of the matter. In this case, the complainant may opt to not pursue the complaint any further and so Council is unaware of any issue.

Corporate and Financial Management

6.8 Review Recommendations Update (Core Assurance and Service Reviews)

Report Reference: AC140415R6.8

5.38 pm Manager Organisational Excellence entered the meeting

The Committee focused on the project brief and noted that it was a similar approach to what had been applied previously. The difference in approach was using external services but also linking the service review to the internal planning processes and up skilling staff.

The Committee noted that the program of reviews would cover:

- Should this service be delivered or not?
- Could the service be delivered differently or in a more cost efficient manner?

- Opportunities for benchmarking and ideas about the future.

These items would be better reflected in the brief.

6.9 Grants Management Service Review

Report Reference: AC140415R6.9

5.43 pm Mr Kyffin Thomson from BDO entered the meeting.

A summary of the report was provided to the Committee noting that a Management Committee previously operated with the objective of managing to manage grant attraction for the City of Marion. This Management Committee has been inactive in recent years and grant attraction is currently managed at a departmental level instead of as a collective. This report has recognized the opportunities to bring together a consistent methodology, approval process and administration for improved efficiency in the processes for grant applications and increase the likelihood of success.

The Committee noted that:

- The City of Marion is aware of grant funding opportunities but a more efficient process is would be beneficial.
- The recommendations should be built into the Council's project management systems so it is not a stand alone process.
- The Manager Strategy was responsible for implementing the recommendations by March 2016 and it was confirmed that this was achievable.

6.10 Funding to the Community Service Review

Report Reference: AC140415R6.10

The Committee noted this report and agreed that further clarity regarding the purpose of the funding was required. The Committee commented that the word sponsorship was more appropriate than donation. The Committee also agreed that the grants and sponsorships should be kept as separate functions and not integrated.

7. CONFIDENTIAL ITEMS

Nil

8. ANY OTHER BUSINESS

8.1 CEO KPI's

Report Reference: AC140415R8.1

The Committee agreed to provide comments regarding the draft Chief Executive Officer Key Performance Indicators out of session and to organise a teleconference before the end of the week.

9. MEETING CLOSURE

The meeting was declared closed at 5.56 pm

10. NEXT MEETING

The next meeting of the Audit Committee is scheduled to be held on:

Time: 3.00 pm - 6.00 pm

Date: 9 June 2015

Venue: Chamber, Administration Building, 245 Sturt Road, Sturt

.....
CHAIRPERSON

/ /

**CITY OF MARION
GENERAL COUNCIL MEETING
12 MAY 2015**

Originating Officer: David Melhuish Senior Policy Planner

Corporate Manager: Steve Hooper Manager Development services
Donna Ferretti Acting Manager Development Services

Director: Kathy Jarrett Director

Subject: Seacliff Park Residential and Centre Development Plan
Amendment (DPA) – Community Consultation

Report Reference: GC120515R01

REPORT OBJECTIVES:

To seek the council's endorsement of the Seacliff Park Residential and Centre DPA, to be placed on Community Consultation.

EXECUTIVE SUMMARY:

Following a community engagement process in 2012, which sought the local community's aspirations for the site, numerous investigations have taken place and a draft DPA proposing rezoning of the land to a Suburban Neighbourhood Zone was created.

The draft DPA was presented to council for consideration on 12 August 2014 and was endorsed for government agency consultation.

Following consideration of the Agency responses received the DPA has been amended and is now ready to be placed on public consultation.

Council is requested to consider the general policy framework, having particular regard to the proposed Desired Character Statement and Seacliff Park Concept Plan Map Mar/9, and endorse that the draft DPA is suitable for public consultation.

RECOMMENDATIONS (4)

DUE DATES

That council:

- | | |
|--|-------------|
| 1. Endorse the Draft Seacliff Park Residential and Centre Development Plan Amendment as being suitable for public consultation. | 12 May 2015 |
| 2. Seek the Minister's approval for the Draft Seacliff Park Residential and Centre Development Plan Amendment to be placed on public consultation. | 12 May 2015 |
| 3. Proceed to public consultation upon receipt of approval to do so from the Minister. | |
| 4. Appoint 4 Councillors _____, _____, _____, and _____, to be part of a joint Committee, with the City of Holdfast Bay, to hear submitters at a public hearing following the conclusion of the public consultation. | |

BACKGROUND

The subject land is referred to informally as “Cement Hill” or the “Monier/Lorenzin land” and is located prominently at the intersection of Ocean Boulevard and Scholefield Road, with the latter road being one of the main entrances into the predominantly residential areas of Seacliff Park, Kingston Park and Marino, and to a lesser extent Hallett Cove. The site straddles both Marion and Holdfast Bay Council areas. The dilapidated nature of the site has been a major concern for residents in these suburbs for many years.

Although partly zoned for residential purposes, the site has historically been used for quarrying, concrete manufacturing, domestic land fill, concrete roofing tile manufacturing and as a depot for a construction company.

The relatively discrete nature of the site and its proximity to public transport provides an opportunity to explore medium density residential uses on the land. In addition, the lack of shopping facilities in the locality can be addressed on the land.

Following approval from the Minister to undertake a DPA process in regard to the Seacliff Park site, the Marion and Holdfast Bay Councils commenced community engagement (outside of the development process) in November 2012. An initial ideas workshop was held with the local community, seeking their aspirations for the site, followed by a workshop where the councils’ provided feedback on the possibilities for the site, taking into consideration the previously provided community comments.

After reviewing a number of policy modules contained within the SA Planning Policy Library, the Suburban Neighbourhood Zone policies (with minor amendments) best reflected the proposed development scenario for the subject land.

Key objectives for the Zone include:

- *A medium density residential area that comprises a range of dwelling types together with a neighbourhood activity centre that is located within a walkable distance of residents.*
- *Provision of medium density residential development adjacent to activity centres, public transport stops and public open space.*
- *A neighbourhood activity centre that provides a range of shopping, community, business and recreational facilities for the surrounding neighbourhood.*
- *Sustainable development outcomes through appropriate stormwater management, waste minimisation, water conservation, energy efficiency and urban biodiversity.*

Some of the potential issues associated with the subject land, which will need to be addressed as part of the rezoning and development process include:

- Localised contamination of soil and groundwater which requires rehabilitation to ensure the land is suitable for the intended use.
- Proximity to Linwood Quarry (workings and haulage road). Any future development of the site would need to ensure that the future viability/operation of the quarry is not compromised and that the quarry would not have a detrimental impact on any future development of the site.
- The potential of additional/increased impacts on the existing traffic management problems within the surrounding road system.
- The subject site is currently affected by a number of stormwater flow issues which emanate from both within and beyond the site.

A draft DPA was prepared and presented to council for consideration on 12 August 2014 where it was endorsed for government agency consultation.

Agency consultation of the DPA was undertaken between 4 September 2014 and 17 October 2014. Council received a total of 12 submissions from the government agencies/utilities and 1 from Boral in relation to the changes proposed in the DPA.

The main issues included:

- Minerals and Energy Resources (MER), the EPA and Boral consider that any development of land adjacent the quarry haulage road is likely to be affected by mine-related traffic.
- Boral and the EPA are unable to support the DPA without the relocation of the quarry haulage road.
- EPA advises that additional storm water modelling is required.
- DPTI advises that a Deed of Agreement should be formulated prior to the approval of the DPA to address the funding and delivery of the proposed traffic signals on Ocean Boulevard as well as any safety improvements to the existing adjacent bus stops by the developer.
- DPTI queries the appropriateness of the selection of the SAPPL Suburban Neighbourhood Zone for the intended land uses for the site
- Renewal SA supports the intention for 15% affordable housing on the rezoned land.
- Office for Recreation and Sport advises that the proposed policy in the DPA should ensure that linkages are established and maintained between the proposed zone and the nearby John Mathwin Reserve and should include both pedestrian and cycling linkages.
- DPTI recommended that a number of policy, technical and procedural issues be reconsidered.

A 'Summary and Response to Agency Submissions' is attached as Appendix 1
Amendments include

ANALYSIS:

As a result of the responses received during the agency consultation process a number of issues have required reconsideration.

The major issue being that both the Environmental Protection Authority (EPA) and Boral (operator of the adjacent Linwood Quarry) are not supportive of the proposal/DPA in its current form due to potential impacts associated with the existing quarry haulage road (noise, dust, traffic etc.) on future sensitive land uses (residential).

The site owner/developer and Boral have been negotiating the possible relocation of the haulage road to a location further south (within the quarry site). These negotiations also involve the site owner acquiring land from Boral adjacent to the southern boundary of the subject site (land where the haulage road is currently located), allowing for the creation of a public road, which would provide access to the site. The site owner is also looking at acquiring a small section of Boral owned land to the west of the site to allow the creation of a minor extension to the existing housing development (at similar scale and density to the existing housing).

The relocation of the haulage road should address the issues, raised by the EPA and Boral. Both parties will have an opportunity to revisit the DPA and provide a response during the public consultation process.

The DPA has been amended to reflect the relocation of the haulage road and the proposed land acquisition. Other recommended amendments have subsequently been made to the DPA (where required) to address the other issues highlighted in the submissions. A draft of the DPA for public consultation has been produced for the consideration of council. (*'The Amendment' component, relating to the City of Marion only, is attached as Appendix 2*)

A full copy of the DPA, including the "Explanatory Statement and Analysis" and "The Amendment" has been placed in the Elected Members room for those Members who may wish to view the entire document.

The City of Holdfast Bay will be asked to endorse the DPA for public consultation at its General Council meeting on 12 May 2015.

Consultation

Agency consultation of the DPA was undertaken between 4 September 2014 and 17 October 2014.

This report seeks council's endorsement for the DPA to be placed on public consultation.

Communication

Community engagement (outside of the development process) was undertaken in November 2012 in order to seek the local community's aspirations for the site, to help inform the DPA process.

Legal / Legislative and Risk Management:

Memorandums of Understanding between the relevant parties have been entered into to ensure that there are agreed responsibilities and processes for the DPA.

The DPA has been developer funded. To ensure transparency and independence in the project management and drafting of the DPA a peer review of the DPA was undertaken by an independent planning consultancy (URS Australia Pty Ltd). URS found the DPA to be appropriate.

Financial Implications

As the costs are to be funded by the owners of the subject site there has been no financial costs to council associated with the preparation of the DPA, over and above the already budgeted salaries of relevant council staff.

Resource (capacity) Impact

The preparation of the DPA has been undertaken primarily by consultants under the direction of the staff of the Cities of Marion and Holdfast Bay.

Policy Implications

The proposed DPA will create a zone and associated policy that provides the opportunity for medium density residential uses and centre type facilities to be developed on the subject land.

Social / Cultural Impact

Rezoning of and development of the site in line with the intentions of the DPA would enable the provision of additional mixed retail/commercial facilities, the provision of a greater choice in residential accommodation and a substantial enhancement of the aesthetic quality of the subject area and its surrounds.

Environmental (Green) Implications

Rezoning of and development of the site, as proposed, would result in the remediation of a currently contaminated area of land and an increase in the quality and management of stormwater on and through the site.

Economic Impact

The uses being considered for the subject site should result in an economically viable development of the land (retail/commercial and residential uses) and provide additional employment to the area. The proposed use of the site (and in particular the relocation of the haulage road) will enable the on-going operation of the quarry (an important economic resource to the state)

CONCLUSION:

The creation of the Suburban Neighbourhood Zone as part of the Seacliff Park Residential and Centre DPA will provide policy that provides the opportunity for medium density residential uses and centre type facilities to be developed on the subject land. Development of the site would result in many of the issues currently associated with the site being addressed.

The next stage in the process is to seek public comment on the DPA (public consultation).

Appendix 1: Summary and Response to Agency Submissions
Appendix 2: Draft DPA for public consultation purposes

Summary and Response to Agency Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
1.	Myles Somers Planning Approvals Manager ElectraNet PO Box 7096 Hutt Street Post Office Adelaide SA 5000	ElectraNet has no infrastructure in the area so therefore there should be no impact.	Noted	No amendment required.
2.	David Harmon Emergency Management Officer South Australian State Emergency Service GPO Box 2706 Adelaide SA 5001	<p>1. Page 16 Roadways should not be used for the carriage of stormwater.</p> <p>2. Page 77 Installation of suitable fencing of the overland flow paths. Where fencing is not appropriate consideration should be given to the installation of 'self-rescue points' along open</p>	<p>The City of Holdfast Bay and the City of Marion will endeavour to incorporate WSUD principles into all new developments. Whilst the carriage of stormwater along roadways is not ideal, at times it may be necessary to divert stormwater along road systems so as to avoid undue pressure on the stormwater network. A Stormwater Management Plan has been prepared and will subsequently be reviewed to ensure that the appropriate management strategies are implemented.</p> <p>2. The decision to fence overland flow paths is generally confirmed during</p>	No amendment required.

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
		<p>drainage systems.</p> <p>The SES wish to seek further consultation about these issues as any development occurs.</p>	the Development Assessment process.	
3.	Tom Rieniets Superintendent Officer in Charge Sturt Local Service Area GPO Box 1539 Adelaide SA 5001	SAPOL supports the installation of signalised traffic lights at the junction of Ocean Boulevard and Scholefield Road.	Noted. The land owner will be primarily responsible for negotiating necessary legal documentation for the provision of the traffic infrastructure at this location.	No amendment required.
4.	Warwick Stuart Director, Planning Renewal SA PO Box 698 Adelaide SA 5000	Renewal SA supports Council's intention to include policy providing for 15% affordable housing on the rezoned land. Council should use the standard Affordable Housing Overlay located in Version 6 of the South Australian Planning Policy Library.	<p>Noted. The proposed zone includes a PDC to the effect that 15% affordable housing is envisaged in the zone.</p> <p>Presently the provisions for affordable housing (as depicted in the Affordable Housing Overlay) are located in the Holdfast Bay Council's Development Plan General Section – Residential Development and the Marion City Council's Development Plan General Section. No specific areas have been identified for affordable housing.</p>	<p>Amendment Required.</p> <p>Insert the Affordable Housing Overlay for the subject site only in the appropriate section.</p>

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
5.	Perry Langeberg Senior Information Officer (Heritage) Aboriginal Affairs and Reconciliation GPO Box 320 Adelaide SA 5000	There are no known aboriginal sites identified on the subject site. It is an offence to damage, disturb or interfere with any Aboriginal site or damage an Aboriginal object (registered or not) without the authority of the Minister. Council should give due consideration to the requirements of s20 and s23 of the Aboriginal Heritage Act (1998). The response does not relate to any native title considerations.	Noted. Council will be cognisant of the requirements of s20 and s23 of the Aboriginal Heritage Act (1998).	No amendment required.
6.	Paul Hillyer General Manager Quarries Southern Region Boral Construction Materials Locked Bag 3 Port Melbourne VIC 3207	Council(s) is obligated to ensure that a pre-requisite to an approval of the DPA is the relocation of the haul road to eliminate the obvious risks associated with having a large number of new residents, including children, coming into close proximity with the quarry haul road traffic including heavy vehicles and concrete vehicles. 1. Concern regarding the proposed land use change and its impact on the Quarry Haulage Route. 2. The planning process is key to mitigating the impacts of the quarry and the Quarry Haulage Road on nearby and future residential development.	a) Negotiations for the relocation of the haul road are between private land owners and not Council. To mitigate the impacts of the quarry haul road, the DPA proposes a 10m wide landscape buffer along the eastern and southern boundaries. 1. Noted. The DPA proposes a number of policies to mitigate the noise and air quality issues by including a 10m wide landscaped buffer coupled with an acoustic barrier on the eastern and southern boundary of the subject site. 2. Agree. Various policies pertaining to noise, air and amenity (see previous	a) No amendment required. No amendment required. 1. No amendment required. 2. No amendment required.

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
		<p>3. The number of complaints quoted within the DPA is not adequately reported with the figure being higher than that quoted in the DPA. Further investigations of the Social Impacts should be conducted as part of the DPA (page 39).</p> <p>4. Page 30 of the DPA inaccurately notes the subject site is separated from the quarry by the golf course.</p>	<p>comment) are proposed in the DPA to mitigate the impacts of the residential development on the quarry road and vice versa.</p> <p>3. Noted. There were a number of studies commissioned that inform the DPA. Notably the Seacliff Park Development Social Impact Statement prepared by RPS investigated the impacts of rezoning of the subject site with particular attention to the nature of communities affected by the proposal, adequacy of community infrastructure and services in the area, negative impacts on the surrounding community and the management measures to ameliorate any issues.</p> <p>4. Noted. The reference to the separation of the subject site and the quarry by the golf course, refers to the actual quarry pits as opposed to the quarry operations in its entirety.</p>	<p>3. No amendment required.</p> <p>Amendment Required. 4. Re-word paragraph on page 32 (3.2.7, point 1) of the DPA to read: <i>"The subject land is situated with the Boral Linwood Quarry to the south, a residential area to the west, a reserve and residential area to the north across Scholefield Road, residential land to the east of Ocean Boulevard and the quarry haulage road and entry on the boundary to the south-east. A golf</i></p>

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
		<p>5. Boral are unable to support the DPA without the relocation of the Quarry Haulage Road.</p> <p>6. A number of Development Assessment matters were raised: inclusion of encumbrances on titles of any further residential development as a result of the DPA.</p>	<p>5. Noted. Whilst the relocation of the quarry haul road is supported by Council(s), the negotiations are between private land owners. Council is also fully aware that the DPA will not progress until such time the negotiations for the relocation of the haul route road are finalised.</p> <p>6. Noted. The DPA cannot impose encumbrances on titles of land.</p>	<p><i>course is located south of the haulage road, between this and the quarry pits."</i></p> <p>5. No amendment required.</p>
7.	Ilia Houridis Director, Facility Development and Infrastructure Office for Recreation and Sport PO Box 219 Kidman Park SA 5025	1. The proposed policy in the DPA should ensure that linkages are established and maintained between the proposed zone and the nearby John Mathwin Reserve and should include both pedestrian and cycling linkages.	Noted. Seacliff Park Concept Plan Figure SN/1 and Mar/9 depicts a pedestrian/cycle link from the subject site to John Mathwin Reserve across Scholefield Road. Active transport options are also proposed along Scholefield Road with two accesses to the subject site together with access into adjoining street network. The Desired Character Statement also emphasises the	1. No amendment required.

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
			connectivity between the subject site and existing open space network.	
8.	Kym Pluck Principal Advisor, Planning Policy and Projects Science, Assessment and Planning Environment Protection Authority GPO Box 2607 Adelaide SA 5001	<p>1. Air Quality – The EPA recommends that further air quality investigations be undertaken regarding the impact of the haul road prior to any determination of policy to mitigate and/or manage air quality for subject site.</p> <p>2. Noise – There is concern regarding the noise generated by Quarry Haulage Road. It is suggested that residential accommodation should be designed, site and orientated so that noise inside the residence due the quarry haul road not exceed the following: 32dBA Leq (15 minutes) in sleeping areas between 10pm and 7am; and 35dBA Leq(15 minutes) in living areas between 7am and 10pm.</p> <p>3. Quarry Haulage Road The EPA supports the relocation of the quarry haul road to a location where it will cause minimal annoyance to sensitive receivers.</p>	<p>1. Noted. The relocation of the quarry haulage route is currently being negotiated between the Land Owner/Developer and Boral. If successful, the quarry haul route will be appropriately relocated and therefore alleviate the requirement for further air quality investigations.</p> <p>2. The relocation of the quarry haulage route is currently being negotiated between the Land Owner/Developer and Boral. If successful, the quarry haul route will be appropriately relocated and therefore alleviate the requirement for decibel level restrictions and policy specifying dwelling orientation in order to achieve the suggested decibel levels.</p> <p>3. Agree. Refer to Point 2 above.</p>	<p>1. No amendment required.</p> <p>2. No amendment required.</p> <p>3. No amendment required.</p>

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
		<p>4. Stormwater –Additional stormwater modelling is required.</p> <p>5. The EPA recommends that PDC 36 (COM) and PDC 41 (CHB) be amended as follows: <i>“Development should include stormwater management systems designed to achieve the following stormwater catchment runoff quality outcomes.:</i> <i>a)suspended solids – 80% reduction in average annual pollutant load compared to an equivalent urban catchment with no water quality management.</i> <i>b) Total phosphorous – 45% reduction in average annual pollutant load compared to an equivalent catchment with no water quality management.</i> <i>c) Total nitrogen – 45% reduction annual pollutant load compared to an equivalent catchment with no water quality management.</i> <i>d) Litter – retention of litter greater than 50millimetres for flows up to 3 month ARI Peak Flow.</i> <i>e) Oil and Grease – no visible oils for flows up to the 3 month ARI peak flow.</i> <i>f) Flow- run off rates that do not exceed the rate of discharge from the site that existed during pre-development.</i> 6.A stormwater management plan for the whole site be developed, including the proposed treatment train and MUSIC modelling demonstrating that the quality of the stormwater likely to leave the site meets EPA's water quality targets defined in PDC 36 and 41 (refer above).</p>	<p>4. Additional stormwater modelling will be conducted following the approval of the proposed policy changes and at the time of the preparation of the Development Plan Application.</p> <p>5. Noted. The proposed changes by the EPA provide greater clarity in the expectations of the policy intent.</p>	<p>4. No amendment required.</p> <p>5. Amendment required. Re-word PDC 36 (CM) and PDC 41 (CHB) in the proposed SNZ to read: <i>“Development should include stormwater management systems designed to achieve the following stormwater catchment runoff quality outcomes.:</i> <i>a)suspended solids – 80% reduction in average annual pollutant load compared to an equivalent urban catchment with no water quality management.</i> <i>b) Total phosphorous – 45% reduction in average annual pollutant load compared to an equivalent catchment with no water quality management.</i> <i>c) Total nitrogen – 45% reduction annual pollutant load compared to an equivalent catchment with no water quality management.</i> <i>d) Litter – retention of litter greater than 50millimetres for flows up to 3 month ARI Peak Flow.</i> <i>e) Oil and Grease – no visible oils for flows up to the 3 month ARI peak flow.</i> <i>f) Flow- run off rates that do not exceed the rate of discharge from the site that existed during pre-development.</i></p>

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
		<p>Site Contamination</p> <p>6. The EPA acknowledges the proposal of an additional Objective (5) within the Suburban Neighbourhood Zone.</p> <p>7. The EPA acknowledges existing PDC 121 (CHB Council Wide).</p> <p>8. The EPA recommends the following additional wording be incorporated into the Desired Character Statement to emphasise existing PDC's 121 in Council Wide Section (CHB) and proposed Objective 5 in the Suburban Neighbourhood</p>	<p>6. The Holdfast Bay Council Development Plan has recently been consolidated to incorporate the SAPPL. This Objective is located in the General Section – Hazards as PDC 14. In addition Objective 5 appears in the Marion Council Development Plan General Section – Hazards – PDC 19 and will be removed from the Suburban Neighbourhood Zone.</p> <p>7. Noted. This PDC has been omitted through a recent BDP conversion of the Holdfast Bay Council Development Plan. The intent of the PDC is to recognise those sites where contamination is suspected to have occurred and to facilitate the appropriate management of that site.</p>	<p>6. No amendment required. Please refer to comment number 7.</p> <p>7. Amendment required. 7.1 Delete proposed Objective 5 in the Suburban Neighbourhood Zone.</p> <p>7.2 Re-word PDC 14 in General Section – Hazards (CHB) – <i>“Development, including land division, should not occur where there is reasonable cause to suspect and where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use.”</i></p> <p>7.3 Re-word PDC 19 in General Section – Hazards (MAR) – <i>“Development, including land division, should not occur where there is reasonable cause to suspect and where site contamination has occurred unless</i></p>

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		<p>Zone (CHB and CM) be included in the Desired Character Statement – <i>“Due to former industrial uses within the zone, development is expected to occur on a precautionary basis where a site contamination audit verifies that a site or sites are suitable for the intended uses, particularly where it involves sensitive uses like residential development.”</i></p> <p>9. The EPA recommends that the City of Holdfast Bay portion of the DPA incorporates the Interface between Land Uses Module (SAPPL Version 6).</p> <p>10. The EPA wishes to advise that there may be potential land fill gas associated with Les Scott Reserve and that further investigations outside the DPA process may need to be undertaken.</p> <p>11. The EPA wishes to comment on the DPA during the</p>	<p>8. Agree. The inclusion of wording pertaining to the understanding of the implications of the site history into the Desired Character Statement will strengthen the policies within the Development Plan whilst also providing explicit direction as to the expectations for preparing the site for development.</p> <p>9. Noted. The City of Holdfast Bay BDP Conversion DPA was approved post release of the Seacliff Park Residential and Centre DPA for Agency Consultation. The SAPPL-Interface between Land Use (Version 5) has now been consolidated into the Holdfast Bay Council Development Plan. A variation exists between version 5 and version 6.</p> <p>10. Noted. The City of Holdfast Bay is aware of</p>	<p><i>the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use.”</i></p> <p>8. Amendment required. Insert the following wording after the word “greenways” in paragraph 4 of the Desired Character Statement in the proposed SNZ that reads: <i>““Due to former industrial uses within the zone, development is expected to occur on a precautionary basis where a site contamination audit verifies that a site or sites are suitable for the intended uses, particularly where it involves sensitive uses like residential development.”</i></p> <p>9. Amendment required. 9.1 Include Objective 3 from the SAPPL Version 6 – General Section – Interface between Land Use Module which reads: <i>“Objective 3 – Protect desired land uses from the encroachment of incompatible development.”(CHB Only)</i></p> <p>9.2 Re-word PDC 5 in the General Section – Interface Between Land Use read: <i>“Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses desired for the zone should be designed to minimise negative impacts.”</i></p> <p>10. No amendment required.</p>

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
		Public Consultation period.	<p>the site history of Les Scott Reserve. Whilst the reserve is included in the DPA there are no current plans to develop this site.</p> <p>11. Noted. The EPA as a member of the wider public can provide a secondary submission on the DPA during the public consultation period.</p>	11. No amendment required.
9.	Jane Jusup Real Estate Support Officer SA Power Networks	<p>1. SA Power Networks requests that Council and Developers ensure power is available before land division takes place.</p> <p>2. Relevant Electricity Assets currently exist at the following locations:-</p> <ul style="list-style-type: none"> Substation – Ascot park, Morphettville, Oaklands Park, Seaview Downs and Sheidow Park. Future Substations have been identified for – North Brighton (3) and Glenelg North. <p>3. In relation to land upon which electricity distribution infrastructure is currently located (primarily substations) or held as future substation site:</p> <ul style="list-style-type: none"> Any alteration to zoning should have regard to the current land use and the future land use. 	<p>1. Noted. This will be completed through the Development Assessment Process. In addition the General Section – Infrastructure Module addresses this request.</p> <p>2. Noted.</p> <p>3. Agree. The requirements for additional electrical infrastructure such as those mentioned will be considered at the Development Assessment phase.</p>	<p>1. No amendment required.</p> <p>2. No amendment required.</p> <p>3. No amendment required.</p>

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		<p>3.2 Development could be impacted by –</p> <ul style="list-style-type: none"> • noise generated by transformers and circuit breakers and may require noise attenuation measures. • Building setbacks, building near powerlines and vegetation clearances as prescribed by the Electricity Act 1996. • perceived health impacts of electro-magnetic field radiation. • overall appearance of electricity infrastructure including overhead conductors. <p>4. In relation to facilities of a non-specific electricity distribution network nature, primarily depots and major complexes located on land:</p> <ul style="list-style-type: none"> • SA Power Networks would like to ensure that it can continue to use the facilities for its intended use without impairment. Regard should be given for unrestricted 24hr access. • In the event that a decision is taken to divest the property, the zoning does not act as a disincentive to prospective purchasers. <p>5. Infill and greenfield sites will require upgrades to distribution networks – which may include setting aside land for a new substation in a residential area. Consideration should be given to the current network capacity, the long lead times in meeting any increased load demand, and the need to contact SA Power Networks in due course.</p>	<p>3.2 Noted. The delivery of electrical infrastructure and its requirements will be considered during the Development Assessment process.</p> <p>4. Noted.</p> <p>There are no facilities on or adjacent the subject site. However, access requirements for electrical infrastructure are considered during the Development Assessment process.</p> <p>5. Noted. The identification of electrical needs and upgrading requirements will be considered upon finalisation of land division design. In addition the Holdfast Bay Council Development Plan states <i>"Development should not occur without the provision of adequate utilities and services, including:</i></p>	<p>3.2 No amendment required.</p> <p>No amendment required.</p> <p>5. No amendment required.</p>

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
			(a) electricity supply..."	
10.	Paul Feronas Senior Manager, Treatment and Network Planning SA Water 250 Victoria Square Adelaide SA 5000	<p>1. The networks (water and waste water services) will have to be re-assessed upon receipt of more detailed information in respect to the final scope and layout of a proposed development.</p> <p>2. The information contained in the DPA document regarding future re-zoning and land development will be incorporated into SA Water's planning process.</p> <p>3. Development shall have no deleterious effects on the quality or quantity of source water, or the natural environments that rely on this water. In particular the following conditions shall apply:</p> <ul style="list-style-type: none"> • Landfill shall be outside of the Water Protection Zones • Landfill area to include leachate collection facilities. • Effluent disposal systems (including leach drains) to be designed and located to prevent contamination of ground water; and • Industry to be located in appropriate areas with safeguards to ensure wastewater can be satisfactorily treated or removed from site. <p>4. Development shall avoid or minimise erosion.</p>	<p>1. Noted. The assessment of water supply requirements will be considered during the Development Assessment Process.</p> <p>2. Noted and acknowledged.</p> <p>3. Noted. The comments provided are general in nature and fall beyond the scope of the DPA.</p> <p>4. Noted. There are provisions in the Marion City Council and Holdfast Bay Council Development Plans that specify requirements for land to be divided in an environmentally sensitive manner.</p>	<p>1. No amendment required.</p> <p>2. No amendment required.</p> <p>3. No amendment required.</p> <p>4. No amendment required.</p>

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
		<p>5. Development shall not dam or interfere or obstruct a watercourse.</p> <p>6. The NRM Act 2004 includes powers over source water quantity issues. The Department of Environment, Water and Natural Resources should be consulted. Source water quality issues are addressed by the Environment Protection Authority by the EP Act 1993.</p> <p>7. All applications for connections needing an extension to SA Water's water/wastewater networks will be assessed on their individual merit. Where more than one development is involved, SA Water may establish an augmentation charge for that area which will also be assessed on commercial merits.</p> <p>8. Any proposed industrial or commercial developments that are connected to SA Water's wastewater infrastructure will be required to seek authorisation to permit the discharge of trade waste to the wastewater network. Industrial and large dischargers may be liable for quality and quantity loading charges.</p>	<p>5. Noted. There are provisions in the Marion City Council and Holdfast Bay Council Development Plans that specify requirements for land to be divided in an environmentally sensitive manner.</p> <p>6. Noted. The Department of Environment, Water and Natural Resources were invited to make a submission on the proposed DPA during the Agency Consultation.</p> <p>7. Noted. This will be considered during the Development Assessment process.</p> <p>8. Noted. The requirements of trade waste will be considered during the Development Assessment process.</p>	<p>5. No amendment required.</p> <p>6. No amendment required.</p> <p>7. No amendment required.</p> <p>8. No amendment required.</p>
	Received after 17 October 2014			

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
11.	Martin Carter Senior Economic Officer Strategic Economics and Policy Coordination Department of State Development	<p>1. In principle Minerals and Energy Resources (MER) supports the redevelopment of the subject land and is appreciative of the investigations in respect to the effects from nearby Linwood Quarry. It is understood that the DPA has been prepared without consulting Boral Resources.</p> <p>2. MER considers that the proposed pedestrian/bicycle access along Quarry's main access road presents a significant risk to the public safety due to significant mine truck movement.</p> <p>3. MER also considers that any developments of land along the quarry access road are likely to be affected by mine-related traffic despite the proposed 3.2m barrier. Rezoning of this portion of land should be postponed until the quarry access is relocated.</p>	<p>1. Noted. Boral Resources have been consulted several times during the preparation of the DPA. In addition Boral were invited to provide a submission on the DPA (of which one was received) during the Agency Consultation Period.</p> <p>2. The proposed pedestrian and cycling route detailed on the Seacliff park Concept Plan (Figure S/N 1) is desired in the Suburban Neighbourhood Zone and will be designed in accordance to established standards (including for safety).</p> <p>3. PDC 13 and Seacliff Park Concept Plan (Figure SN/1) proposes a 10m wide landscaped buffer along the western and southern boundary of the subject site, designed to mitigate the impacts of the quarry haulage road. The relocation of the quarry haulage road will ameliorate the need for the</p>	<p>1. No amendment required.</p> <p>2. No amendment required.</p> <p>3. No amendment required.</p>

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
		4. The proposed rezoning/plans should be discussed with Boral before any final decisions.	landscaped buffer. 4. Boral, through the Agency Consultation Process were invited to provide a submission on the DPA.	4. No action required.
Submissions Received after 17 October 2014				
12.	Stephen Smith Manager Planning and Evaluation Mount Lofty Natural Resources Management Board 205 Greenhill Road Eastwood SA 5063	<p>1. It is assumed that the Environment Protection Authority has been notified and has had the opportunity to advise on the site contamination matters.</p> <p>2. The inclusion of Stormwater Management and Water Quality principles 34-36 (CM) and principles 39-41 is supported.</p> <p>3. The City of Marion and the City of Holdfast Bay are located in the Metropolitan Adelaide subregion, therefore the DPA should consider key priorities such as:</p> <ul style="list-style-type: none"> • Reduce the impact of runoff from stormwater and priority watercourses on aquatic health, the coast and marine environment. • Facilitate integrated climate change adaptation of urban communities. 	<p>1. The EPA has been consulted through the Agency Consultation process and have provided appropriate advice.</p> <p>2. Noted.</p> <p>3. The SAPPL General Section – Coastal Areas, Infrastructure and Natural Resources Modules include policies pertaining to the reduction of stormwater runoff occurring in an environmentally sensitive manner.</p> <p>Existing SAPPL policies enable adaptation to climate change and ongoing revisions to</p>	<p>1. No amendment required.</p> <p>2. No amendment required.</p> <p>3. No amendment required.</p>

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
			SAPPL will be incorporated into the Council Development Plan	
13.	Andrea Jorgesen Chief Project Officer Department of Planning, Transport and Infrastructure GPO Box 1815 Adelaide SA 5001	<p>General Comments: DPTI – Transport Services</p> <p>A) A Deed of Agreement should be formulated prior to the approval of the DPA to address the funding and delivery of the proposed traffic signals on Ocean Boulevard as well as any safety improvements to the existing adjacent bus stops by the Developer.</p> <p>B) Transport Services would also like assurance that Sonus Acoustic Study has adequately considered engine brake noise - including:</p> <ul style="list-style-type: none"> the potential impact of re-routing of trucks from the quarry, night-time and early morning noise issues appropriate noise treatment/prevention strategies for compression-release engine brake noise. 	<p>A) Agree. This agreement will be between DPTI-Transport Services, the Developer and the respective Council given the nature of the ownership and load onto the road. The Cities of Marion and Holdfast Bay have commenced discussions and are working towards a Deed of Agreement for various infrastructure requirements for the subject site.</p> <p>B) The requirement to conduct additional engine break noise testing and modelling will be negated should the quarry haul road be relocated. The Cities of Holdfast Bay and Marion are of the understanding that the future of the DPA rests with the Developer's ability to successfully negotiate the relocation of the quarry haul route road.</p>	<p>A) No amendment required.</p> <p>B) No amendment required.</p>

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
		<p>C) The Department queries the selection of the SAPPL Suburban Neighbourhood Zone which has been interpreted in a manner that appears contrary to the intent of that zone. That is the zone is intended to provide mixed use throughout the area, however Council has sought to demarcate non-residential activities to a centre area.</p>	<p>C) Disagree. The SAPPL Suburban Neighbourhood Zone was identified as being appropriate for the desired outcome sought for this particular site. Core policy, Objective 2 states <i>"Provision of medium density residential development adjacent to activity centres, public transport stops and public open space"</i>. This zone objective identifies that centre activity will be central to the residential development. Core PDC 4 also infers that the activity centre is predominantly for non-residential activities. The topography coupled with the size of the site only lends itself to a single neighbourhood centre which will be within walking distance of future and existing residents (Objective 1).</p>	<p>C) No amendment required. The SAPPL Suburban Neighbourhood Zone is to be retained.</p>
		<p>D) Marino Major Development – a portion of land located south-west to the subject site is currently within a declared area. This land should now be placed in a Deferred Urban Zone until such time that the impacts of the adjoining quarry can be appropriately managed. Whilst this is not the area of</p>	<p>D) The inclusion of any additional land into the DPA will require an amendment to the Statement of Intent and</p>	<p>D) No amendment required.</p>

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		<p>investigation for this DPA, Council is requested to include this area within the current DPA. If Council agrees to this request, the amendments will have to be incorporated prior to public consultation of the DPA. The land owner, quarry operator, the EPA and the Resource and Energy Group (a department of the State Government).</p> <p>Technical Comments</p> <p>1. Many of the investigations in the DPA are significant and agency specific.</p> <p>Attachment M2/HB2</p> <p>2. SAPPL Zone application – the SN Zone is intended to provide a development area of medium density, mixed-use activities dispersed throughout the zone. The zone policy shows significant demarcation of non-residential activities to a singular area which does not reflect the intent of the SAPPL zone. Review choice of the Suburban Neighbourhood Zone.</p> <p>3. A strip of land located on the western side of the site has</p>	<p>DPA. It is also questionable as to the relevance of this land to the subject site as outlined in the SOI and DPA. This land is non-contiguous and presents no relationship to the subject site.</p> <p>Correspondence received by the Department dated 20 January 2015, requests that the DPA continue to proceed and to 'disregard' the notion of including the non-contiguous land.</p> <p>1. Noted.</p> <p>2. Disagree. Please refer to comment C) above.</p> <p><i>The Cities of Marion and Holdfast Bay received confirmation from DPTI on 31/10/14 and 18/02/15 that the use of the SAPPL Suburban Neighbourhood Zone is now considered appropriate.</i></p> <p>3. Agree. This is an</p>	<p>1. No amendment required.</p> <p>2. The SAPPL Suburban Neighbourhood Zone will remain.</p> <p>3. Amendment required.</p>

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
		<p>been identified as low density housing.</p> <p>4. Review the necessity for</p> <ul style="list-style-type: none"> • Variation to Council Wide Provisions. • Detailed and numerous provisions • Placement of provisions from the SN Zone to the council-wide section (retaining identification of their application to the SN zone) for: <ul style="list-style-type: none"> a) Setbacks b) Development fronting a laneway c) Affordable housing d) Garages, carports, verandahs and outbuildings e) Stormwater management and water quality f) Car parking 	<p>anomaly that will be rectified.</p> <p>4(a) There is preference for the location of setbacks to be placed at the zone level as they are unique and specific for the proposed Suburban Neighbourhood Zone. Setback requirements are core policy in the SAPPL Zone. The inclusion of such policy in the General Section is contrary to that of the SAPPL Suburban Neighbourhood Zone.</p> <p>4(b) The Laneway provisions have been prepared with extensive consultation with Councils who currently entertain laneway development. Discussions regarding the complexities and the logical design of laneways have been investigated at length. Precedence for the inclusion of policy pertaining to the requirements for laneway development to be located within the zone currently exists. The Cities of Playford, Port Adelaide</p>	<p>Re-zone land west of the subject site to Residential Zone (Policy Area 11).</p> <p>4(a) No amendment required.</p> <p>4(b) No amendment required.</p>

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
			<p>Enfield as well as the City of Marion, Development Plans have incorporated specific laneway policy at the zone level. Furthermore, it is unlikely that the City of Holdfast Bay will experience laneway development outside of the proposed Suburban Neighbourhood Zone. Therefore it is considered appropriate for the provisions to remain at the zone level.</p> <p>4(c) There is minimal mention and provisions pertaining to Affordable Housing in the SAPPL General Section – Residential Development. Objective 1 of the SAPPL Residential Zone outlines the requirement for 15% affordable housing. Whilst it may seem repetitious to include an additional provision in the Suburban Neighbourhood Zone, the inclusion of affordable housing policy in the General Section would appear incongruous with the existing provisions and be a significant policy</p>	<p>4(c) Amendment required. Delete PDC 27 in the Suburban Neighbourhood Zone.</p>

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
			<p>amendment to the whole of the Council(s) area.</p> <p>4(d) The inclusion of provisions relating to garages, carports, verandas and outbuildings at the zone level provides clarity on the expected outcomes within the proposed zone. The provisions proposed in the DPA have been formulated to specifically ensure that street frontages are not overwhelmed by garages and that overall site coverage is not exhausted through garages, outbuildings and the dwelling.</p> <p>4(e) The provisions relating to stormwater quality have been derived from the Cities of Marion and Holdfast Bay Stormwater Management Plan. These are recommended standards and have been formulated to ensure that development, through systems such as WSUD and detention and</p>	<p>4(d) Amendment required.</p> <p>Delete wording from PDC 29(CHB Only) in the proposed SNZ that reads: <i>"Maximum width of garage or carport with an opening facing the road (other than a laneway)" "6 metres or 50 per cent of the width of the front façade of the dwelling to which the garage or carport is associated (whichever is lesser)"</i></p> <p>Re-word PDC 15 (CHB) General Section – Residential Development to read: <i>"Garages and carports facing the street (other than a laneway in the Suburban Neighbourhood Zone) should not dominate the streetscape and should be designed in accordance with the following:..."</i></p> <p>4(e) No amendment required.</p>

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		5. Identifying internal floor areas is not considered planning or development and is not a requirement of the NCC or the BCA.	<p>retention dams do not increase pre-development flows. Including these provisions in the General Section will infer that the policies then apply to the Council area in its entirety.</p> <p>4(f) The car-parking provisions are underpinned by the Urban Car Parking Study (2012) and are unique to the proposed Suburban Neighbourhood Zone. To avoid confusion with other residential zones, it is suggested that the provision be included in a table with a reference in the proposed Suburban Neighbourhood Zone.</p> <p>5. The DPA has identified that it is important to encourage appropriate and high quality design elements into residential development where a site area cannot be applied such as multi-storey development. Presently the City of Marion's Castle Plaza DPA proposes internal floor areas to ensure appropriate</p>	<p>4(f) Incorporate the car parking provisions as outlined in the DPA into Table HoB/1 and Table Mar/2.</p> <p>5. No amendment required.</p>

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		<p>6. Reference is made in PDC2 to a 'restaurant (excluding those incorporating a drive-through facility, but the non-complying list refers to a shop with drive through facility). Are these listings referring to the same development, albeit a different format.</p> <p>7. The term 'reference level' is not currently recognised by either Council's Development Plan. Terminology should be consistent.</p> <p>8. Objective 4 is core policy and therefore the use of the word innovative as opposed to appropriate is to be used.</p> <p>9. PDC 30(b) – the phrase 'visually intimate buildings' lacks</p>	<p>development outcomes for multi-storey development.</p> <p>6. The reference in the envisaged land use and the non-complying list is an anomaly in the terminology.</p> <p>7. The City of Marion is proposing to introduce the term and definition 'reference level' through its Residential (General) DPA. It will be used as a more accurate method in determining pre-existing ground level prior to preparatory works done for the assessment of the development. The City of Holdfast Bay concurs with the City of Marion with this method of determining an appropriate ground level.</p> <p>8. Noted. The use of the word 'appropriate' rather than 'innovative' provides a level of flexibility in determining what stormwater management outcomes are required.</p> <p>9. The term 'visually</p>	<p>6. Amendment required. Delete the word 'shop' in the non-complying list of the proposed SNZ and replace with 'restaurant'.</p> <p>7. No amendment required.</p> <p>8. Amendment required. Replace the word 'appropriate' with 'innovative' in Objective 4 in the Suburban Neighbourhood Zone</p> <p>9. Amendment required.</p>

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
		<p>planning clarity and should be reviewed.</p> <p>10. Reinstate PDC 1 from the SAPPL Suburban Neighbourhood Zone. The omission of bulky goods and petrol station activities is supported by the department.</p>	<p>intimate buildings' aims to facilitate a cohesive and unobtrusive presentation to street frontage in the proposed Neighbourhood Activity Centre.</p> <p>10. The Cities of Holdfast Bay and Marion disagree with an exhaustive list of envisaged forms of development. A considerable amount of time, analysis and discussion has occurred in order to identify the most appropriate forms of development for this zone, given that at this stage it is a single location. The notion of shops dispersed throughout the entire zone is not desirable and is detrimental to the notion of creating an activity hub. Likewise for the inclusion of offices – these are better placed in the activity centre.</p>	<p>Re-word PDC 30(b) in the proposed SNZ to read "comprise buildings of a human scale, addressing the street and other areas available to the public."</p> <p>10. Amendment required.</p> <p>Re-word PDC 1 in the proposed SNZ to read: The following forms of development, or any combination thereof, are envisaged in the zone:</p> <ul style="list-style-type: none"> • affordable housing • aged persons accommodation • dwelling • domestic outbuilding • educational establishment • pre-school • primary school • residential flat building • supported accommodation
		<p>Mapping Comments</p> <p>10. Concept Plan – Mar/9 and Seacliff Park Concept Plan Figure SN/1. The Department queries the practicality and safety of proposing a bicycle and pedestrian linkage over the quarry haulage road.</p>	<p>10. Agree. The nomination of the active transport options are what is envisaged in a fully</p>	<p>10. Delete the linkage in Mar/9 and Figure SN/1 until such time the Quarry Haulage Road is relocated and subsequently removed from Mar/9 and SN/1.</p>

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
		<p>11. Zone Map – Mar/10 – Show same pink as residential Zone for the Suburban Neighbourhood Zone.</p> <p>12. Council Index Map – City of Marion – show the zone boundary for the proposed Suburban Neighbourhood Zone.</p> <p>13. The Holdfast Bay Development Plan Maps will need to be updated to reflect the BDP Format.</p>	<p>exhausted Suburban Neighbourhood Zone.</p> <p>11. Noted</p> <p>12. Noted</p> <p>13. The City of Holdfast Bay Better Development Plan Conversion Development Plan Amendment was consolidated on the 27 November.</p>	<p>11. Amendment required Amend Mar/10 to show the same pink at the Residential Zone.</p> <p>12. Amendment required Amend Council Index Map – City of Marion to depict the proposed Suburban Neighbourhood Zone Boundary.</p> <p>13. Amendment required. Re-format SNZ maps to represent BDP format.</p>

Development Plan Amendment

By the Council

City of Marion

City of Holdfast Bay

**Seacliff Park Residential and
Centre DPA**

Explanatory Statement and Analysis

City of Marion

City of Holdfast Bay

For Public Consultation May 2015

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Development Plan Amendment

By the Council

City of Marion

City of Holdfast Bay

Seacliff Park Residential and Centre DPA

The Amendment

For Consultation

Amendment Instructions Table					
Name of Local Government Area: City of Marion					
Name of Development Plan: Marion Council					
Name of DPA: Seacliff Park Residential and Centre					
<p><i>The following amendment instructions (at the time of drafting) relate to the Marion Council Development Plan consolidated on 13 March 2014.</i></p> <p><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p>					
Amendment Instruction Number	Method of Change	Detail what is to be replaced or deleted or detail where new policy is to be inserted.	Detail what material is to be inserted (if applicable, i.e., use for <u>Insert</u> or <u>Replace</u> methods of change only).	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No): Yes					
Advertisements					

1.	Insert	After the last entry in the Table in PDC 20	Attachment M1	N	N
Centres and Retail Development					
2.	Insert	After the words “Suburban Activity Node” Zone” in PDC 7	“or the Suburban Neighbourhood Zone, ”	N	N
Hazards					
3.	Replace	PDC 19	With “ Development, including land division, should not occur where there is reasonable cause to suspect and where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use. ”	N	N
Orderly and Sustainable Development					
4.	Insert	After the last dot point in PDC 10.	<ul style="list-style-type: none"> ▪ Concept Plan Map Mar/9 Seacliff Park. 	N	N
Residential Development					
5.	Replace	“Dwellings” in PDC 21	with “ Except where otherwise specified, dwellings ”	N	N
6.	Insert	After the words “Suburban Activity Node” Zone” in PDC 38	“or the Suburban Neighbourhood Zone) ”	N	N
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No): Yes					
Suburban Neighbourhood Zone					
7.	Insert	After the contents of the “Residential Zone”	The contents of Attachment M2	N	N
TABLES					

Amendments required (Yes/No): Yes					
Table Mar/1 – Building Setbacks from Road Boundaries					
8.	Insert	In a new row immediately after “Within the Suburban Activity Node Zone” and “See zone provisions”	“Within the Suburban Neighbourhood Zone” and “See zone provisions”	N	N
Table Mar/2 – Off Street Vehicle Parking Requirements					
9.	Insert	After “Consulting room” and the associated number of required car parking spaces	“Consulting room in the Suburban Neighbourhood Zone” and “4 for the first consulting room plus 1 per each additional consulting room”	N	N
10.	Insert	After “Row” (dwelling) and the associated number of required car parking spaces	“Detached Semi-detached Row in the Suburban Neighbourhood Zone” and “1 per 1 bedroom dwelling 2 per 2 or more bedroom dwelling”	N	N
11.	Insert	After “Residential flat building” and the associated number of required car parking spaces	“Group Residential flat building in the Suburban Neighbourhood Zone” and “1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3 or more bedroom dwelling plus 0.25 visitor spaces per	N	N

			dwelling”		
12.	Insert	After “Pre-school, primary school and secondary school” and the associated number of required car parking spaces	“Pre-school in the Suburban Neighbourhood Zone” and “1 per employee plus 0.25 per child as drop off/pick up bays plus 1 space for wheelchair access”	N	N
13.	Insert	After “With dine-in and drive through facilities” and the associated number of required car parking spaces	“Restaurant (other than as listed above) in the Suburban Neighbourhood Zone” and “1 per 2 seats able to be provided”	N	N
14.	Replace	The words “(where located within a centre)” for “Shop”	With “(where located within a centre, including in the Suburban Neighbourhood Zone)”	N	N
15.	Insert	After “Radio and TV studio” and the associated number of required car parking spaces	“All other non-residential uses in the Suburban Neighbourhood Zone” and “4 per 100 square metres”	N	N

MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)

Amendments required (Yes/No): **Yes**

Map Reference Tables

16.	Insert	In “Zone Maps” a new row immediately after “Suburban Activity Node” and “Mar/8”	“Suburban Neighbourhood” and “Mar/10”	N	N
17.	Insert	In “Overlay Maps” after reference to “Affordable Housing Map Number Mar/8”	“, Mar/10”	N	N

18.	Insert	In "Concept Plan Maps" a new row immediately after the last entry	"Seacliff Park" and "Mar/9"	N	N
Map(s)					
19.	Replace	Council Index Map	With corresponding map in Attachment M3	N	N
20.	Replace	Location Map Mar/10	With corresponding map in Attachment M4	N	N
21.	Insert	Immediately after Overlay Map Mar/10 Heritage	The new maps in Attachment M5	N	N
22.	Replace	"Zone Map Mar/10" and "Policy Area Map Mar/10"	With corresponding maps in Attachment M6	N	N
23.	Insert	Immediately after "Concept Plan Map Mar/8"	The new map in Attachment M7	N	N

Attachment M1

Zone	Maximum Height (metres)	Maximum Display Area or Panel Size (square metres)
Suburban Neighbourhood Zone		
- Non residential sites within the residential area of the zone	4	4 (2 per side if double-sided)
- Sites within the neighbourhood activity centre area of the zone	8	12 (6 per side if double sided)

Attachment M2

Suburban Neighbourhood Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

OBJECTIVES

- 1 A medium density residential area that comprises a range of dwelling types, together with a neighbourhood activity centre that is located within a walkable distance of residents.
- 2 Provision of medium density residential development adjacent to an activity centre, public transport stops and public open space.
- 3 A neighbourhood activity centre that provides a range of shopping, community, business and recreational facilities for the surrounding neighbourhood.
- 4 Sustainable development outcomes through innovative stormwater management, waste minimisation, water conservation, energy efficiency and urban biodiversity.
- 5 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone will be developed predominantly as a medium density residential area focused around a neighbourhood scale activity centre. The layout of the area will support integration of activities, an active public realm and provide convenient pedestrian, cycling and vehicular access to public open space, shops, a range of community services and adjacent education facilities.

Development across the zone will take advantage of scenic views of the Adelaide coastline and cityscape in the arrangement of streets, open spaces and the orientation of buildings. Buildings of up to six storeys are envisaged.

Public open space will consist of parks and reserves providing a high level of amenity for local residents and will be primarily designed to accommodate a range of recreation activities. It will complement and support a network of pedestrian and cycling linkages throughout and external to the zone, encouraging access to nearby recreation and sporting facilities, public transport nodes and the activity centre.

Stormwater, both from the upstream catchment and generated within the zone, will be carefully managed to ensure that flows do not exceed the capacity of the downstream system. A variety of Water Sensitive Urban Design mechanisms will be integrated throughout the zone at the neighbourhood, street, site and building level. Harvested stormwater will be used for irrigation to improve the aesthetic and functional value of open spaces, including public access ways and greenways.

Due to former industrial uses within the zone, development is expected to occur on a precautionary basis where a site contamination audit verifies that a site or sites are suitable for the intended uses, particularly where it involves sensitive uses like residential development.

The Linwood Quarry is located to the south of the zone. Activities associated with the quarry have the potential to impact on sensitive development within the zone, primarily through truck movements creating noise, vibration and air quality impacts. However, the proposed relocation of the quarry haulage road, currently located adjacent to the south eastern boundary of the zone, will remove the need for specific amelioration measures for sensitive development in the zone.

A variety of dwelling types and densities, and a range of allotment sizes, will be provided across the zone, catering for different household sizes, life cycle stages and housing preferences. The average net residential site density will be in the order of 35 to 70 dwelling units per hectare across the zone, with pockets of development that may be lesser or greater than this target.

In the residential area, setbacks to local streets will be used to provide opportunities for landscaping to soften the built form. A cohesive built form will be achieved through design elements such as roof forms, articulated buildings, recessed vehicle garaging, and landscaped spaces between buildings and the public road. Buildings will include balconies, windows and doors that overlook the street to promote community interaction and safer streets.

The residential area public realm will include unique and interesting themes achieved through landscaping, surface treatments, street furniture, building design and other elements. Garaging and associated entry points will not dominate the appearance of a building from a local street (including a laneway). Street patterns and walkways will be designed to minimise the need for local vehicle trips, promote low vehicle speeds and maximise shared street opportunities in local streets. These networks will encourage walking and cycling to local facilities and public transport services.

The neighbourhood activity centre will incorporate a mixture of services, providing for the daily and weekly shopping, business and community needs of the surrounding community. It will contain up to 6,000 square metres in total floor area for shops and 2,000 square metres in total floor area for other land uses (excluding any residential development). It will comprise generally multi-storey, mixed use buildings where the street level uses are primarily non-residential. Upper floor uses will primarily comprise residential development with some complementary non-residential uses such as offices and consulting rooms.

The built form within the activity centre will have a strong contemporary urban character, with active building frontages orientated towards Scholefield Road, adjacent open space to the west and other public areas. A variety of materials, colours and façade articulation will be used to provide interest and amenity. Active ground floor frontages will be provided, with clear connection of the building with public areas and spaces. Features and activities that attract people are encouraged, such as frequent doors and display windows, retail shopfronts and outdoor eating or dining areas spilling out onto footpaths.

The activity centre public realm will include landscaping comprising established upper canopy trees, consistent with the scale and height of buildings, to provide shade as well as softening the building

form. It will also feature a public plaza with a strong connection to the Scholefield Road frontage. A pedestrian friendly environment will be provided through such means as wide footpaths, colonnades, courtyards, verandahs and awnings and street furniture.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development, or any combination thereof, are envisaged in the zone:

- affordable housing
- aged persons accommodation
- dwelling
- domestic outbuilding
- educational establishment
- pre -school
- primary school
- residential flat building
- supported accommodation.

2 The following additional forms of development, or combination thereof, are also envisaged within the designated neighbourhood activity centre, identified on [Concept Plan Map Mar/9 - Seacliff Park.](#)

- community centre
- consulting room
- indoor recreation centre
- office
- place of worship
- pre-school
- restaurant (excluding those incorporating a drive-through facility)
- shop (excluding a bulky goods outlet or a retail showroom or a shop associated with a premise that sells and/or trades petrol).

- 3 Development should be in accordance with [Concept Plan Map Mar/9 - Seacliff Park.](#)
- 4 Non-residential development should be located within the designated neighbourhood activity centre.
- 5 Development listed as non-complying is generally inappropriate.

Form and Character

- 6 Development should be consistent with the desired character for the zone.
- 7 Development should be up to 6 storeys in height.
- 8 The visual massing and height of buildings in the designated neighbourhood activity centre should be progressively reduced at the interface with lower density residential development to a maximum of 3 storeys.
- 9 Garage top apartments should:
 - (a) be no more than 2 storeys in height above the garage (a total of 3 storeys)
 - (b) front a street or laneway that provides rear access for vehicles associated with the main dwelling and garage top apartment
 - (c) complement the existing dwelling or mixed use building.
- 10 An acoustic barrier should be constructed within the zone adjacent the boundary with Ocean Boulevard to mitigate noise and vibration issues associated with traffic using the road.
- 11 A landscape buffer with a minimum width of 10 metres should be constructed within the zone adjacent the boundary with Ocean Boulevard to mitigate air quality issues associated with traffic using the road.

Dwellings and Residential Flat Buildings

Building to the Side Boundary

- 12 Walls of dwellings and residential flat buildings sited on side boundaries should be in accordance with at least one of the following:
 - (a) be located immediately abutting the wall of an existing or simultaneously constructed building on the adjoining land to the same or lesser length and height
 - (b) constructed in accordance with any approved building envelope plan

- (c) the exposed section of the wall is less than 8 metres in length and 3.5 metres in height above reference level, where reference level means where the natural ground level is readily apparent or known, that level, otherwise the pre-existing ground level ignoring any preparatory works done prior to the assessment of the development.
- 13 Dwellings and residential flat buildings developed to both side boundaries should provide ground level access to the rear of the site via a carport, garage, access way, service lane or the like.

Setbacks from the Side Boundary

- 14 Walls of dwellings and residential flat buildings set back from the side boundary should be designed in accordance with the following:

Wall height (measured from reference level, where reference level means where the natural ground level is readily apparent or known, that level, otherwise the pre-existing ground level ignoring any preparatory works done prior to the assessment of the development)	Minimum setback from side boundaries (metres)
For any portion of the wall less than or equal to 7 metres	0.9
For any portion of the wall greater than 7 metres	1.5

Front Setbacks

- 15 Dwellings and residential flat buildings (excluding verandahs, porticos and the like) should be set back from road frontages in accordance with the following parameters:

Minimum setback	Value (metres)
From the primary road frontage of an arterial road	8 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling)
From the primary road frontage of all other roads	3 or the average of any existing dwellings on any adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling)
From a secondary road frontage of an	8 or the average of any existing dwellings on any

Minimum setback	Value (metres)
arterial road	adjoining allotments with the same primary frontage (or, if there is only one such dwelling, the setback of that dwelling)
From a secondary road frontage of all other roads	1.5

Setbacks from Rear Boundaries

- 16 The walls of **dwelling and residential flat buildings** should be set back from rear boundaries, except where the rear boundary adjoins **a laneway**, in accordance with the following parameters:
- (a) ground floor minimum setback of 2.5 metres
 - (b) second storey minimum setback of 4 metres
 - (c) third storey or more minimum setback of 4 metres plus any increase in wall height over 6 metres.
- 17 Walls of dwellings and residential flat buildings sited on rear boundaries should be in accordance with at least one of the following:
- (a) be located immediately abutting the wall of an existing or simultaneously constructed building on the adjoining land to the same or lesser length and height
 - (b) constructed in accordance with an approved building envelope plan.

Development Fronting a Laneway

- 18 Laneways should:
- (a) be of adequate dimensions to enable safe and efficient movements for pedestrians, cars and service vehicles (including for waste collection)
 - (b) have a minimum road reserve width of 8 metres
 - (c) be through routes of a straight configuration
 - (d) not be longer than 140 metres without a mid-link lane.
- 19 Development fronting a laneway should enable safe and easy access into/from the laneway and be set-back a sufficient distance to:
- (a) avoid the need for people to step directly onto the road reserve when leaving a dwelling
 - (b) avoid the need for doors/gates to protrude into the laneway when open

(c) adequately cater for the turning path of a typical motor vehicle accessing the site.

20 Built development facing a laneway should be setback from the boundary of the laneway:

- (a) a minimum of 0.5 metres for the ground floor of a dwelling and may be on the boundary for upper levels
- (b) a minimum of 0.5 metres and a maximum of 1.0 metre for a garage or carport.

21 Dwellings and residential flat buildings facing a laneway should provide visible front door access, with a clearly identified house number, letter box and access to metered services.

Private Open Space

22 Dwellings and residential flat buildings should include private open space that conforms to the requirements below:

Minimum area of private open space (particularly dwellings with ground level living rooms)

Site area	Private open space (POS)		
	Total	Directly accessible from a living room	Off-ground
175 square metres or greater	20 per cent of site area	10 per cent of the site area with a minimum dimension of 5 metres by 5 metres	10 square metres
Less than 175 square metres	35 square metres	16 square metres with a minimum dimension of 4 metres by 4 metres	8 square metres

Dwellings with ground level habitable rooms should have at least the total amount of private open space specified above. Off-ground areas such as balconies, roof patios, decks or the like may comprise part of the open space if each is at least the size specified.

One part of the private open space should:

- Be directly accessible from a living room of the dwelling and no less than the size specified;
- Have a minimum dimension as specified above; and
- Have a gradient no steeper than 1-in-10.

All other private open space should have a dimension of at least 2.5 metres at ground level and 2 metres off-ground level.

Minimum area of private open space (dwellings located wholly above ground level or without ground level habitable rooms)	Dwelling type	Private open space
	Studio (no separate bedroom)	6 square metres
	One bedroom dwelling	8 square metres
	Two bedroom dwelling	11 square metres
	Three + bedroom dwelling	11 square metres plus 4 square metres for each bedroom after the first two

Dwellings without ground level habitable rooms should have at least the amount of private open space specified above. All private open space should have a dimension of at least 2 metres, and be directly accessible from a living room of the dwelling.

Site Area

- 23 A dwelling should have a site area (and in the case of group dwellings and residential flat buildings, an average site area per dwelling), a frontage to a public road and a site depth of not less than that shown in the following table:

Dwelling type	Minimum site area (square metres)	Minimum frontage (metres)	Minimum site depth (metres)
---------------	--------------------------------------	------------------------------	--------------------------------

Detached dwelling
(except where
constructed boundary to

270

7

20

Dwelling type	Minimum site area (square metres)	Minimum frontage (metres)	Minimum site depth (metres)
boundary)			
Semi-detached dwelling	220	6	20
Row dwelling and detached dwelling constructed boundary to boundary	220	5	20
Group dwelling / residential flat building (1 and 2 storey)	200	15	45

Minimum Dwelling Areas for Residential Flat Buildings

24 Residential flat buildings should contain dwellings with internal floor areas of not less than the following:

- (a) studio (where there is no separate bedroom): 35 square metres
- (b) 1 bedroom dwelling/apartment: 50 square metres
- (c) 2 bedroom dwelling/apartment: 65 square metres
- (d) 3+ bedroom dwelling/apartment: 80 square metres plus an additional 15 square metres for every additional bedroom over 3 bedrooms.

“Internal floor areas” includes internal storage areas but does not include balconies or car parking as part of the calculation.

Affordable Housing

25 Affordable housing should be distributed throughout the zone to avoid over-concentration of similar types of housing in a particular area.

Garages, Carports, Verandahs and Outbuildings

26 Garages, carports, verandahs and outbuildings, whether freestanding or not, should satisfy the following parameters:

Parameter	Value
Maximum floor area (total per site)	50 square metres
Maximum wall or post height (measured from reference level, where reference level means where the natural ground level is readily apparent or known, that level, otherwise the pre-existing ground level ignoring any preparatory works done prior to the assessment of the development)	2.7 metres if sited on the boundary 3 metres in all other circumstances
Maximum building height (from reference level)	5 metres
Maximum finished floor level height (from reference level)	0.3 metres
Minimum setback for a garage, carport or outbuilding from a primary road frontage (other than a laneway)	5.5 metres and at least 0.5 metres behind the main face of the dwelling, or in line with the main face of the dwelling if the dwelling incorporates minor elements such as projecting windows, verandahs, porticos, etc which provide articulation to the building as it presents to the road
Minimum setback for a garage, carport or outbuilding from a secondary road frontage	1.5 metres or in line with the associated existing dwelling
Minimum setback from a laneway	0.5 metres
Minimum setback from side and rear boundaries	600 millimetres for an open structure 900 millimetres for a solid or enclosed wall
Maximum length on a boundary	8 metres or 50 per cent of the length of that boundary (whichever is the lesser)
Maximum width of garage or carport with an opening facing the road (other than a laneway)	6 metres or 50 per cent of the width of the front facade of the dwelling to which the garage or carport is associated (whichever is the lesser)
Maximum width of garage or carport with an opening facing a laneway	No maximum

Parameter	Value
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Neighbourhood Activity Centre

27 The designated neighbourhood activity centre should:

- (a) maximise its role as a neighbourhood focus by including shops, a range of community facilities and residential development
- (b) comprise buildings of a human scale, addressing the street and other areas accessible to the public
- (c) be physically connected with surrounding residential areas by:
 - (i) avoiding large expanses of vehicle parking that physically separates the activity centre from surrounding residential areas
 - (ii) including pedestrian and cycle linkages that enable residents to comfortably walk and cycle directly from residential areas to and also within activity centre facilities
- (d) orientate development towards and near to public spaces and street frontages
- (e) incorporate, where possible, mixed use development along the edges to provide a transition from activity centre uses to residential areas
- (f) include shelter for pedestrians along public streets and internal access ways
- (g) ensure building façades create diversity of interest and have the appearance of an aggregation of small buildings
- (h) ensure roof forms are varied and do not include large expanses of roofline that are visible from the public domain
- (i) ensure buildings address the street frontage and open spaces with service areas generally accessed via rear lanes or internal to the centre and not visible from public streets or residential development.

28 A range of setbacks should be used within the activity centre to:

- (a) support active frontages
- (b) accommodate activities within the wider public realm (i.e. the streets, open spaces and other areas accessible to the public).

29 Development with larger floor areas and typically large frontages (e.g. such as a supermarket) within the activity centre should be designed to present a small frontage to the public area, which is integrated with the smaller scale frontages of other development by such means as

‘wrapping or capping’ the larger shop frontage with smaller shops fronting the external environment.

- 30 Upper floors of multi-storey mixed use buildings should primarily comprise of residential development, with some complementary non-residential uses such as offices or consulting rooms.

Stormwater Management and Water Quality

- 31 Development should include stormwater management systems designed to achieve the following stormwater runoff outcomes:
- (a) Protection from the 1 in 100 year average recurrence interval flows generated by the upstream catchment. This should include a safe overland flow path and could include a suitably sized pipe system for these floodwaters through or around the zone, discharging to a suitably sized detention basin which discharges at a rate no greater than $0.1\text{m}^3/\text{sec}$.
 - (b) Stormwater runoff generated by development from rainfall events having up to a 1 in 5 year average recurrence interval should be retained/reused within the zone and discharged at a rate no greater than $0.03\text{m}^3/\text{sec}$ to the downstream drainage system, in lieu of soil infiltration into underlying contaminated soil. However, use of on-site Water Sensitive Design treatments should be maximised.
 - (c) The peak 1 in 100 year average recurrence interval flow discharged from the zone should be reduced to the existing 5 year average recurrence interval peak flow of $0.66\text{m}^3/\text{sec}$.
- 32 The amenity of the proposed development should be protected from polluted upstream catchment stormwater discharged through the zone.
- 33 Development should include stormwater management systems designed to achieve the following stormwater catchment runoff quality outcomes:
- (a) Suspended solids - 80% reduction in average annual pollutant load compared to an equivalent urban catchment with no water quality management
 - (b) Total phosphorous - 45% reduction in average annual pollutant load compared to an equivalent urban catchment with no water quality management
 - (c) Total nitrogen - 45% reduction in average annual pollutant load compared to an equivalent urban catchment with no water quality management
 - (d) Litter - retention of litter greater than 50 millimetres for flows up to the 3 month ARI Peak Flow
 - (e) Oil and Grease – no visible oils for flows up to the 3 month ARI Peak Flow
 - (f) Flow-run off rates that do not exceed the rate of discharge from the site that existed during pre-development.

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

Non-complying Development

The following forms of development and any development which includes one or more or a combination of the following forms of development (in any fashion, including as an integrated component), are non-complying:

Form of development	Exceptions
Adult products and services premise	
Amusement machine centre	
Advertisement and/or advertising hoarding where one or more of the following applies :	Except in regard to subclause (d), advertisements that display third party content where integrated with a bus shelter or public telephone booth located on a primary arterial road
Neighbourhood activity centre area of the zone:	
(a) it moves, flashes or rotates	
(b) it projects above the roof line when roof mounted	
(c) when attached to a building, has any part projecting above the walls, fascia or parapet	
(d) it displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the	

Form of development	Exceptions
---------------------	------------

advertisement is being displayed

- (e) has a height greater than 8 metres above reference level
- (f) it exceeds a display area or panel size of 12 square metres in area (6 square metres if double sided)

Residential area of the zone:

- (a) it is illuminated (internally, externally or indirectly)
- (b) it moves, flashes or rotates
- (c) when freestanding, exceeds 4 metres above reference level at any point
- (d) when attached to a building, has any part protruding above the highest level of that building
- (e) when on a non-residential site it exceeds a display area or panel size of 4 square metres in area (2 square metres if double sided)
- (f) when on a residential site it exceeds a display area or panel size of 0.4 square metres in area (0.2 square metres if double sided)
- (g) it displays third party content relating to services, messages or products that are not directly related to the primary activity on the site on which the advertisement is being displayed

Except in regard to subclause (g), advertisements that display third party content where integrated with a bus shelter

Form of development	Exceptions
Bulky goods outlet or retail showroom	
Car wash facility	
Fuel depot	
Hospital	
Industry	
Motor repair station	
Petrol filling station	
Premise that incorporates a facility for the fuelling of vehicles	
Public service depot	
Restaurant incorporating a drive-through facility	
Road transport terminal	
Service trade premise	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

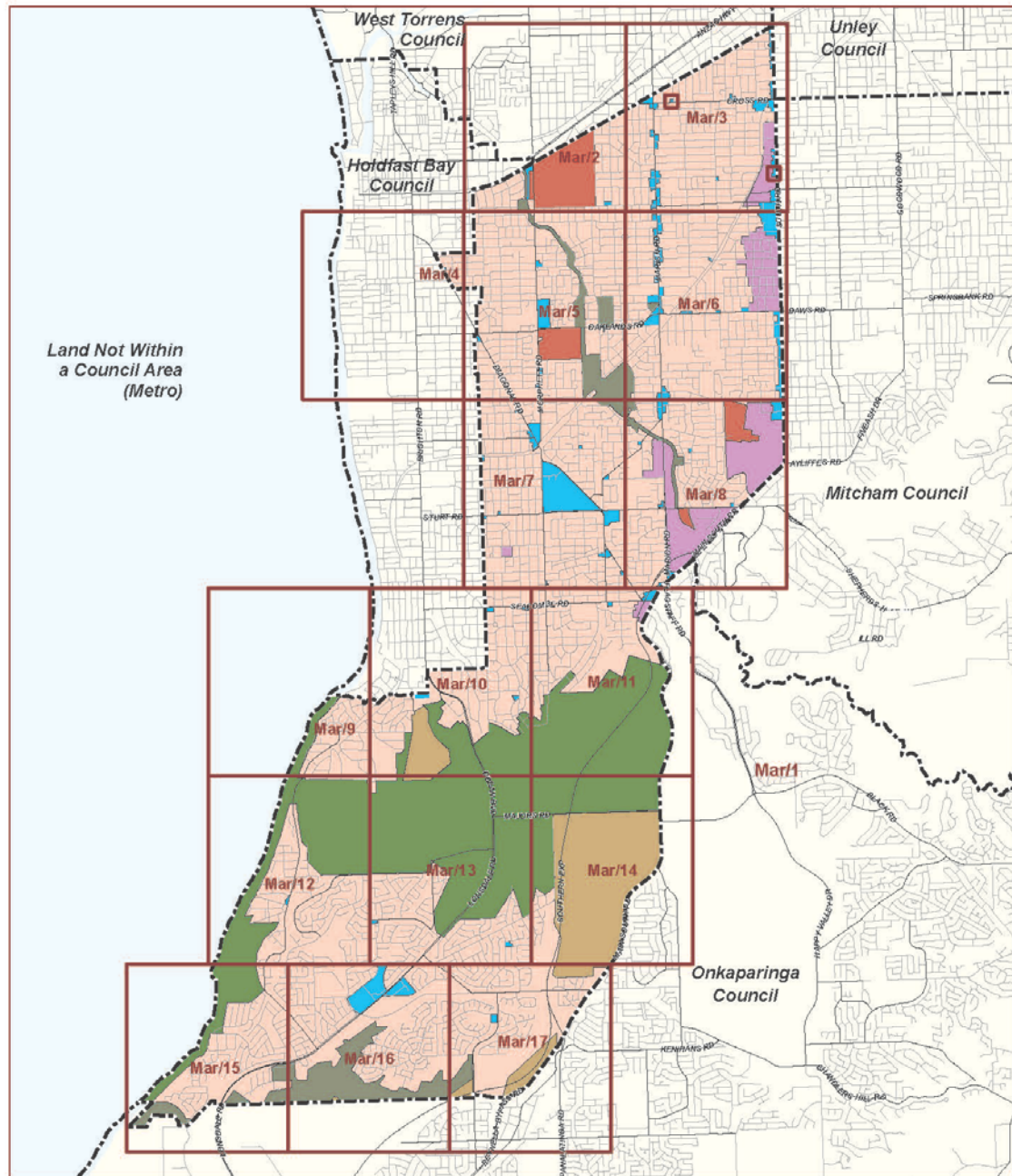
Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

Further, the following forms of development (except where the development is classified as non-complying) are designated:

Category 1	Category 2
Advertisement	All forms of development not listed as Category 1
Aged persons accommodation	
All forms of development that are ancillary and in association with residential development	
Dwelling	
Nursing home	
Office that is ancillary and in association with a dwelling	
Residential flat building	
Retirement village	
Supported accommodation	
Within the neighbourhood activity centre:	
(a) community centre	
(b) consulting room	
(c) indoor recreation centre	
(d) office	
(e) place of worship	
(f) pre-school	
(g) shop	

Attachment M3



For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/predict boundaries depicted on or intended to be used by Maps Mar/1 to Map Mar/18 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/predict boundaries are shown or otherwise indicated.

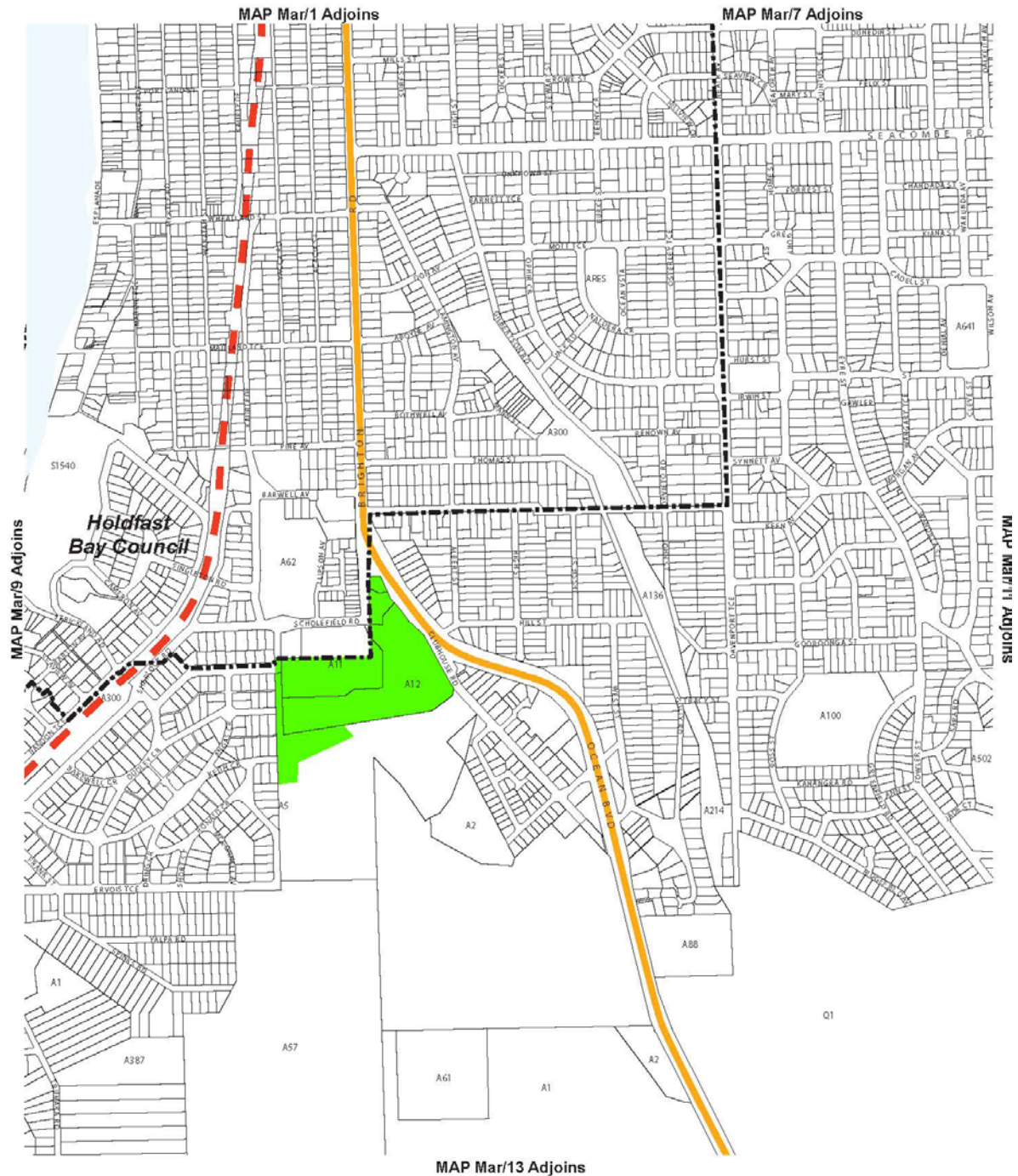
Council Index Map

MARION COUNCIL
Consolidated 13 March 2014

Attachment M4



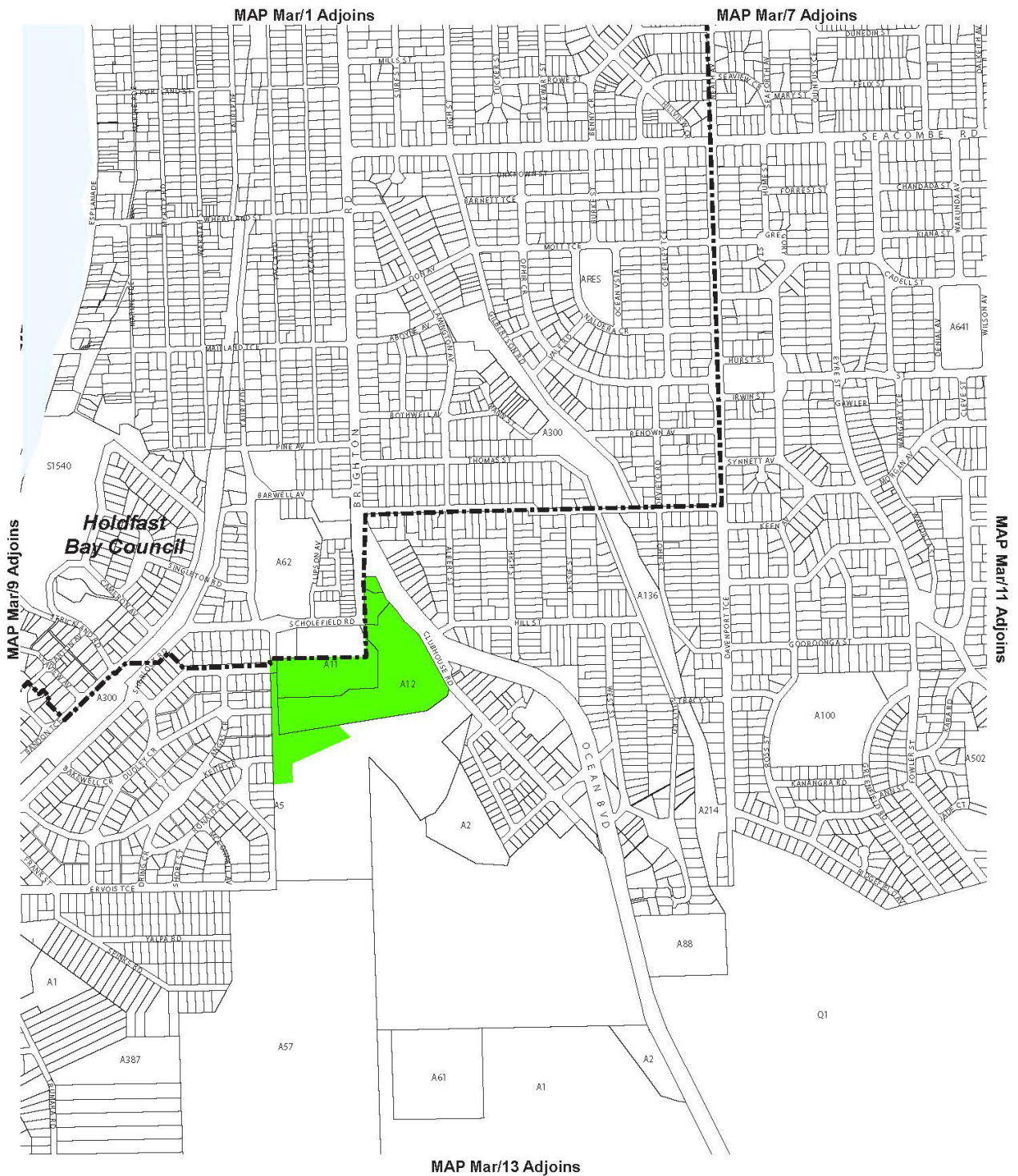
Attachment M5



- Designated Road : Type B Road
- - - Train Line
- Noise and Air Emissions Designated Area
- - - Development Plan Boundary

Overlay Map Mar/10 NOISE AND AIR EMISSIONS

MARION COUNCIL



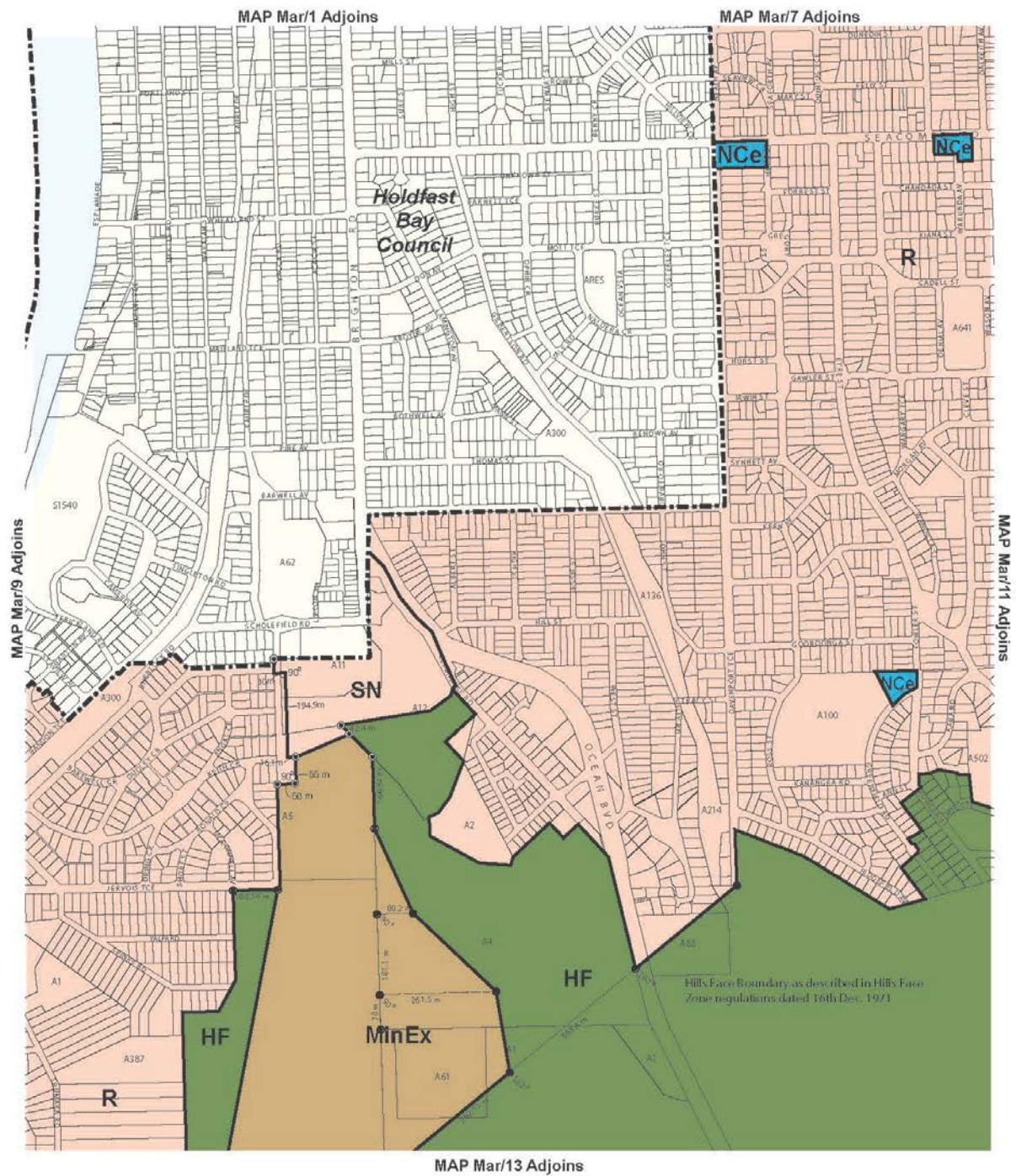
Affordable Housing Designated Area
 Development Plan Boundary

Overlay Map Mar/10

AFFORDABLE HOUSING

MARION COUNCIL

Attachment M6

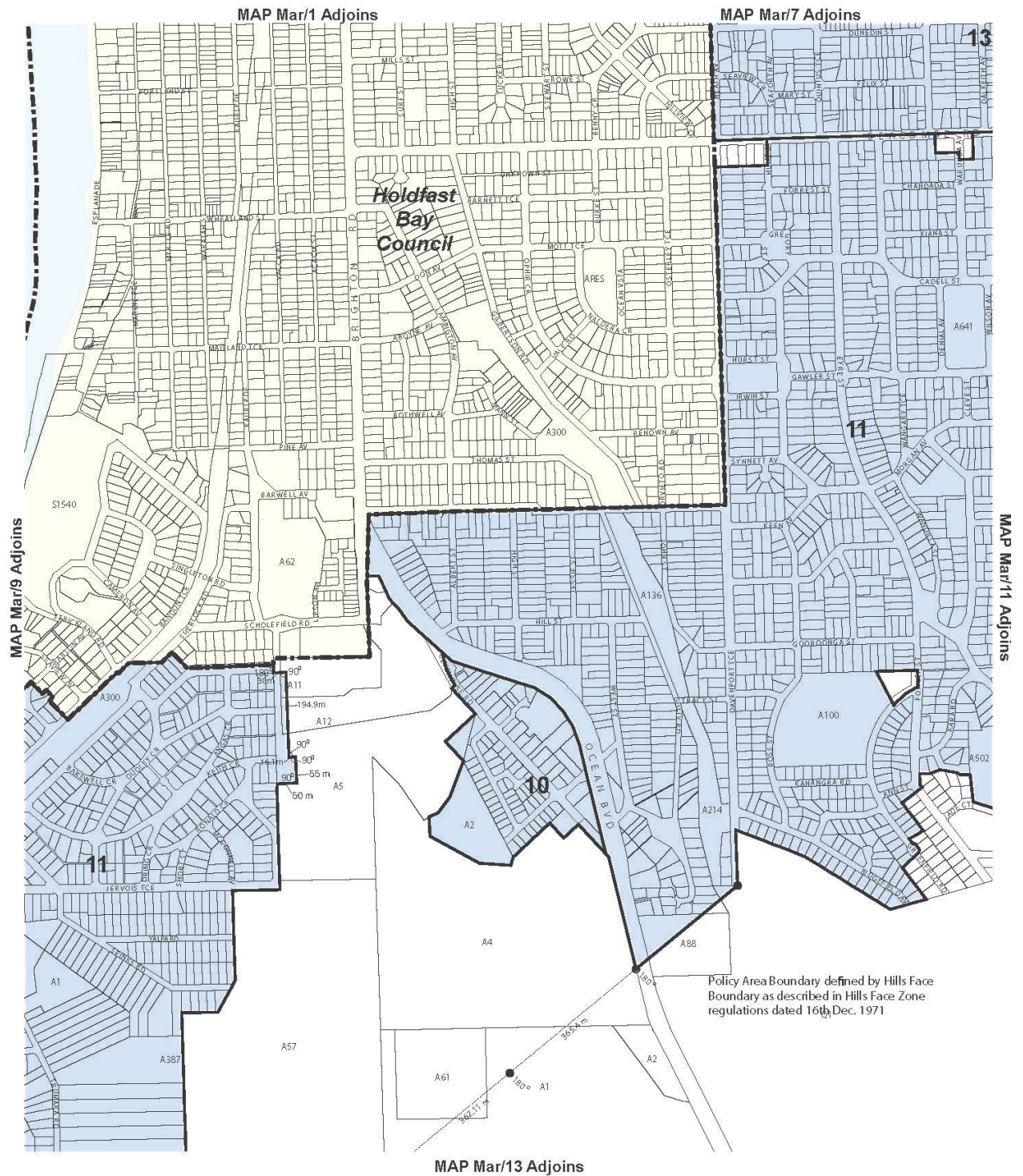


Lamberts Conformal Conic Projection, GDA94

- Zones**
- Hills Face
 - Mineral Extraction
 - Neighbourhood Centre
 - Residential
 - Suburban Neighbourhood
 - Zone Boundary
 - Development Plan Boundary

Zone Map Mar/10

MARION COUNCIL



Lamberts Conformal Conic Projection, GDA94

Policy Area
 10 Cement Hill
 11 Hills
 13 Northern

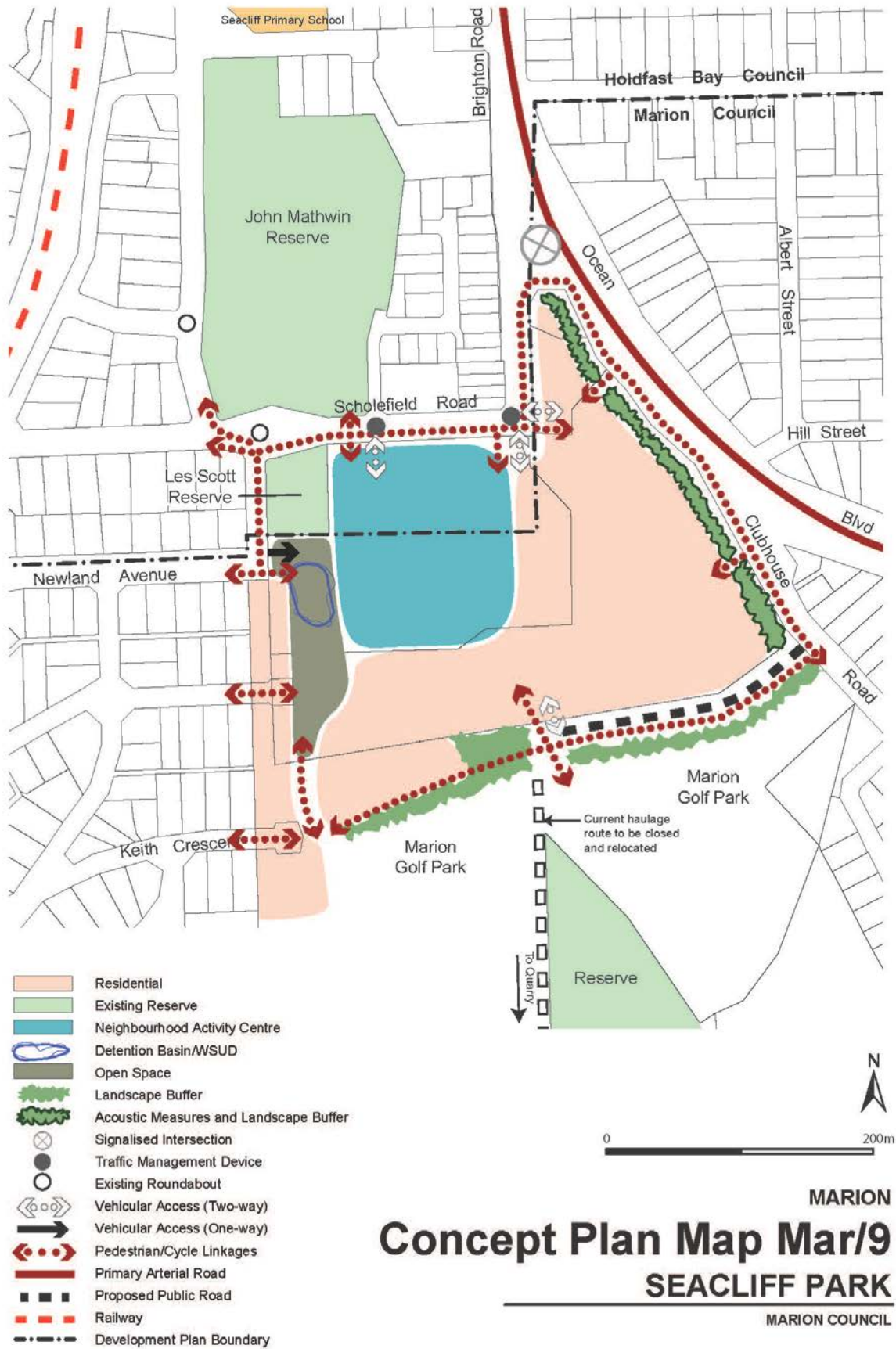


Policy Area Map Mar/10

Policy Area Boundary
 Development Plan Boundary

MARION COUNCIL
 Consolidated - 13 March 2014

Attachment M7



**CITY OF MARION
GENERAL COUNCIL MEETING
12 MAY 2015**

Originating Officer: David Melhuish - Senior Policy Planner

Corporate Manager: Steve Hooper - Manager Development Services /
Donna Ferretti - Acting Manager Development Services

Director: Kathy Jarrett

Subject: Residential (General) Development Plan Amendment (DPA)
– Final Draft for Ministerial Approval

Report Reference: GC120515R02

REPORT OBJECTIVES:

The purpose of this report is to seek Council's consideration and endorsement of the recommended amendments to the consultation draft version of the DPA and Ministerial authorisation of the document be sought.

EXECUTIVE SUMMARY:

Following agency/public consultation of the Residential (General) Development Plan Amendment (DPA), the submissions received (both written and orally at a public meeting) have been discussed and summarised, with recommended amendments to the draft version of the DPA subsequently made, to address the issues highlighted in the submissions.

Council's consideration and endorsement of the recommended amendments to the consultation draft version of the DPA is now sought before forwarding to the Minister for authorisation of the document.

RECOMMENDATIONS: (2)

DUE DATES

That Council:

1. **Endorse the amendments made to the Residential (General) Development Plan Amendment as a result of submissions received during the public consultation period.** 12 May 2015
2. **Advise the Minister that the Residential (General) Development Plan Amendment is at a stage suitable for the Minister's consideration for authorisation.** 12 May 2015

BACKGROUND:

During 2012 Council considered numerous planning policy issues which had become apparent generally as a result of the following:

- observations made by planning staff and Council's Development Assessment Panel whilst undertaking the assessment process
- observations made by Council's Elected Members as part of a general policy review
- legal interpretations and case law
- other research/investigations (i.e.: "Coastal Management Study" which identified properties that are possibly subject to impacts from future sea level rise).

As a result of these observations Council, at two separate workshops, considered whether amendments were required to the Marion Council Development Plan in order to:

- better clarify the intentions of existing planning policy
- address some deficiencies within the policy
- correct unintended errors and/or omissions within the policy
- create new policy to cover issues currently not covered in the Development Plan
- address inconsistencies in notification requirements between the Development Plan and Schedule 1A and 4 of the Development Regulations

Following the workshops, staff summarised and collated the issues under a number of potential DPA headings. As many of the issues discussed were residential in nature, Council chose to prioritise the undertaking of a Residential General DPA.

The DPA predominantly addresses a number of generally minor changes to the policy relating to residential development within both the General and Zone sections of the Marion Council Development Plan. It also addresses issues associated with:

- residential development in areas subject to sea level rise (specifically in Hallett Cove);
- definitions of particular land uses; and
- student housing.

In relation to sea level rise, Council prepared a "Coastal Management Study" in 2012 which identified a number of properties in the suburb of Hallett Cove as being subject to impacts from future sea level rise. As any future development on these properties will require protection from these impacts, a new Residential Policy Area has been proposed which contains policy to mitigate these impacts.

In relation to definitions, Council has experienced a number of instances where the meaning of particular land uses, associated activities and the criteria used to assess them has been the subject of varying interpretation (through case-law and legal opinions etc).

In order to provide greater clarity for all stakeholders involved in the development assessment process, Council is proposing to include a definitions table within the Development Plan.

As part of its 2013 Strategic Directions Report, Council identified a need to include policy within its Development Plan to guide student housing. As this is a relatively minor and discrete element of policy formulation, it was considered appropriate to incorporate the policy framework for student housing into the Residential General DPA.

On 9 September 2014, Council endorsed the Residential (General) DPA as being suitable for public and agency consultation.

ANALYSIS:

Following agency/public consultation a summary of the submissions received has been undertaken, with recommended amendments subsequently made to the DPA (where required) to address the issues highlighted in the submissions. Further post-consultation amendments to the DPA have also been undertaken where warranted and a final draft of the DPA produced for the consideration of Council. (*attached as Appendix 1*)

A "Summary of Consultation and Proposed Amendments (SCPA) Report" has been prepared containing, amongst other things:

- summaries and responses to public and agency submissions,
- a table showing conversions made to the consultation draft of the DPA to create the final draft, and
- additional matters and investigations undertaken following consultation of the document.

(*The SCPA is attached as Appendix 2*)

As this document is extremely large an abridged version has also been prepared. The abridged version is attached to this report (*as Appendix 2*). If Members would like to read the entire document, a copy is available in the Elected Members Room, along with a copy of the original draft DPA which was placed on public consultation (for comparison purposes) together with copies of earlier consultant reports.

In summary, amendments made to the DPA following consultation include:

- Residential - Coastal Policy Area 21 (Hallett Cove)
The number of properties within the policy area has been reduced from 26 to 18 following further investigation into ground levels.
- Coastal Open Space Zone (Hallett Cove)
Parcels of Council reserves adjacent the coast have been rezoned from Residential to Coastal Open Space.
- Student Housing
Following discussions with DPTI, student housing is to be included within the form of development known as 'Multiple Dwellings' (student housing, boarding housing etc) and included within the Residential Development module.
- Non SA Planning Policy Library core text has been reconsidered and removed where appropriate.
- Minor policy, technical and procedural issue changes have been made where required.

Refer to Summary and Response to Public Submissions (within SCPA) and Summary of Policy changes - (Appendix 2 and Appendix 3 to this report)

Public Consultation

Public and Agency Consultation of the DPA was undertaken between 30 October 2014 and 9 January 2015. Council received a total of 12 submissions (3 from the public/3rd parties, 1 from an adjacent council and 8 from government agencies/utilities) in relation to the changes

proposed in the DPA. 2 people indicated a wish to be heard by Council in relation to their submission so a public meeting was held on 19 February 2015.

Communication

Communication with Elected Members and relevant staff members regarding the process and scope of the DPA has occurred throughout the DPA process.

Policy Implications

The DPA would result in amendments to residential policy that address the current shortfalls and anomalies within the Development Plan.

CONCLUSION:

Following consultation a final draft of the Residential (General) DPA has been prepared. Council's consideration and endorsement of the final draft is being sought prior to the document being forwarded to the Minister for authorisation.

Appendix 1:	Final Draft of the DPA
Appendix 2:	SCPA
Appendix 3:	Summary of Policy Changes

Development Plan Amendment

By the Council

Marion Council

Residential (General) Development Plan Amendment

The Amendment

For Consultation

April 2015

.....
Signature

Date.....

Amendment Instructions Table

Name of Local Government Area: City of Marion

Name of Development Plan: Marion Council Development Plan

Name of DPA: Residential (General) Development Plan Amendment

*The following amendment instructions (at the time of drafting) relate to the Council Development Plan consolidated on **19 January 2012**.*

Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.

Amendment Instruction Number	Method of Change • Replace • Delete • Insert	Detail what is to be replaced or deleted or detail where new policy is to be inserted. • Objective (Obj) • Principle of Development Control (PDC) • Desired Character Statement (DCS) • Map/Table No. • Other (Specify)	Detail what material is to be inserted (if applicable, i.e., use for <u>Insert</u> or <u>Replace</u> methods of change only).	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No): Yes					
Design and Appearance					
1.	Replace	The whole section	With the content of Attachment A1		
Energy Efficiency					
2.	Replace	The whole section	With Energy Efficiency module from Version 6 of the SAPPL	N	N
Residential Development					
3.	Replace	The whole section	With the content of Attachment A2	N	N
Sloping Land					
4.	Insert	After PDC 7	The content of Attachment A3	Y	N
Transport and Access					
5.	Replace	The whole section	With the content of Attachment A4	N	N

ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)					
Amendments required (Yes/No): Yes					
Residential Zone					
6.	Replace	The whole section	With the content of Attachment B1	N	N
Coastal Policy Area 21					
7.	Insert	After Worthing Mine Policy Area 20	The content of Attachment B2	N	N
TABLES					
Amendments required (Yes/No): Yes					
Table Mar/1 Building Setbacks from Road Boundaries					
8.	Replace	The heading and whole table	With the contents of Attachment C	N	N
Table Mar/2 Off Street Vehicle Parking Requirements					
9.	Insert	After Guesthouse or hostel	Multiple dwelling – 1 per bedroom???	N	N
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)					
Amendments required (Yes/No): Yes					
Map Reference Table					
10.	Insert	After the reference to 'Worthing Mine Policy Area 20' in the Policy Area Maps section	In the column headed Policy Area Name: 'Coastal Policy Area 21' In the column headed Policy Area Map Numbers: 'Mar/15	N	N
Map(s)					
11.	Replace	Policy Area Map Mar/15	With the content of Attachment D	N	N
12.	Replace	Zone Map Mar/15	With the content of Attachment E	N	N

Attachment A1

Design and Appearance

OBJECTIVES

- 1 Development of a high design standard and appearance that responds to and reinforces positive aspects of the local environment and built form.
- 2 Roads, open spaces, paths, buildings and land uses laid out and linked so that they are easy to understand and navigate.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:
 - (a) building height, mass and proportion
 - (b) external materials, patterns, colours and decorative elements
 - (c) roof form and pitch
 - (d) façade articulation and detailing
 - (e) verandas, eaves, parapets and window screens.
- 2 Where a proposed development would interfere with any view, vista or prospect presently available from land in private ownership (including iconic views of the ocean, city skyline, hills skyline or other feature of interest), such interference will be reasonable and anticipated if the proposed development complies with the relevant guidelines and desires of this Development Plan including height, setbacks, building envelopes, building form and massing, and building siting.
- 3 Buildings should be sited with respect to side and rear property boundaries to:
 - (a) maintain or enhance the amenity of adjoining properties in terms of noise, privacy and sunlight
 - (b) minimise the impact of bulk and scale of development on adjoining properties
 - (c) maintain the character of the locality in regards to the patterns of space between buildings (to the side and rear) and the opportunity for landscaping.
- 4 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties, drivers or cyclists.
- 5 Structures located on the roofs of buildings to house plant and equipment should be screened from view and should form an integral part of the building design in relation to external finishes, shaping and colours.
- 6 Balconies should:
 - (a) be integrated with the overall form and detail of the building
 - (b) include balustrade detailing that enables line of sight to the street
- 7 Transportable buildings and buildings which are elevated on stumps, posts, piers, columns or the like, should have their suspended footings enclosed around the perimeter of the building, and the use of verandas, pergolas and other suitable architectural detailing to give the appearance of a permanent structure.

Development Adjacent Heritage Places

- 8 The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in [Table Mar/4 - State Heritage Places](#) or in [Table Mar/3 - Local Heritage Places](#).
- 9 Development on land adjacent to a State or local heritage place, as listed in [Table Mar/4 - State Heritage Places](#) or in [Table Mar/3 - Local Heritage Places](#), should be sited and designed to reinforce the historic character of the place and maintain its visual prominence.

Overshadowing

- 10 The design and location of buildings should enable direct winter sunlight into adjacent properties and minimise the overshadowing of:
 - (a) windows of living rooms
 - (b) the primary open space area for a dwelling.
- 11 Except where otherwise specified in a zone, policy area or precinct, development should ensure that:
 - (a) north-facing windows to living rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9 am and 3 pm on the 21 June
 - (b) ground level private open space of existing buildings receive direct sunlight for a minimum of 2 hours between 9 am and 3 pm on 21 June to at least the smaller of the following:
 - (i) half of the existing ground level private open space
 - (ii) 35 square metres of the existing ground level private open space
 - (c) where overshadowing already exceeds the requirements contained in part (b), development should not increase the area overshadowed.

Visual Privacy

- 12 Buildings with balconies, terraces, decks and upper level windows should minimise direct overlooking of habitable rooms and private open spaces of adjacent dwellings through one or more of the following measures:
 - (a) off-setting the location and orientation of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct
 - (b) building setbacks from boundaries that interrupt views onto or that provide spatial separation from adjacent properties
 - (c) screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.
- 13 Permanently fixed external screening devices should be designed and finished to complement the associated building's external materials and finishes.

Relationship to the Street and Public Realm

- 14 The main facade of a building should face the primary street frontage of the site of the building.
- 15 Where a site has more than one street frontage, buildings should be designed to address each frontage.

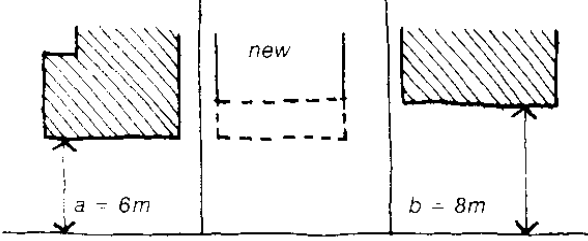
- 16 Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 17 Buildings should be designed and sited to avoid extensive areas of uninterrupted walling facing areas exposed to public view.
- 18 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.
- 19 The ground floor of mixed use buildings should comprise non-residential land uses.
- 20 In mixed use areas, development facing the street should be designed to activate the street frontage(s) by:
 - (a) including features that attract people to the locality such as frequent doors and display windows, retail shopfronts and/or outdoor eating or dining areas
 - (b) minimising the frontage for fire escapes, service doors, plant and equipment hatches
 - (c) avoiding undercroft or ground floor vehicle parking that is visible from the primary street frontage
 - (d) using colour, vertical and horizontal elements, roof overhangs and other design techniques to provide visual interest and reduced massing.
- 21 Where zero or minor setbacks are desirable, development should incorporate shelter over footpaths to enhance the quality of the pedestrian environment.

Outdoor Storage and Service Areas

- 22 Outdoor storage, loading and service areas should be:
 - (a) screened from public view by a combination of built form, solid fencing and/or landscaping
 - (b) conveniently located and designed to enable the manoeuvring of service and delivery vehicles
 - (c) sited away from sensitive land uses.

Building Setbacks from Road Boundaries

- 23 Except in areas where a new character is desired, the setback of buildings from public roads should:
 - (a) be similar to, or compatible with, setbacks of buildings on adjoining land and other buildings in the locality
 - (b) contribute positively to the function, appearance and/or desired character of the locality.
- 24 Except where specified in a particular zone, policy area or precinct, **and/or where a new character is desired by this Development Plan**, the main face of a building should be set back from the primary road frontage in accordance with the following:

Setback difference between buildings on adjoining allotments with the same primary street frontage	Setback of new building
Up to 2 metres	<p>The same setback as one of the adjoining buildings, as illustrated below:</p>  <p>When $b - a \leq 2$, setback of new dwelling = a or b</p>
Greater than 2 metres	At least the average setback of the adjoining buildings

- 25 Except where otherwise specified by another provision in this Development Plan or where specified in a particular zone, policy area or precinct, **and/or where a new character is desired by this Development Plan**, buildings and structures should be set back at least **8 metres** from road boundaries.
- 26 All setbacks from the road frontage should be additional to the road widening setback established under the *Metropolitan Adelaide Road Widening Plan Act 1972*.

Attachment A2

Residential Development

OBJECTIVES

- 1 Safe, convenient, sustainable and healthy living environments that meet the full range of needs and preferences of a diverse community.
- 2 A diverse range of dwelling types and sizes available to cater for changing demographics, particularly smaller household sizes and supported accommodation.
- 3 Medium and high density residential development in areas close to activity centres, public and community transport and public open spaces.
- 4 The revitalisation of residential areas to support the viability of community services and infrastructure.
- 5 Affordable Housing, student housing and housing for aged persons provided in appropriate locations.
- 6 Increased affordable housing opportunities through land division and the conversion of buildings to a residential use, *where appropriate*.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Residential allotments and sites should maximise solar orientation and have the area and dimensions to accommodate:
 - (a) the siting and construction of a dwelling and associated ancillary outbuildings
 - (b) the provision of landscaping and private open space
 - (c) convenient and safe vehicle, pedestrian and cycling access and parking
 - (d) water sensitive design systems that enable the storage, treatment and reuse of stormwater.
- 2 *Buildings on battle-axe allotments or the like should be single storey to reduce the visual impact of taller built form towards the rear of properties, and to maintain the privacy of adjoining residential properties.*
- 3 Residential allotments and dwellings should be of varying sizes to encourage housing diversity.
- 4 *Dwellings constituting affordable housing, student housing and housing for aged persons should be located to optimise access to shops, social services and facilities, and public transport.*
- 5 *Sites in un-sewered areas should not be developed unless the physical characteristics of the allotments enable the proper siting and operation of an effluent drainage field suitable for the development intended.*

Design and Appearance

- 6 *Dwellings and accommodation* at ground floor level should contribute to the character of the locality and create active, safe streets by incorporating one or more of the following:
 - (a) front landscaping or terraces that contribute to the spatial and visual structure of the street while maintaining adequate privacy for occupants
 - (b) individual entries for ground floor accommodation
 - (c) opportunities to overlook adjacent public space.
- 7 Residential development should be designed to ensure living rooms have an external outlook.

- 8 Entries to dwellings or foyer areas should be clearly visible from the street, or from access ways that they face, to enable visitors to easily identify individual dwellings and entrance foyers.
- 9 Dwellings should be designed and oriented to address the street by presenting a front entrance door, porch/portico/verandah and habitable room windows toward the primary street frontage.

Garages, Carports, Verandahs and Outbuildings

- 10 Garages, carports, verandahs and outbuildings should have a roof form and pitch, building materials and detailing that complements the associated dwelling.
- 11 Outbuildings, including garages and sheds, should not be constructed unless in association with an existing dwelling.

12 Garages, carports, verandahs and outbuildings should not dominate the streetscape.

Site Coverage

- 13 Site coverage should be limited to ensure that sufficient space is provided for:
 - (a) pedestrian and vehicle access and vehicle parking
 - (b) domestic storage
 - (c) outdoor clothes drying
 - (d) rainwater tanks
 - (e) private open space and landscaping
 - (f) convenient storage of household waste and recycling receptacles.
- 14 Except within the **Suburban Activity Node Zone**, a minimum of 20 per cent of the area of the development site should be pervious, remain undeveloped and be free from driveways, car parking areas, paved areas and other like surfaces.

Private Open Space

- 15 Private open space should be provided for exclusive use by residents of each dwelling, and should be sited and designed:
 - (a) to be accessed directly from the internal living rooms of the dwelling
 - (b) to be generally at ground level (other than for dwellings without ground level internal living rooms)
 - (c) to be located to the side or rear of a dwelling and screened for privacy
 - (d) to take advantage of, but not adversely affect, natural features of the site
 - (e) to minimise overlooking from adjacent buildings
 - (f) to have a northerly aspect to provide for comfortable year round use
 - (g) to not be significantly shaded during winter by the associated dwelling or adjacent development
 - (h) to be partly shaded in summer
 - (i) to minimise noise or air quality impacts that may arise from traffic, industry or other business activities within the locality

- (j) to have sufficient area and shape to be functional, taking into consideration the location of the dwelling, and the dimension and gradient of the site.

16 Private open space excludes:

- (a) any area covered by a dwelling, carport, garage or outbuildings
- (b) driveways, effluent drainage areas, rubbish bin storage areas, site for rainwater tanks and other utility areas
- (c) common areas such as parking areas and communal open spaces
- (d) any area at ground level at the front of the dwelling (forward of the building line)
- (e) any area at ground level with a dimension less than 2.5 metres
- (f) any balcony with a dimension less than 2 metres.

- 17 Except where otherwise specified in the **Residential Zone**, dwellings with internal living rooms at ground level should provide at least the amount of private open space specified in the following table:

Site area	Private open space (POS)		
	Minimum area (total provision)	Minimum area directly accessible from a living room (should be part of total provision)	Off-ground (balconies, roof patios and the like) (can be included as part of total provision)
500 square metres or greater	80 square metres	24 square metres with a minimum dimension of 4 metres by 4 metres and a maximum gradient of 1-in-10	10 square metres with a minimum dimension of 2 metres
Between 300 square metres and 500 square metres	60 square metres	24 square metres with a minimum dimension of 4 metres by 4 metres and a maximum gradient of 1-in-10	10 square metres with a minimum dimension of 2 metres
Less than 300 square metres	24 square metres	24 square metres with a minimum dimension of 3 metres by 3 metres and a maximum gradient of 1-in-10	8 square metres with a minimum dimension of 2 metres

- 18 Except where otherwise specified in the **Residential Zone**, dwellings located above ground level should provide at least the amount of private open space specified in the following table, which is directly accessible from a living room of the dwelling:

Dwelling type	Private open space
Studio (no separate bedroom)	6 square metres
One bedroom dwelling	8 square metres
Two bedroom dwelling	11 square metres
Three + bedroom dwelling	11 square metres plus 4 square metres for each bedroom after the first two

- 19 A minimum of 50 per cent of the private open space provided should be open to the sky and free from verandahs.

Communal Open Space

- 20 Communal open space is recreational open space within a multi dwelling development which is shared by more than one dwelling, which is not publicly accessible, has a minimum dimension of 5 metres by 5 metres and excludes:
- (a) private open space
 - (b) public rights of way
 - (c) private streets
 - (d) parking areas and driveways
 - (e) service and storage areas
 - (f) narrow or inaccessible strips of land.
- 21 An area of communal open space may be used as a substitute for private open space if it satisfies the following:
- (a) at least 50 per cent of the communal open space is visually screened from public areas of the development
 - (b) ground floor communal space is overlooked by habitable rooms to facilitate passive surveillance
 - (c) it contains landscaping and facilities that are functional, attractive and encourage recreational use
 - (d) the dwelling is still provided with 50% of the private open space otherwise required, and that private open space is directly accessible from a living room
 - (e) the total area of private open space and substituted communal open space is no less than the total area of private open space which would be required if no substitution occurred
 - (f) the total area of private open space and substituted communal open space is apportioned equally to each dwelling.
- 22 Communal open space should only be located on elevated gardens or roof tops where the area and overall design is useful for the recreation and amenity needs of residents and where it is designed to:
- (a) address acoustic, safety, security and wind effects
 - (b) minimise overlooking into habitable room windows or onto the useable private open space of other dwellings
 - (c) facilitate landscaping and food production
 - (d) be integrated into the overall facade and composition of buildings.

Noise

- 23 Other than within an area designated for the purposes of the *Noise and Air Emissions Overlay*, residential development close to high noise sources (e.g. major roads, railway lines, tram lines, industry, and airports) should be designed to locate bedrooms, living rooms and private open spaces away from those noise sources, and protect these areas with appropriate noise attenuation measures.

- 24 Residential development on sites abutting established collector or higher order roads should include a landscaped buffer between the dwellings and the road as well as front fences and walls that will supplement the noise control provided by the building facade.
- 25 External noise and artificial light intrusion into bedrooms should be minimised by separating or shielding these rooms from:
- (a) active communal recreation areas, parking areas and vehicle access ways
 - (b) service equipment areas and fixed noise sources on the same or adjacent sites.

Site Facilities and Storage

- 26 Site facilities for group dwellings, multiple dwellings and residential flat buildings should include:
- (a) mail box facilities sited close to the major pedestrian entrance to the site
 - (b) bicycle parking for residents and visitors (for developments containing more than 6 dwellings)
 - (c) household waste and recyclable material storage areas located away from dwellings and screened from public view.

Affordable Housing

- 27 Affordable Housing should be well integrated and complementary in design and appearance to other dwellings within the locality.

Dependent Accommodation

- 28 Dependent accommodation (i.e. accommodation for persons who are dependent on persons occupying the associated main dwelling, where the accommodation is located on the same site and connected to the same services as the associated main dwelling) should be developed only where:
- (a) the site is of adequate size and configuration and the site area is at least 600 square metres
 - (b) the dependent accommodation has a small total floor area relative to the associated main dwelling and does not exceed 60 square metres
 - (c) adequate outdoor space of a minimum of 20 square metres is provided for the use of all occupants of the dependent accommodation, in addition to the required private open space for the associated dwelling
 - (d) adequate on-site car parking is provided by one additional car parking space being provided on the site in addition to the car parking required for the associated dwelling
 - (e) the dependent accommodation is designed and finished to complement the external appearance of the associated dwelling.

Multiple Dwellings

- 29 Multiple dwellings should be located in areas in close proximity to public transport, public open space and a range of commercial, retail, entertainment and social facilities and those dwellings in the form of student housing should be within convenient access to tertiary educational institutions
- 30 Multiple dwellings should be located north of Seacombe Road and satisfy the following criteria:
- (a) located within 800 metres walking distance of a railway station or within 400 metres walking distance of a bus stop; and
 - (b) within 800 metres walking distance of a Centre Zone (excluding Local Centre Zone)

- 31 Multiple dwellings (in the form of student housing) should be located within 1500 metres walking distance of a tertiary educational institution
- 32 Multiple dwellings should avoid visually dominant car parking areas in the design
- 33 Multiple dwellings should be designed to ensure that:
- (a) the internal layout and facilities provide sufficient space and amenity for the requirements of the residents and promotes social interaction
 - (b) a range of living options are provided to meet a variety of accommodation needs, such as student housing, boarding housing and disability accessible rooms
 - (c) accommodation with shared living areas provides bedrooms of a suitable size to accommodate the daily personal needs (such as personal storage, desks, furniture and the like) of the residents
 - (d) each habitable room has a window that provides an external outlook and access to natural ventilation and light
 - (e) a secure, well lit foyer/entrance area is provided
- 34 Multiple dwellings should provide common or shared facilities for the benefit of those residing within the development and designed to support social interaction, including:
- (a) internal and external communal open space areas
 - (b) indoor communal recreation/social space with direct access to the external communal open space area
 - (c) laundry and external clothes drying facilities
 - (d) secure bicycle parking
 - (e) common storage facilities
- 35 Well proportioned, convenient and safe open/communal space areas should be integrated into the design of the accommodation which meets the social and recreational needs of residents.
- 36 Individual private open space areas should be provided for each bedroom, in addition to an appropriate area of communal space that is accessible to all occupants of the building(s).
- 37 Open space, comprising both private open space and internal and external communal space, should be provided at a minimum rate equivalent to 25 per cent of the area of the site and satisfy the following parameters:

Open/Communal space type	Location	Requirements
Private	Ground level	A minimum area of 10 square metres per bedroom with a minimum dimension of 2.5 x 2.5 metres
Private	Balcony	A minimum area of 8 square metres with a minimum depth of 2.0 metres
Communal (External)	Ground level or above ground (e.g. roof garden)	A minimum area of 75m ² or 4m ² per student, whichever is the greater, with a minimum dimension of 3 x 3 metres, including one area of 35m ² with a minimum dimension of 5 x 5 metres

		To be located to the side or rear of the building(s) for ground level spaces.
Communal (Internal)	Ground level or above ground	A minimum area of 16m ² or 4m ² for each bedroom, whichever is the greater (excluding hallways, wet areas, storage etc.)

38 Multiple dwellings should provide off-street vehicle parking spaces in accordance with Table Mar/2 – Off Street Vehicle Parking Requirements

39 Sheltered bicycle parking spaces should be provided on site at a minimum rate of 1 bicycle space for every 2 residents.

Swimming Pools and Outdoor Spas

40 Swimming pools, outdoor spas and associated ancillary equipment and structures should be sited to protect the privacy and amenity of adjoining residential land.

41 Swimming pools, outdoor spas, and associated structures (other than fencing) should be setback from site boundaries by a minimum distance of 1 metre.

42 Pool or spa equipment should be contained within a sound reducing enclosure and located at least 5 metres from a dwelling on an adjoining property, or where not within a sound reducing enclosure, at least 12 metres from a dwelling on an adjoining property.

Street and Boundary Setbacks

43 Dwellings should be setback from boundaries to:

- (a) contribute to the desired character of the locality
- (b) provide adequate visual privacy by separating habitable rooms from pedestrian and vehicle movement.

44 Dwelling setbacks from side and rear boundaries should be progressively increased as the height of the building increases to:

- (a) minimise the visual impact upon adjoining properties
- (b) minimise the overshadowing of adjoining properties.

45 Walls located on side boundaries should be limited in height and length to:

- (a) minimise their visual impact on adjoining properties
- (b) minimise the overshadowing of adjoining properties.

46 Dwellings and associated garages and/or carports should only abut one side boundary (excluding common walls associated with semi-detached, row or residential flat dwellings).

47 Carports and garages should be setback from road and building frontages so as to:

- (a) contribute to the desired character of the area
- (b) not adversely affect the safety of road users
- (c) provide safe entry and exit
- (d) not dominate the appearance of dwellings from the street

Car Parking and Access

- 48 The width of driveway crossovers serving single dwellings should be minimised and have a maximum width of:
- (a) 3 metres wide for a single driveway
 - (b) 5 metres wide for a double driveway.
- 49 Vehicle crossovers should be setback a minimum 2 metres from existing street trees, and 1 metre from street infrastructure and utilities (including stormwater side entry pits, stobie poles, street signs, cable pits, pram ramps etc.).
- 50 Driveways serving hammerhead sites, or more than one dwelling, should satisfy the following:

Dwellings served	Trafficable width			Minimum landscape strips on both sides of driveway
	Intersection with public road and first 6 metres		Width beyond first 6 metres	
	Arterial roads	Other roads		
1 – 3	6 m	3 m	3 m	0.5 m
4 – 7		5 m	3 m*	0.8 m
8 or more		6 m	5 m*	1.0 m

Driveways serving 3 or more dwellings which exceed 30 m in length should include one passing section of not less than 5 m trafficable width for each 25 m section of driveway.

Home Businesses

- 51 The occupation of part of a dwelling or its site for a small office, consulting room or other non-industrial business in a **Residential Zone** should only occur where:
- (a) the nature, scale and intensity of the use does not detrimentally affect the amenity of residents living in the locality, by virtue of the appearance of the land or building, the parking of motor vehicles, movement of goods and people, hours of operation, electrical interference, the storage of hazardous substances, or noise or other emissions from the site
 - (b) the business employs no more than one person on-site, other than those living permanently in the dwelling
 - (c) the business does not involve the servicing, repair or sale of motor vehicles
 - (d) only one commercial motor vehicle (as defined in the *Road Traffic Act 1961*) associated with the business may be present at any time
 - (e) vehicles exceeding three tonnes tare in weight are not used by or required to service the business
 - (f) the area used in conducting the business (including storage of materials or goods) is fully screened or contained in an enclosed building or buildings
 - (g) no goods are displayed in any window, or about the dwelling or its curtilage
 - (h) the floor area used in conducting the business (including storage of materials or goods) is limited to 50 square metres or 30 per cent of the floor area of the associated dwelling (excluding any garage or carport), whichever is the lesser, and the primary residential use of the remaining floor area is maintained
 - (i) signage associated with the business is:
 - (i) discreet in scale and the total advertisement area does not exceed 0.2 square metres

- (ii) of muted colours in sympathy with the character of residential development in the locality
- (iii) limited to not more than two such signs.

Attachment A3

Sloping Land

OBJECTIVES

- 1 Development on sloping land which minimises environmental and visual impacts and protects soil stability and water quality.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development and associated driveways and access tracks should be sited and designed to integrate with the natural topography of the land and minimise the need for earthworks.
- 2 Development and associated driveways and access tracks, including related earthworks, should be sited, designed and undertaken in a manner that:
 - (a) minimises their visual impact
 - (b) reduces the bulk of the buildings and structures
 - (c) minimises the extent of cut and/or fill
 - (d) minimises the need for, and the height of, retaining walls
 - (e) does not cause or contribute to instability of any embankment or cutting
 - (f) avoids the silting of watercourses
 - (g) protects development and its surrounds from erosion caused by water runoff.
- 3 Driveways and access tracks across sloping land should be accessible and have a safe, all-weather trafficable surface.
- 4 Development sites should not be at risk of landslip.
- 5 Development on steep land should include site drainage systems to minimise erosion and avoid adverse impacts on slope stability.
- 6 The cutting and/or filling of land should:
 - (a) be kept to a minimum and be limited to a maximum depth or height no greater than 1.5 metres so as to preserve the natural form of the land and the native vegetation
 - (b) only be undertaken in order to reduce the visual impact of buildings, including structures, or in order to construct water storage facilities for use on the allotment
 - (c) only be undertaken if the resultant slope can be stabilised to prevent erosion
 - (d) result in stable slopes which are covered with top soil and landscaped so as to preserve and enhance the natural character or assist in the re-establishment of the natural character of the area.
- 7 Retaining walls should:
 - (a) not exceed 1.5 metres in height
 - (b) be stepped in a series of low walls if more than 1.5 m is to be retained in total
 - (c) be constructed to a high standard from high amenity materials

- (d) be landscaped to enhance their appearance.

Attachment A4

Transportation and Access

OBJECTIVES

- 1 A comprehensive, integrated, affordable and efficient air, rail, sea, road, cycle and pedestrian transport system that will:
 - (a) provide equitable access to a range of public, community and private transport services for all people
 - (b) ensure a high level of safety
 - (c) effectively support the economic development of the State
 - (d) have minimal negative environmental and social impacts
 - (e) maintain options for the introduction of suitable new transport technologies.
- 2 Development that:
 - (a) provides safe and efficient movement for all transport modes
 - (b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles
 - (c) provides off-street parking
 - (d) is appropriately located so that it supports and makes best use of existing transport facilities and networks
 - (e) provides convenient and safe access to public transport stops.
- 3 A road hierarchy that promotes safe and efficient transportation in an integrated manner throughout the State.
- 4 Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks that are connected to the public transport network.
- 5 Safe and convenient freight and people movement throughout the State.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Land uses arranged to support the efficient provision of sustainable transport networks and encourage their use.

Movement Systems

- 2 Development should be integrated with existing transport networks, particularly major rail, road and public transport corridors as shown on *Location Maps* and *Overlay Maps - Transport*, and designed to minimise its potential impact on the functional performance of the transport network.
- 3 Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.
- 4 Roads should be sited and designed to blend with the landscape and be in sympathy with the terrain.

- 5 Land uses that generate large numbers of visitors such as shopping centres, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by the public transport network and encourage walking and cycling.
- 6 Development generating high levels of traffic, such as schools, shopping centres and other retail areas, and entertainment and sporting facilities should incorporate passenger pick-up and set-down areas. The design of such areas should minimise interference to existing traffic and give priority to pedestrians, cyclists and public and community transport users.
- 7 The location and design of public and community transport set-down and pick-up points should maximise safety and minimise the isolation and vulnerability of users.
- 8 Development should provide safe and convenient access for all anticipated modes of transport.
- 9 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.
- 10 Driveway crossovers affecting pedestrian footpaths should maintain the level and surface colour of the footpath.
- 11 Driveway crossovers should be separated and the number minimised to optimise the provision of on-street visitor parking (where on-street parking is appropriate).
- 12 Development should be designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses.
- 13 Industrial/commercial vehicle movements should be separated from passenger vehicle car parking areas.
- 14 Development should provide for the on-site loading, unloading and turning of all traffic likely to be generated.

Cycling and Walking

- 15 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, pedestrian crossing points on arterial roads, public and community transport stops and activity centres.
- 16 Development should provide access, and accommodate multiple route options, for pedestrians and cyclists by enhancing and integrating with:
 - (a) open space networks, recreational trails, parks, reserves, and sport and recreation areas
 - (b) Adelaide's principal cycling network (Bikedirect), which includes arterial roads, local roads and off-road paths as depicted in [Overlay Maps - Transport](#).
- 17 New developments should give priority to and not compromise existing designated bicycle routes.
- 18 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.
- 19 Development should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:
 - (a) showers, changing facilities and secure lockers
 - (b) signage indicating the location of bicycle facilities.

- 20 On-site secure bicycle parking facilities should be:
- (a) located in a prominent place
 - (b) located at ground floor level
 - (c) located undercover
 - (d) located where surveillance is possible
 - (e) well lit and well signed
 - (f) close to well used entrances
 - (g) accessible by cycling along a safe, well lit route.
- 21 Pedestrian and cycling facilities and networks should be designed and provided in accordance with relevant provisions of the *Australian Standards and Austroads Guides*.

Access

- 22 Development should have direct access from an all-weather public road.
- 23 Development should be provided with safe and convenient access which:
- (a) avoids unreasonable interference with the flow of traffic on adjoining roads
 - (b) provides appropriate separation distances from existing roads or level crossings
 - (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
 - (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.
- 24 Development should not restrict access to publicly owned land such as recreation areas.
- 25 The number of vehicle access points onto arterial roads shown on [Overlay Maps - Transport](#) should be minimised and, where possible, access points should be:
- (a) limited to local roads (including rear lane access)
 - (b) shared between developments.
- 26 Development with access from roads with existing or projected traffic volumes exceeding 6000 vehicles per day should be sited to avoid the need for vehicles to reverse onto or from the road.
- 27 Development with access from arterial roads or roads as shown on [Overlay Maps – Transport](#) should be sited to avoid the need for vehicles to reverse onto or from the road.
- 28 The number of vehicle access points onto a public road should be minimised and each access point should be a minimum of 6 metres apart to maximise opportunities for on street parking.
- 29 Structures such as canopies and balconies that encroach onto the footpath of a road should not cause visual or physical obstruction to:
- (a) signalised intersections
 - (b) heavy vehicles

- (c) street lighting
 - (d) overhead electricity lines
 - (e) street trees
 - (f) bus stops.
- 30 Driveways, access tracks and parking areas should be designed and constructed to:
- (a) follow the natural contours of the land
 - (b) minimise excavation and/or fill
 - (c) minimise the potential for erosion from surface runoff
 - (d) avoid the removal of existing vegetation
 - (e) be consistent with *Australian Standard AS: 2890 - Parking facilities*.
- 31 The length of driveways should be minimised and together with manoeuvring areas be only sufficient to allow the proper functioning of the parking areas and their access.

Access for People with Disabilities

- 32 Development should be sited and designed to provide convenient access for people with a disability.
- 33 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.

Vehicle Parking

- 34 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with [Table Mar/2 - Off-street Vehicle Parking Requirements](#).
- 35 Development should be consistent with *Australian Standard AS: 2890 - Parking facilities*.
- 36 Vehicle parking areas should be sited and designed to:
- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - (c) not inhibit safe and convenient traffic circulation
 - (d) result in minimal conflict between customer and service vehicles
 - (e) avoid the use of public roads when moving from one part of a parking area to another
 - (f) minimise the number of vehicle access points onto public roads
 - (g) avoid the need for vehicles to reverse onto public roads
 - (h) where practical, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points

- (i) not dominate the character and appearance of a site when viewed from public roads and spaces
 - (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas
 - (k) include infrastructure such as underground cabling and connections to power infrastructure that will enable the recharging of electric vehicles.
- 37 Where vehicle parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to users.
- 38 Vehicle parking areas that are likely to be used during non-daylight hours should provide floodlit entry and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the parking area.
- 39 Vehicle parking areas should be sealed or paved to minimise dust and mud nuisance.
- 40 Outdoor vehicle parking areas should include landscaping to assist with stormwater detention and reduce heat loads in summer.
- 41 Vehicle parking areas should be line-marked to delineate parking bays, movement aisles and direction of traffic flow.
- 42 On-site visitor parking spaces should be sited and designed to:
- (a) not dominate internal site layout
 - (b) be clearly defined as visitor spaces not specifically associated with any particular dwelling
 - (c) be accessible to visitors at all times.

Vehicle Parking for Residential Development

- 43 On-site vehicle parking should be provided having regard to:
- (a) the number, nature and size of proposed dwellings
 - (b) proximity to centre facilities, public and community transport within walking distance of the dwellings
 - (c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons
 - (d) availability of on-street car parking
 - (e) any loss of on-street parking arising from the development (e.g. an increase in number of driveway crossovers).
- 44 Vehicle parking areas servicing more than one dwelling should be of a size and location to:
- (a) serve users, including pedestrians, cyclists and motorists, efficiently, conveniently and safely
 - (b) provide adequate space for vehicles, including emergency service vehicles, to manoeuvre between the street and the parking area
 - (c) reinforce or contribute to attractive streetscapes.
- 45 Ground level vehicle parking areas servicing more than one dwelling, including associated garages and carports (other than where located along a rear lane access way), should:

(a) not face the primary street frontage

- (b) be located to the rear of buildings with access from a shared internal laneway
- (c) ensure vehicle park entries are recessed at least 0.5 metres behind the main face of the building.

Vehicle Parking for Mixed Use and Corridor Zones

- 46 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with [Table Mar/2 – Off-street Vehicle Parking Requirements](#).
- 47 Loading areas and designated parking spaces for service vehicles should:
 - (a) be provided within the boundary of the site
 - (b) not be located in areas where there is parking provided for any other purpose.
- 48 Vehicle parking spaces and multi-level vehicle parking structures within buildings should:
 - (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages
 - (b) complement the surrounding built form in terms of height, massing and scale
 - (c) incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.
- 49 In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.

Undercroft and Below Ground Garaging and Parking of Vehicles

- 50 Undercroft and below ground garaging of vehicles should only occur where envisaged in the relevant zone or policy area or precinct and ensure:
 - (a) the overall height and bulk of the undercroft structure does not adversely impact on streetscape character of the locality or the amenity of adjacent properties
 - (b) vehicles can safely enter and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles
 - (c) driveway gradients provide for safe and functional entry and exit
 - (d) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath
 - (e) openings to undercroft areas are integrated with the main building so as to minimise visual impact
 - (f) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties
 - (g) the overall streetscape character of the locality is not adversely impaired (e.g. visual impact, building bulk, front setbacks relative to adjacent development)
 - (h) the height of the car park ceiling does not exceed 1 metre above the finished ground level.
- 51 In the case of undercroft and below ground car parks where cars are visible from public areas, adequate screening and landscaping should be provided **so as to avoid any loss of amenity**.

Attachment B1

Residential Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

OBJECTIVES

- 1 An attractive residential zone comprising a range of dwelling types including a minimum of 15 per cent affordable housing.
- 2 Increased dwelling densities in close proximity to centres, public **and community** transport routes and public open spaces.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:

affordable housing
outbuilding in association with a dwelling
domestic structure
dwelling including a residential flat building
dwelling addition
small scale non-residential uses that serve the local community, for example:
 - child care facilities
 - consulting rooms
 - health and welfare services
 - offices
 - open space
 - recreation areas
 - shopssupported accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible with adjoining residential development.
- 4 Non-residential development such as shops, **offices** and consulting rooms should be of a nature and scale that:
 - (a) **primarily** serves the needs of the local community
 - (b) is consistent with the character of the locality
 - (c) does not detrimentally impact on the amenity of nearby residents.
- 5 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

Form and Character

6 Dwellings should satisfy the following parameters:

Parameter	Value
Minimum setback from primary road frontage where no established streetscape exists	8 metres from arterial roads shown on <i>Overlay Map – Transport</i> and any road within Hills Policy Area 11 5 metres in all other circumstances.
Minimum setback from primary road frontage where an established streetscape exists	5 metres within Medium Density Policy Area 12 and Regeneration Policy Area 16 8 metres from arterial roads shown on <i>Overlay Map – Transport</i> and any road within Hills Policy Area 11 In all other circumstances – refer to <i>Design and Appearance – Building Setbacks from Road Boundaries – Principles 23, 24 & 25</i> .
Minimum setback from secondary road frontage	2 metres within Medium Density Policy Area 12, Northern Policy Area 13, Regeneration Policy Area 16 and Worthing Mine Policy Area 20 3 metres in all other circumstances.
Minimum setback from side boundaries	Where the wall height (above reference level) is not greater than 3 metres: (a) 2 metres within Hills Policy Area 11 (b) 0.9 metres in all other circumstances. Where the wall height is between 3 metres and 6 metres: (a) 3 metres if adjacent southern boundary (b) 2 metres in all other circumstances. Where the wall height is greater than 6 metres: (a) if not adjacent the southern boundary, 2 metres plus an additional setback equal to the increase in wall height above 6 metres (b) if adjacent the southern boundary, 3 metres plus an additional setback equal to the increase in wall height above 6 metres.
Maximum length and height when wall is located on side boundary	Not applicable in Hills Policy Area 11 , that part of Residential Character Policy Area 17 within the suburb of Marion, and Watercourse Policy Area 19 , as walls on boundaries are generally not appropriate in these policy areas. In all other policy areas of the Residential Zone – (a) 8 metres in length and 3 metres in height (above reference level) (b) Where wall adjoins communal open space or a public reserve – 50 per cent of the length of the boundary and 4 metres in height (above reference level)
Minimum setback from rear boundary	(a) 6 metres for single storey parts of the dwelling (where no wall height exceeds 3 metres above reference level), and (b) 8 metres for all other parts of the dwelling with a wall height greater than 3 metres, subject to the following: (i) within Hills Policy Area 11 , (a) is 8 metres; (ii) within Medium Density Policy Area 12 and

Regeneration Policy Area 16, (b) is 6 metres;
(iii) within **Medium Density Policy Area 12, Northern Policy Area 13, Racecourse Policy Area 15, Regeneration Policy Area 16, Southern Policy Area 18, Worthing Mine Policy Area 20** (a) may be reduced to 3 metres for no more than 50% of the width of the rear boundary.

Maximum building height
(above reference level)

Area	Maximum building height	Maximum number of storeys
Medium Density Policy Area 12	9 metres (no attic) 10 metres (with attic)	2 plus attic
Regeneration Policy Area 16	9 metres 12 metres	2 3
Residential Character Policy Area 17 <ul style="list-style-type: none"> within the suburb of Marion elsewhere 	9 metres 7 metres	2 1 plus in-roof habitable rooms if compliant with Policy Area provisions
All other Policy Areas	9 metres	2

Minimum area of private open space (particularly dwellings with ground level living rooms)

Site area	Private open space (POS)		
	Total	Directly accessible from a living room	Off-ground
175 square metres or greater	20 per cent of site area	One part of the space should be directly accessible from a living room and have an area equal to or greater than 10 per cent of the site area with a minimum dimension of 5 metres by 5 metres and a maximum gradient of 1-in-10.	Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 10 square metres or greater.
Less than 175 square metres	35 square metres	One part of the space should be directly accessible from a living room and have an area of 16 square metres with a minimum dimension of 4 metres by 4 metres and a maximum gradient of 1-in-10.	Balconies, roof patios, decks and the like can comprise part of this area provided the area of each is 8 square metres or greater.

- 7 Garages, carports, verandahs and outbuildings, **whether freestanding or not**, should satisfy the following parameters:

Parameter	Value
Maximum floor area	60 square metres
Maximum wall or post height (from reference level)	3 metres
Maximum building height (from reference level)	5 metres
Maximum height of finished floor level (from reference level)	0.3 metres
Minimum setback from a primary road frontage for a carport or garage	5.5 metres and at least 0.5 metres behind the main face of the dwelling, or in line with the main face of the dwelling if the dwelling incorporates minor elements such as projecting windows, verandahs, porticos, etc. which provide articulation to the building as it presents to the street.
Minimum setback from a secondary road frontage	0.9 metres or in-line with the associated dwelling (whichever is the lesser)
Minimum setback from a rear or side vehicle access way	1.0 metres
Minimum setback from side and rear boundaries (when not located on the boundary)	0.6 metres for an open structure. 0.9 metres for a solid or enclosed wall
Maximum length on boundary	8 metres or 45 per cent of the length on that boundary (whichever is the lesser)
Maximum frontage width of garage or carport with an opening facing the street	6 metres or 50 per cent of the width of the front façade of the dwelling to which the garage or carport is associated (whichever is the lesser)

- 8 Dwellings used for supported accommodation should satisfy the following parameters:

Location	Minimum site area	Maximum site gradient
Worthing Mine Policy Area 20	250 square metres	1-in-20
Medium Density Policy Area 12, Northern Policy Area 13, Oaklands Park Policy Area 14, Regeneration Policy Area 16 and Southern Policy Area 18	200 square metres	n/a
All other areas	As set by the relevant policy area for dwellings generally	

Site Coverage

- 9 Site coverage should not exceed the amount specified by the relevant policy area unless it is demonstrated that doing so:
- (a) would not be contrary to the relevant setback and private open space provisions;

- (b) would not adversely affect the amenity of adjoining properties; and
- (c) would not conflict with other relevant criteria of this Development Plan.

Affordable Housing

- 10 Development should include a minimum 15 per cent of residential dwellings for affordable housing.
- 11 Affordable housing should be distributed throughout the zone and/or policy areas to avoid over-concentration of similar types of housing in a particular area.

Cement Hill Policy Area 10

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 A policy area primarily comprising detached dwellings at low densities on individual allotments.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - detached dwelling.

Form and Character

- 2 Dwellings should satisfy the following table:

Dwelling Type	Minimum Site Area (square metres)	Minimum Frontage Width (metres)	Minimum Site Depth (metres)
Detached	420	15	20

- 3 Site coverage should not exceed 40 per cent.

Hills Policy Area 11

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 A policy area primarily comprising detached dwellings at low densities.
- 2 Residential development which is sensitive to the particular topography of the locality.
- 3 Residential development which has minimal visual and environmental impacts.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area encompasses parts of the escarpment which forms an east-west band through the centre of the council area, including elevated land visible from the Adelaide Plains in the suburbs of Seacliff Park, Seaview Downs, Seacombe Heights and Darlington. The policy area also contains undulating to steep land along the coast from Marino to Hallett Cove. Many dwelling sites have good views of the Adelaide Plains or the coast.

The desired character is a high quality residential environment containing site appropriate houses set in attractively landscaped, relatively large gardens. This desired character is derived from the existing prevailing character where it is based on low-density detached dwellings of a variety of architectural styles on relatively large, sloping allotments. The importance of the landscape character, the protection of existing trees and vegetation and the re-vegetation of land are all emphasised, particularly in those parts of the policy area that function as a backdrop to the Adelaide Plains or contribute to scenic coastal landscapes. Other important features are the varied natural topography, natural watercourses and steep gullies, and interfaces with adjoining areas of open space including Hills Face and coastal land. This landscape character warrants protection from inappropriate development and earthworks.

Development should not result in the removal of mature street trees in a road reserve that contribute positively to the landscape character of the locality.

Buildings and associated earthworks will be designed to minimise alteration of the natural or existing landform. Appropriate designs will continue to include split-level buildings to reduce visual bulk and reduce the need to cut and fill sloping sites.

Buildings, particularly on a site in a highly visible and prominent location or adjoining an area of open space or other natural character, will be finished with colours and materials complementing the surrounding environment. Highly reflective and very bright materials and colours that detract from the prevailing residential or natural character are inappropriate.

It is important when designing new buildings and extensions (and associated finished levels and decks) on sloping sites to pay considerable attention to, and reduce the potential impact on, the privacy and amenity of existing development.

Buildings and subdivision of land will reflect the existing pattern and scale of nearby development, except in areas where land has been subdivided into smaller allotments than now desired in this policy area, any new land division and development will be at a lower density and intensity than existing. In addition, larger-than-minimum allotments may be preferable due to the natural topography.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the policy area:

- detached dwelling
- group dwelling.

Form and Character

2 Development should not be undertaken unless it is consistent with the desired character for the policy area.

3 Development should be designed and sited to relate to the slope of the land, so that:

- (a) the bulk and scale of the buildings do not dominate the landscape
- (b) the amount of cutting and filling of the natural ground profile is minimised.

4 Wherever possible, existing vegetation should be used to screen buildings and excavation or filling from view.

5 Development that would be prominently visible from the Adelaide Plains should:

- (a) achieve a profile that blends with the topography of the land
- (b) avoid the use of bright and highly reflective external materials and finishes
- (c) incorporate existing vegetation wherever possible and additional landscaping to assist in reducing the apparent bulk and scale of the building and any site works.

6 Development of more than one storey in height should take account of the height and bulk of the proposed building relative to dwellings on adjoining land by:

- (a) incorporating stepping in the design in accordance with the slope of the land
- (b) where appropriate, setting back upper storeys a greater distance from all boundaries than the lower storey.

7 Site coverage should not exceed 35 per cent and floor area ratio should not exceed 0.4.

8 Dwellings should satisfy the following table:

Dwelling Type	Site Gradient	Minimum Site Area (square metres)	Minimum Frontage Width (metres)	Minimum Site Depth (metres)
Detached	less than 1-in-10	700	18	30
	between 1-in-10 and 1-in-5	900	20	30
	more than 1-in-5	1100	20	30
Group	less than 1-in-10	700	24	45
	between 1-in-10 and 1-in-5	900	26	45
	more than 1-in-5	1100	26	45

Medium Density Policy Area 12

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 A policy area comprising a range of medium-density dwellings designed to integrate with areas of open space, neighbouring centres or public transport nodes.
- 2 Development that minimises the impact of garaging of vehicles on the character of the locality.
- 3 Development densities that support the viability of community services and infrastructure.
- 4 Development that reflects good residential design principles.
- 5 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area encompasses areas especially suitable for a wide range of low and medium-density housing, such as detached, semi-detached, row and group dwellings, residential flat buildings, supported accommodation and student and other special purpose housing. Medium density development is especially suited to areas in proximity to centres and public transport, and to areas where such development already occurs (as in the area redeveloped by the former South Australian Housing Trust in Mitchell Park).

The desired character is an attractive residential environment containing low to medium density dwellings of a variety of architectural styles at a higher density and generally a lesser setback from the primary road frontage compared to that typical of the original dwelling stock in the area. Development should seek to promote cohesive streetscapes whilst allowing for a variety in housing forms and styles, such as buildings of up to two storeys, subject to the impact of the additional height and bulk not adversely impacting upon the amenity of existing neighbouring development. Buildings with two storeys plus attic are appropriate where located centrally within a large site.

Where housing is proposed adjacent to zones or policy areas which are intended to accommodate dwellings at lower densities, consideration needs to be given to transitional built form, scale and design elements to ensure compatibility with that adjacent housing.

Amalgamation of properties is desirable where it will facilitate appropriately designed medium-density development. Through the gradual redevelopment of properties (particularly those containing lower valued improvements), a wider range of dwelling types will be provided to meet a variety of accommodation needs.

Development should not result in the removal of mature street trees in a road reserve that contribute positively to the landscape character of the locality.

Where access to parking areas servicing dwellings is via laneways, common driveways and the like, space should be provided for attractive landscaping and tree planting in order to present an attractive appearance from adjoining roads and to protect the amenity of adjacent dwellings.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - affordable housing

- dwelling including a residential flat building
- student housing
- supported accommodation.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Medium density development should be a maximum of 2 storeys in height but may include an attic built within the roof line.
- 4 Upper level balconies may extend 1 metre closer to the road boundary than the associated dwelling.
- 5 In the case of more than one dwelling on one site, access to parking and garaging areas from public streets should be via a minimum number of common driveways.
- 6 Dwellings should satisfy the following table:

Dwelling Type	Minimum Site Area (square metres)	Minimum Frontage Width		Minimum Site Depth (metres)
		Other Road (metres)	Arterial Road (metres)	
Detached	300	10	12	20
Semi-detached	270	9	12	20
Group	250	18	18	45
Residential flat building	250	18	18	45
Row	210	7	12	20

- 7 Site coverage and floor area ratio should not exceed:

Site area	Additional Circumstance	Maximum Site Coverage	Maximum Floor Area Ratio
Greater than 325 square metres	building up to 2 storeys	40 per cent	0.6
	2 storey building plus attic	40 per cent	0.8
Between 250 and 325 square metres		130 square metres	0.6
Less than 250 square metres		100 square metres	0.7

Northern Policy Area 13

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 A policy area primarily comprising low scale, low to medium density housing.
- 2 Development near industrial or commercial areas located and designed to minimise potential adverse impacts from non-residential activities.
- 3 Development that minimises the impact of garaging of vehicles on the character of the locality.
- 4 Development densities that support the viability of community services and infrastructure.
- 5 Development that reflects good residential design principles.
- 6 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area encompasses established residential areas in the central and northern parts of the City of Marion (north of Seacombe Road).

The character of streetscapes varies throughout the policy area depending on the era of the original housing, but the prevailing character is derived from single-storey detached dwellings, with a range of other dwelling types scattered throughout.

The desired character is an attractive residential environment containing low to medium density dwellings of a variety of architectural styles at a higher density and generally a lesser setback from the primary road frontage compared to that typical of the original dwelling stock in the area. The overall character of the built form will gradually improve, while the range of dwelling types will increase to meet a variety of accommodation needs.

Development should seek to promote cohesive streetscapes whilst allowing for a variety in housing forms and styles, such as buildings of up to two storeys, provided that the impact of the additional height and bulk does not adversely impact upon the amenity of adjacent land and the locality.

Amalgamation of properties is desirable where it will facilitate appropriately designed medium-density development. Development should not result in the removal of mature street trees in a road reserve that contribute positively to the landscape character of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - affordable housing
 - dwelling including a residential flat building
 - supported accommodation.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Dwellings should satisfy the following table:

Dwelling Type	Minimum Site Area (square metres)	Minimum Frontage Width		Minimum Site Depth (metres)
		Other Road (metres)	Arterial Road (metres)	
Detached	375	12	12	20
Semi-detached	320	9	12	20
Group	300	20	20	45
Residential flat building	300	20	20	45
Row	250	7	12	20

- 4 Site coverage should not exceed 40 per cent and floor area ratio should not exceed 0.6.
- 5 Residential development located on land within 60 metres of **Marion Road Policy Area 1, South Road Policy Area 2, Sturt/Marion Road Corner Policy Area 3, Industry Commerce Policy Area 4, Industry/Commerce Edwardstown Policy Area 5 and Light Industry Policy Area 6** should incorporate appropriate noise attenuation measures noise sensitive rooms and private open spaces should be located away from potential noise sources.
- 6 Residential development on land abutting of **Marion Road Policy Area 1, South Road Policy Area 2, Sturt/Marion Road Corner Policy Area 3, Industry Commerce Policy Area 4, Industry/Commerce Edwardstown Policy Area 5 and Light Industry Policy Area 6**, should provide for a continuous solid wall or fence of at least 2 metres in height along the abutting boundary.
- 7 Bedroom windows that face the boundary of of **Marion Road Policy Area 1, South Road Policy Area 2, Sturt/Marion Road Corner Policy Area 3, Industry Commerce Policy Area 4, Industry/Commerce Edwardstown Policy Area 5 and Light Industry Policy Area 6** should be setback at least 3 metres from this boundary.

Oaklands Park Policy Area 14

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 A policy area primarily comprising a range of dwelling types including medium density housing.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - affordable housing
 - conservation works, including wetlands
 - dwelling including a residential flat building
 - supported accommodation.

Form and Character

- 2 Dwellings should satisfy the following table:

Dwelling Type	Additional Circumstances	Minimum Site Area (square metres)	Minimum Frontage Width (metres)	Minimum Site Depth (metres)
Detached		420	15	20
Semi-detached		350	9 12 – where fronting Oaklands Road	20
Group		450	20	45
Residential flat building	one storey - up to 3 dwellings	325	18	45
	one storey – 4 or more dwellings	280	18	45
	two storey – up to 3 dwellings	280	18	45
	two storey – 4 or more dwellings	240	18	45
Row		325	7.5 12 – where fronting Oaklands Road	20

- 3 Site coverage should not exceed 40 per cent.

Racecourse Policy Area 15

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 A policy area primarily accommodating detached dwellings at low densities in association with a range of horse related activities.
- 2 Horse related activities developed to minimise adverse environmental impacts, especially on stormwater runoff and adjoining residential development.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - detached dwelling in association with horse related activities
 - horse agistment and training
 - horse stables.
- 2 A detached dwelling developed in association with horse activities should provide usable private outdoor space and separate car parking facilities exclusively for the occupants of the dwelling.

Form and Character

- 3 A dwelling should satisfy the following table:

Dwelling Type	Minimum Site Area (square metres)	Minimum Frontage Width (metres)	Minimum Site Depth (metres)
Detached	560	15	20

- 4 Site coverage should not exceed 60 per cent.
- 5 Development should facilitate the safe and secure movement of horses to and from the Morphetville Racecourse.

Land Division

- 6 The amalgamation of land parcels should occur to provide larger sites for the development of horse related activities that would facilitate the integration and sharing of access and car parking and the creation of a cohesive and orderly horse related activities area.

Regeneration Policy Area 16

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 Integrated re-development of poor quality housing stock and underutilised land.
- 2 Improved quality of living environments.
- 3 Improved quality of housing.
- 4 Increased mix in the range of dwellings, including a minimum of 15 per cent affordable housing available to cater for changing demographics, particularly smaller household sizes and supported accommodation.
- 5 Improved environmental outcomes.
- 6 Increased dwelling densities and population.
- 7 More efficient use of land.
- 8 Improved community services and infrastructure.
- 9 Higher dwelling densities in close proximity to centres, public transport routes and public open spaces.
- 10 A smooth transition in the character and scale of development between this and adjoining residential policy areas.
- 11 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This area has been identified for regeneration because many of the dwellings and other infrastructure within the area are nearing the end of their economic life. Within the context of the Council area and the surrounding region this policy area represents a key opportunity to achieve strategic goals such as improved living conditions, environmental outcomes, and community services and infrastructure, as well as provide economically viable housing choices for the changing demographics of our population and make more efficient use of land and infrastructure within the Metropolitan area.

New development will occur at densities greater than the current density of housing to increase the number of dwellings and the number of residents within the policy area and justify the improvement of infrastructure and other services.

This policy area encompasses areas of recent redevelopment and areas that are suitable for comprehensive redevelopment where the density of new development will substantially exceed that of existing low density housing. Much of the existing development in the area comprises older public housing, primarily detached or semi-detached dwellings of varying age and construction materials.

The desired character of the policy area is one of a high quality and distinctive living environment at a higher density and generally a lesser setback from the primary road frontage compared to that typical of the original dwelling stock in the area. It will be characterised by residential development at low-medium and medium densities, with a variety of architectural styles and a wide range of dwelling types to meet a variety of accommodation needs.

Development should seek to promote cohesive streetscapes whilst allowing for a variety in housing forms and styles. Buildings of up to two storeys in height are appropriate, with three storey buildings also being

appropriate provided the impact of their additional height and bulk does not adversely impact on existing neighbouring development and amenity.

Amalgamation of properties is desirable where it will facilitate appropriately designed medium-density development. For larger development sites, a comprehensive scheme for the development of a range of dwelling types is desirable.

Where housing is proposed adjacent to zones or policy areas which are intended to accommodate dwellings at lower densities, consideration needs to be given to transitional built form, scale and design elements to ensure compatibility with that adjacent housing.

Development should not result in the removal of mature street trees in a road reserve that contribute positively to the landscape character of the locality.

Where access to parking areas servicing dwellings is via laneways, common driveways and the like, space should be provided for attractive landscaping and tree planting in order to present an attractive appearance from adjoining roads and to protect the amenity of adjacent dwellings.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - affordable housing
 - dwelling including a residential flat building
 - student housing
 - supported accommodation.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Dwellings should satisfy the following table:

Dwelling Type	Additional Circumstance	Minimum Site Area (square metres)	Minimum Frontage Width		Minimum Site Depth (metres)
			Other road (metres)	Arterial Road (metres)	
Detached		250	9	12	20
Semi-detached		220	8	12	20
Group	One storey	250	18	18	45
	2 or more storeys	200	18	18	45
Residential flat building	One storey	250	18	18	45
	2 storey	200	18	18	45
	3 storey	150	18	18	45
Row		170	7	12	20

- 4 Site coverage and floor area ratio should not exceed:

Site Area (square metres)	Additional Circumstance	Maximum Site Coverage	Maximum Floor Area Ratio
> 325	building up to 2 storeys	40 per cent	0.6
	3 storey building	40 per cent	0.8
250 - 325		130 square metres	0.6
200 - 249		100 square metres	0.7
< 200		80 square metres	0.7

Land Division

- Allotments should be amalgamated to facilitate co-ordinated and efficient development.

Residential Character Policy Area 17

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 Preservation of the existing development patterns and built form.
- 2 Development which reflects the traditional character elements of the locality, particularly as presented to the streetscape.
- 3 Development that minimises the impact of garaging of vehicles on the character of the locality.
- 4 Development that reflects good residential design principles.
- 5 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Marion

In that part of the policy area located in the suburb of Marion, the established character is primarily low density detached dwellings on large allotments. This form of development will continue through the replacement of detached dwellings with the same. In this area the maintenance and enhancement of the generous and vegetated garden character is most important.

Buildings should be well setback from all property boundaries, and existing vegetation should be protected and enhanced wherever possible. Front and side garden landscaping is particularly important and should complement and reinforce street tree planting to help enhance the leafy, garden suburb character and the visual separation between houses.

Buildings of up to two storeys in height are appropriate, provided that landscaping is available or proposed to soften the visual impact of the second storey.

Fences forward of the building line will be low and constructed of stone, masonry or timber and in a style that complements those in the locality.

Edwardstown, Glandore and Glengowrie

New development in those parts of the policy area located in the suburbs of Edwardstown, Glandore and Glengowrie will reinforce the attractive established character of predominantly single-storey, detached houses. New development will largely comprise the replacement of less attractive or unsound dwellings with new detached dwellings, and in more limited situations, new semi-detached dwellings.

Replacement dwellings will be appropriately designed modern interpretations of the pre-1950's buildings remaining in the area in the locality of the development site. Buildings will be sited so as to complement the siting of adjoining buildings and in such a way that the landscape character is retained and enhanced. Dwellings will incorporate elements typical of homes in the area, including articulated roof forms comprising combinations of gable, Dutch-gable and hips, chimneys, projecting front verandas/porches/porticos, timber-framed windows and external walls constructed of a mixture of brick, painted brick, stone, and rendered masonry. Garages and carports will be discreetly located well behind the main face of the associated dwelling or to the rear of the dwelling, with design and materials to complement the dwelling.

Alterations and additions to dwellings will occur without significantly altering the dwelling's appearance from the street unless it involves the removal of unsympathetic additions/alterations to the front facade or will improve the appearance of a building as viewed from a street frontage. Alterations and additions will reinforce and complement the existing scale, elevation treatments, and use of materials of the associated

dwelling, particularly with respect to the design of roof form, the use of front verandas and porticos, building materials, colours, proportions of windows, the use of window shading devices and elevation detailing. Alterations and additions in the form of adding a second storey will only occur where the addition is within the roof space of the dwelling and the external appearance of the dwelling as viewed from surrounding streets takes the form of a single storey plus attic form. Similarly, new two storey dwellings will take the form of a single storey plus attic in order to reinforce the attractive, low-scale character of the policy area.

Fences on or near the street frontage will be low and of a construction and style that complements those existing in the locality.

The density of development and siting of all buildings will not erode the landscape character of the site or locality, which is derived from mature vegetation in front and rear yards, alongside boundaries or within the public road reserve.

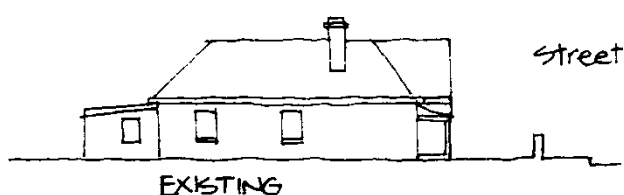
PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

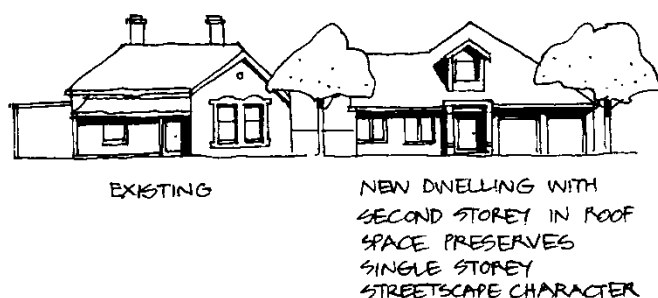
- 1 The following forms of development are envisaged in the policy area:
 - detached dwelling
 - semi-detached dwelling within the suburbs of Edwardstown, Glandore and Glengowrie.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Except where located in the suburb of Marion, development should be limited to one storey unless a dwelling faces a public road (i.e. is not sited on a battle-axe allotment or at the rear of a development site) and any of the following is proposed:
 - (a) sympathetic two-storey additions that use existing roof space or incorporate minor extensions of roof space to the rear of the dwelling (refer to the figure below)



- (b) in new dwellings, a second storey within the roof space where the overall building height, scale and form is compatible with existing single-storey development in the locality (refer to the figure below)



- (c) dormer windows with a total length less than 30 per cent of the total roof length along each elevation.
- 4 Development should preserve and enhance streetscapes by:
- (a) the incorporation of fences and gates in keeping with the height, scale and type of fences in the locality
 - (b) limiting the number of driveway crossovers.
- 5 Where a new dwelling is constructed alongside or within a group of pre 1950 residential buildings, the new dwelling should be of a similar height, scale and proportions and be constructed of materials that complement and reinforce the character and design elements of existing buildings.
- 6 Dwellings should satisfy the following table:

Dwelling type	Minimum Site Area (square metres)	Minimum Frontage Width (metres)	Minimum Site Depth (metres)
Detached	420	15	30
Semi-detached	420	15	30

- 7 Site coverage and floor area ratio should not exceed 40 per cent and 0.5 respectively.

Land Division

- 8 Land division should create allotments with an area of greater than 420 square metres.
- 9 Land division should not result in the creation of battle-axe or similar allotments.

Southern Policy Area 18

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 A policy area primarily comprising low scale, low to medium density housing.
- 2 Development that minimises the impact of garaging of vehicles on the character of the locality.
- 3 Development that reflects good residential design principles.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This policy area encompasses the generally established residential areas in the suburbs of Hallett Cove (east of the Adelaide-Seafood railway), Sheidow Park (north), and Trott Park. Land is typically undulating with some areas of steeper terrain. The existing character of streetscapes is largely derived from single-storey detached dwellings built since the 1970s which incorporate generous front and rear setbacks.

The desired character of the policy area is an attractive residential area comprising predominantly single-storey, low density dwellings exhibiting a variety of architectural styles. Future development of vacant land within the policy area will contribute to a mix of housing densities and housing types to improve housing diversity.

New buildings will minimise alteration of the natural or existing landform. The built form, architectural and landscape design of individual sites should make a positive contribution to the streetscape.

Buildings should not exceed two storeys in height and sloping sites should be developed at lower densities. Where buildings and extensions (including decks) are proposed on sloping land, particular attention will be given to the protection of the privacy and amenity of neighbouring properties and the avoidance of construction problems involving retaining walls and fences on boundaries.

Development should not result in the removal of mature street trees in a road reserve that contribute positively to the landscape character of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - affordable housing
 - dwelling including a residential flat building
 - supported accommodation.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Where a distinctive and attractive streetscape character exists, development should complement the scale, bulk, siting and positive elements of existing dwellings.

4 Dwellings should satisfy the following table:

Dwelling Type	Additional Circumstance	Minimum Site Area (square metres)	Minimum Frontage Width		Minimum Site Depth (metres)
			Other Road (metres)	Arterial Road (metres)	
Detached		420	14	14	30
Semi-detached		350	12	12	30
Group		300	20	20	45
Residential flat building	One storey	300	20	20	45
	2 storeys	250	20	20	45
Row		280	8	12	30

5 Site coverage should not exceed 35 per cent and floor area ratio should not exceed 0.5.

Watercourse Policy Area 19

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 A policy area primarily comprising detached dwellings at low densities.
- 2 Protection of the aesthetic value and drainage function of the watercourse (Field River and its tributaries).
- 3 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The desired character of the policy area is an attractive residential environment containing detached dwellings on large allotments, pleasant streetscapes, landscaping and open space, all having regard to local topography and the enhancement of natural features, views and vistas.

Development should be located so that it does not interfere with the drainage function of the watercourse nor its aquatic ecosystems and is sited above the predicted 1-in-100-year average return interval flood event.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - detached dwelling.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.

Land Division

- 3 Land division should create allotments with an area of at least 1 hectare.
- 4 Where land division is proposed for residential purposes involving the development of broadacre land which is not already provided with service infrastructure, a stormwater strategy is required to address the methods of stormwater disposal, including issues of quality and quantity of run-off, which provides a standard of water quality which meets national water quality guidelines for recreational uses and the protection of aquatic ecosystems within the watercourse.

Worthing Mine Policy Area 20

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 A policy area primarily comprising a range of dwelling types with medium density housing in close proximity to the **District Centre Zone** at Hallett Cove.
- 2 Preservation of the natural environment and watercourse features of the policy area.
- 3 Development that minimises the impact of garaging of vehicles on the character of the locality.
- 4 Development that reflects good residential design principles.
- 5 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area encompasses gently to steeply sloping land near the southern boundary of the Council area overlooking the valleys of the Field River and its tributaries (part of the Metropolitan Open Space System). Residential development is of recent origin taking place predominantly from the mid 1990's onward.

The desired character of the policy area is an attractive residential environment containing predominantly detached dwellings of a variety of architectural styles, and reflecting the varied topography and natural features within or adjoining the policy area.

Dwelling densities and allotment sizes will be varied to reflect the natural topography. Towards the coast and on steeper sites, dwellings will be commonly split-level or two-storey. In Hallett Cove especially, dwelling sites in elevated locations have good views of the coast. Buildings will be designed to minimise alteration of the natural or existing landform. To reduce the need to cut and fill sloping sites, designs should include split levels and small narrow footprints that are aligned perpendicular to the slope of the land.

New buildings will maintain the existing pattern and scale of existing buildings. The built form, architectural and landscape design of individual sites should make a positive contribution to the streetscape.

Where buildings and extensions (including decks) are proposed on sloping land, particular attention will be given to the protection of the privacy and amenity of neighbouring properties and the avoidance of construction problems involving retaining walls and fences on boundaries.

The relatively flat land in close proximity to Hallett Cove District Centre is suited to medium-density accommodation for older persons. A more intense form of development than prevalent elsewhere in the policy area is appropriate in this location to take advantage of the better access to District Centre facilities.

Special attention to the design and location of development is required at interfaces with the Metropolitan Open Space System Zone in order to protect the significant natural and cultural features and the open space character of that zone. In addition, the design of development adjacent Lonsdale Road will need to have regard to the high volume and speed of traffic on that road. It is important that development in these locations avoids creating or contributing to any undesirable environmental or traffic impacts, or hazards.

Land division will provide:

- (a) a range of allotment sizes suitable for different kinds of dwellings
- (b) safe and convenient vehicle (including public transport) and pedestrian linkages
- (c) adequate buffers to the coast and watercourses

- (d) accessible and useable public open space which can be efficiently maintained.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
- detached dwelling
 - medium density housing and supported accommodation within 200 metres of the **District Centre Zone** at Hallett Cove
 - row dwelling
 - semi-detached dwelling.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Development should ensure adequate emergency vehicle, service maintenance, fire prevention and pedestrian access to the adjacent **Metropolitan Open Space System Zone**.
- 4 To minimise adverse impact on the amenity of residential land from the noise of traffic using Lonsdale Road, development should provide either or both of the following:
- (a) a 1.2 metre high mound separating the development from Lonsdale Road together with a continuous, solid fence at least 1.8 metres in height sited on the apex of the mound
- (b) other suitable noise attenuation measures.
- 5 Dwellings should satisfy the following table:

Dwelling Type	Site Gradient	Minimum Site Area (square metres)	Minimum Frontage Width (metres)	Minimum Site Depth (metres)
Detached, Row or Semi-detached	less than 1-in-20	300	10	20
	between 1-in-20 and up to 1-in-10	330	11	20
	between 1-in-10 and up to 1-in-8	450	15	20
	more than 1-in-8	540	18	20

- 6 Site coverage should not exceed 50 per cent and floor area ratio should not exceed 0.7.

Land Division

- 7 When land adjoining the Metropolitan Open Space System Zone is divided, a road or roads should be created along at least half the length of the policy area's boundary with the **Metropolitan Open Space System Zone** to act as a buffer between residential development and open or rural land, with pedestrian access created along the remainder of the boundary.

Coastal Policy Area 21

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 A policy area primarily comprising detached dwellings at low densities.
- 2 Residential development which is sensitive to the particular topography of the area and which has minimal visual and environmental impacts.
- 3 Residential development that mitigates the impacts of natural hazards such as sea level rise and flooding from the Field River through sensitive siting and design.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The desired character is a high quality residential environment containing site appropriate houses set in attractively landscaped, relatively large gardens. This desired character is also derived from the existing prevailing character where it is based on low-density detached dwellings of a variety of architectural styles on relatively large, sloping allotments. The importance of the landscape character, the protection of existing trees and vegetation and the re-vegetation of land are all emphasized in recognition that the policy area should contribute to a scenic coastal landscape.

Development should not result in the removal of mature street trees in a road reserve that contribute positively to the landscape character of the locality.

Land in the coastal policy area may be subject to coastal flooding and erosion and this risk will increase with sea level rise due to climate change. Protection strategies addressing the flooding and erosion risk are required. New development should be built to specific site and floor levels to minimise these risks.

Buildings and subdivision of land will reflect the existing pattern and scale of nearby development.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - detached dwelling
 - group dwelling.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Development including roads and parking areas should be protected from sea flooding by ensuring all of the following apply:
 - (a) site levels are at least 4.00 metres Australian Height Datum
 - (b) building floor levels are at least 4.25 metres Australian Height Datum

- (c) there are practical measures which can be undertaken on-site to protect the development against an additional sea level rise of 0.7 metres, plus an allowance to accommodate land subsidence until the year 2100.
- 4 Development should avoid or mitigate the potential impacts of sea level rise and flooding adjacent the mouth of the Field River through intelligent siting and design based on sound coastal management practices.
- 5 Site coverage should not exceed 35 per cent and floor area ratio should not exceed 0.4.
- 6 Dwellings should satisfy the following table:

Dwelling Type	Minimum Site Area other than for affordable housing (square metres)	Minimum Frontage Width (metres)	Minimum Site Depth (metres)
Detached	700	18	30
Group	700	24	45

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

Non-complying Development

The following forms of development, and any development which includes one or more or a combination of the following forms of development (in any fashion including as an integrated component), are non-complying:

Form of Development	Exceptions
Advertisement and/or advertising hoarding	<p>Except where an advertisement and/or advertising hoarding satisfies all of the following:</p> <ul style="list-style-type: none"> (a) the message contained thereon relates entirely to a lawful use of land (b) the advertisement is erected on the same allotment as the use it seeks to advertise (c) it does not exceed the following dimensions: <ul style="list-style-type: none"> (i) a display area or panel size of 4 square metres (2 square metres if double-sided) (ii) a maximum height of 4 metres if freestanding (d) there will not be more than one advertisement on the allotment; (e) no part of it will be located above the eaves of any building on that allotment.
Amusement machine centre	
Caravan park	
Cemetery	
Consulting room	Except where the gross leasable floor area is less than 150 square metres
Crematorium	
Dairy	
Farming	
Fuel depot	
Funeral parlour	
Group Dwelling where located within Cement Hill Policy Area 10, Racecourse Policy Area 15, Residential Character Policy Area 17, or Watercourse Policy Area 19	
Gymnasium	
Horse keeping	Except where located within Racecourse Policy Area 15.
Horticulture	
Hospital	
Hotel	

Form of Development	Exceptions
Indoor recreation centre	
Industry	
Intensive animal keeping	
Junkyard	
Land Division resulting in the creation of battle-axe or similar allotments where located within the Residential Character Policy Area 17 .	
Mortuary	
Motor repair station	
Multiple Dwelling where located within Cement Hill Policy Area 10, Hills Policy Area 11, Racecourse Policy Area 15, Residential Character Policy Area 17, Watercourse Policy Area 19, or Coastal Policy Area 21	
Office	Except where the gross leasable floor area is less than 150 square metres
Petrol filling station	
Public service depot	
Residential Flat Building where located within Cement Hill Policy Area 10, Hills Policy Area 11, Racecourse Policy Area 15, Residential Character Policy Area 17, Watercourse Policy Area 19, or Coastal Policy Area 21	
Restaurant	
Road transport terminal	
Row Dwelling where located within Cement Hill Policy Area 10, Hills Policy Area 11, Racecourse Policy Area 15, Residential Character Policy Area 17 Watercourse Policy Area 19, or Coastal Policy Area 21	

Form of Development	Exceptions
Semi-Detached Dwelling where located within Cement Hill Policy Area 10, Hills Policy Area 11, Racecourse Policy Area 15, Watercourse Policy Area 19, Coastal Policy Area 21 and Residential Character Policy Area 17 (within the suburb of Marion)	
Service Station	
Service trade premises	
Shop or group of shops	Except where: (a) the gross leasable area is less than 150 square metres; and (b) located outside of Racecourse Policy Area 15 .
Stadium	
Stock sales yard	
Stock slaughter works	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

Categories of public notification are prescribed in Schedule 9 of the Development Regulations 2008.

Further, the following forms of development (except where the development is non-complying) are designated:

Category 1	Category 2
Recreation area	<p>A residential building of 2 or more storeys on a battle-axe site.</p> <p>Demolition of a Local Heritage Place or State Heritage Place.</p> <p>Wall (excluding retaining wall) for residential development which exceeds a length of 8 metres and/or exceeds a height of 3 metres when measured from reference level where abutting a side or rear boundary (other than a common wall of semi-detached dwellings, row dwellings or residential flat buildings).</p> <p>Retaining wall (unless, in the opinion of the relevant authority, the retaining wall is of a minor nature only and will not unreasonably impact on adjacent land owners; in which case it is a Category 1 form of development)</p> <p>Horse keeping and associated facilities where located within Racecourse Policy Area 15 where the subject property is adjacent a property in a different residential policy area.</p>

Attachment B2

Coastal Policy Area 21

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 A policy area primarily comprising detached dwellings at low densities.
- 2 Residential development which is sensitive to the particular topography of the area and which has minimal visual and environmental impacts.
- 3 Residential development that mitigates the impacts of natural hazards such as sea level rise and flooding from the Field River through sensitive siting and design.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The desired character is a high quality residential environment containing site appropriate houses set in attractively landscaped, relatively large gardens. This desired character is also derived from the existing prevailing character where it is based on low-density detached dwellings of a variety of architectural styles on relatively large, sloping allotments. The importance of the landscape character, the protection of existing trees and vegetation and the re-vegetation of land are all emphasized in recognition that the policy area should contribute to a scenic coastal landscape.

Development should not result in the removal of mature street trees in a road reserve that contribute positively to the landscape character of the locality.

Land in the coastal policy area may be subject to coastal flooding and erosion and this risk will increase with sea level rise due to climate change. Protection strategies addressing the flooding and erosion risk are required. New development should be built to specific site and floor levels to minimise these risks.

Buildings and subdivision of land will reflect the existing pattern and scale of nearby development.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - detached dwelling
 - group dwelling.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Development including roads and parking areas should be protected from sea flooding by ensuring all of the following apply:
 - (a) site levels are at least 4.00 metres Australian Height Datum
 - (b) building floor levels are at least 4.25 metres Australian Height Datum

- (c) there are practical measures which can be undertaken on-site to protect the development against an additional sea level rise of 0.7 metres, plus an allowance to accommodate land subsidence until the year 2100.
- 4 Development should avoid or mitigate the potential impacts of sea level rise and flooding adjacent the mouth of the Field River through intelligent siting and design based on sound coastal management practices.
- 5 Site coverage should not exceed 35 per cent and floor area ratio should not exceed 0.4.
- 6 Dwellings should comply with the following table:

Dwelling Type	Minimum Site Area other than for affordable housing (square metres)	Minimum Frontage Width (metres)	Minimum Site Depth (metres)
Detached	700	18	30
Group	700	24	45

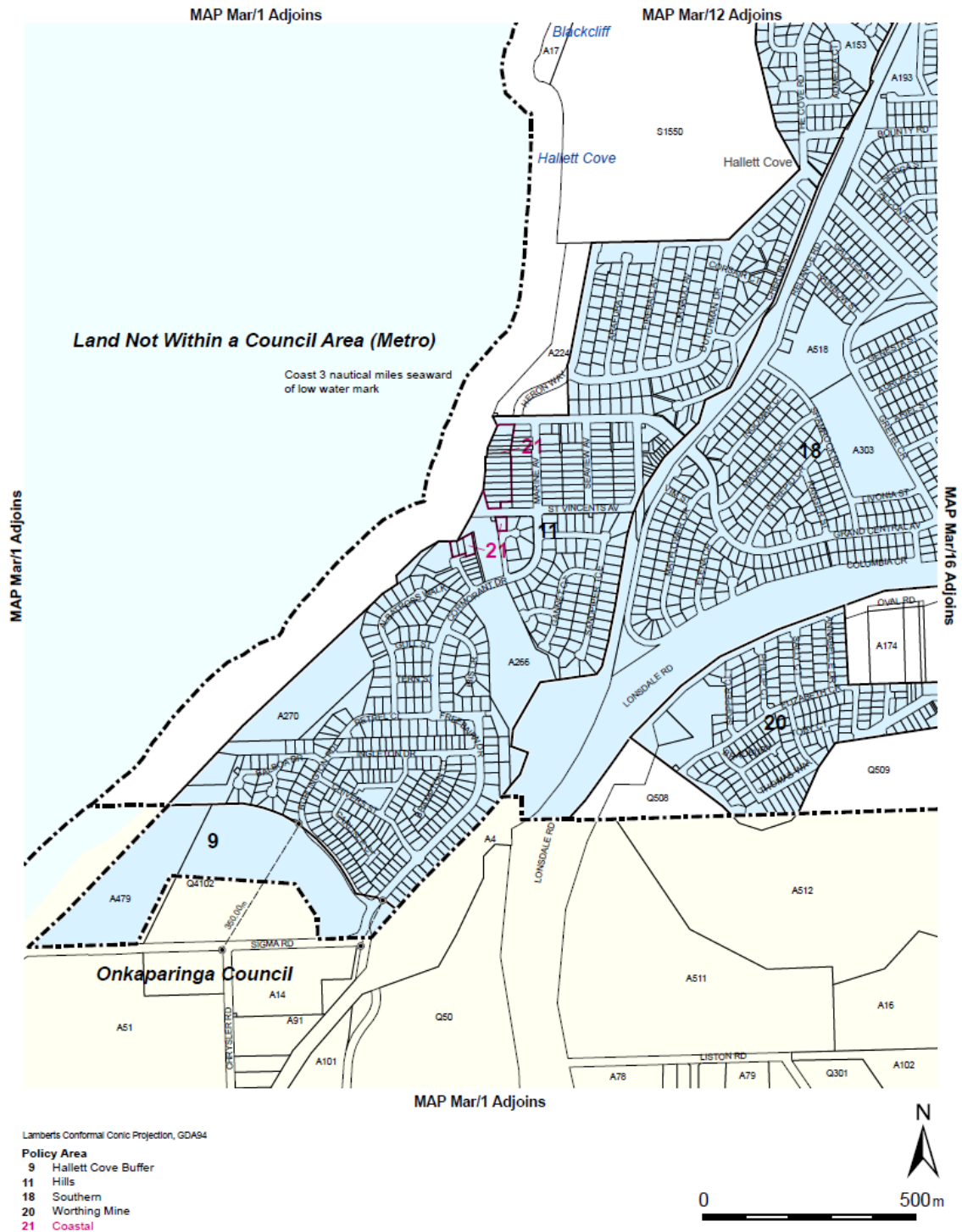
Attachment C

Table Mar/1 - Definitions

Battle-axe allotment (or the like)	<p>means an allotment that is generally located behind another allotment (which often contains an existing dwelling) where the back allotment is accessed from the road by a shaft of land (containing a driveway, services and landscaping).</p> <p>Applies to battle axe subdivisions and development/subdivisions with common property access, where the access shaft is property owned jointly by two or more owners. 'Shaft' includes the sealed driveway, services and landscape space either side.</p>
Building Height	means the maximum of the distances measured vertically from the upmost physical extent at any point on the building (excluding chimneys, flues, antennas or decorative roof details such as finials) to the reference level or proposed finished level (whichever is the lower) immediately below that point.
Building Line	In relation to a building on a site, means a line drawn parallel to the wall on the building closest to the boundary of the site that faces the primary street (and any existing minor elements projecting from the building such as a carport, verandah, porch, balcony or bay window are not to be taken to form part of the building for the purposes of determining the relevant wall of the building)
Frontage width	<p>means the length of the relevant site's boundary with the public road or similar which constitutes that site's primary frontage, where "relevant site" means:</p> <p>(a) in the case of a detached dwelling, semi-detached dwelling, or row dwelling — the site of that dwelling</p> <p>(b) in all other cases — the total development site.</p> <p>Sites with "irregular" frontages with a public road or similar are determined by measuring the perpendicular distance between the two side boundaries at the junction of the road boundary (in order to remove the distortion caused by skewed boundaries)</p>
Habitable Room	means a room used for domestic activities with minimum dimensions of 2.4 metres, but does not include a bathroom, laundry, hallway, lobby or other service or access area or space that is not occupied for extended periods
Main face of a dwelling/building	the wall of the building located closest to the primary street boundary (and any existing minor elements projecting from the building such as a carport, verandah, porch, balcony or bay window are not to be taken to form part of the building for the purposes of determining the relevant wall of the building)
Private Open Space	<p>(a) means land available for exclusive use by residents of the associated dwelling, screened for privacy and located behind the building line, to the side or rear of the associated dwelling, but does not include:</p> <p>(b) any area covered by a dwelling, carport, garage or outbuildings</p> <p>(c) driveways, effluent drainage areas, rubbish bin storage areas, site for rainwater tanks and other utility areas</p>

	<p>(d) common areas such as parking areas and communal open spaces</p> <p>(e) any area at ground level at the front of the dwelling (forward of the building line)</p> <p>(f) any area at ground level with a dimension less than 2.5 metres</p> <p>(g) any balcony with a dimension less than 2 metres.</p>
Reference Level	means where the natural ground level is readily apparent or known, that level, otherwise the pre-existing ground level ignoring any preparatory works done prior to assessment of the development
Site Area	<p>means, in relation to a dwelling:</p> <p>(a) in the case of a dwelling which has a site exclusively held with that dwelling — the area of that site, excluding:</p> <p>(i) any area which provides access to some other site (for example, a right of way);</p> <p>(ii) the area of the “handle” (driveway) of a “battle-axe” allotment</p> <p>(b) in all other cases — the total area of the development site divided by the number of dwellings on that site.</p>
Site Coverage	means the area of a site (refer to Site Area) which is covered by roofing, divided by the site area.
Site Depth	<p>means the average depth of the relevant site, where “relevant site” means:</p> <p>(a) in the case of a detached dwelling, semi-detached dwelling, or row dwelling — the site of that dwelling;</p> <p>(b) in all other cases — the total development site.</p>
Site Gradient	<p>means the gradient in the vertical plane of a line joining:</p> <p>(h) the highest <i>reference level</i> at a boundary of a site with the lowest <i>reference level</i> anywhere on that site; or</p> <p>(i) the lowest <i>reference level</i> at a boundary of a site with the highest <i>reference level</i> anywhere on that site,</p> <p>whichever is greater.</p> <p>In cases where the land does not experience an even fall, the gradient is to be calculated in “patches or segments”, and the average gradient of these segments applies.</p>
Southern Boundary	means all boundaries which are generally perpendicular to any line or lines oriented between 30° east of due south through 30° west of due south.
Rear Boundary	<p>means the boundary that is opposite the street frontage of the original form of the property prior to any development or redevelopment of the property taking place.</p> <p>Where a property has two street frontages, it means either;</p> <ul style="list-style-type: none"> • The boundary that is opposite the primary street frontage; or • Where the proposed dwelling/s face the secondary street frontage, the boundary opposite the secondary street frontage.

Attachment D



Policy Area Map Mar/15

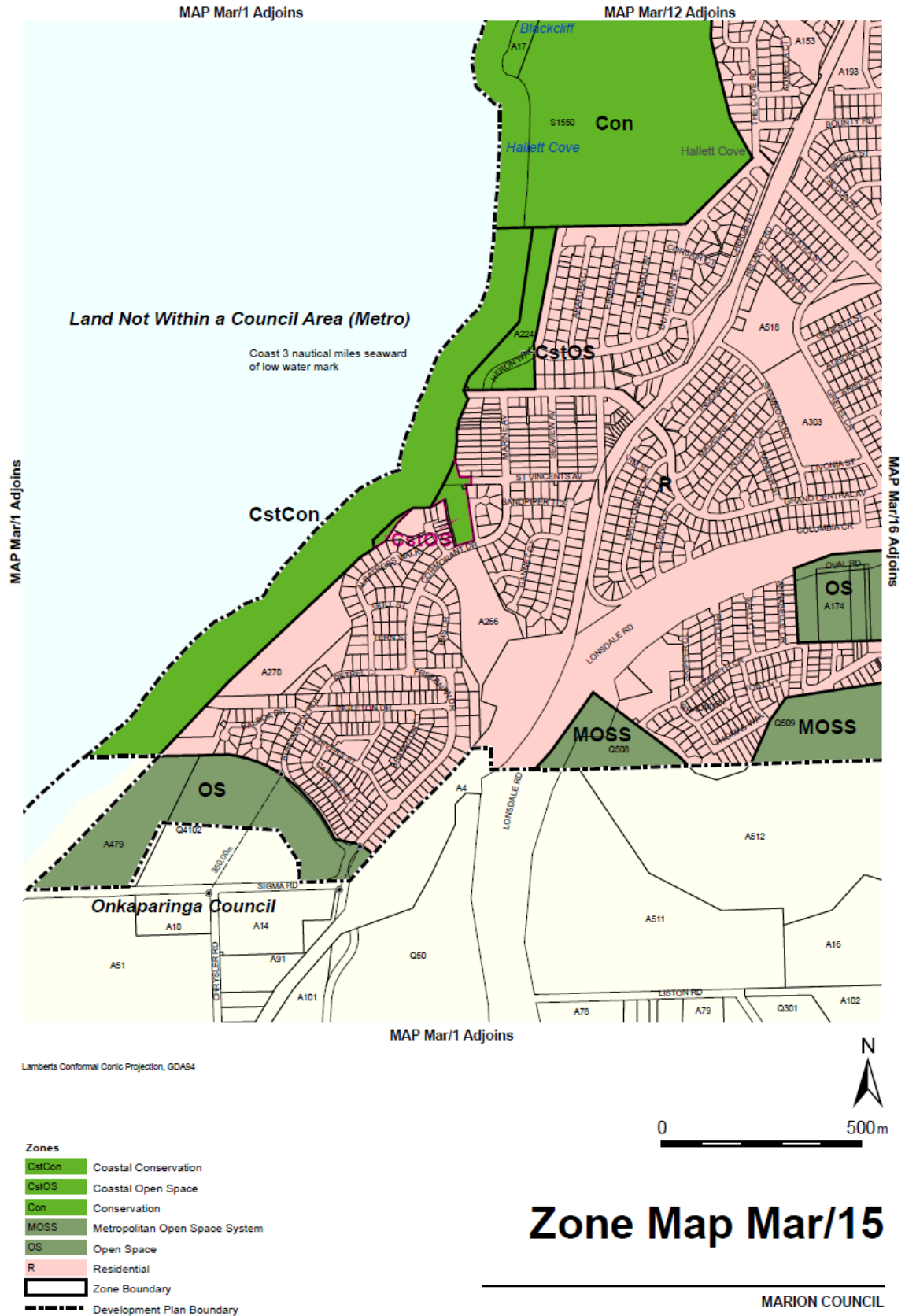
Policy Area Boundary

Development Plan Boundary

MARION COUNCIL

Version A 3/4/15

Attachment E




Marion Council

**Residential (General)
Development Plan Amendment**

Summary of Consultation and Proposed Amendments (SCPA) Report

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Introduction

This report is provided in accordance with Section 25(13) of the Development Act 1993 to identify matters raised during the consultation period and any recommended alterations to the amendment. The report also provides details of the consultation process undertaken by Council.

The SCPA Report should be read in conjunction with the consultation version of the DPA. Where relevant, any new matters arising from the consultation process are contained in this Report.

The Amendment reflects the recommendations of Council contained in this Report.

Consultation

Consultation Process

Statutory consultation with agencies and the public was undertaken in accordance with DPA process B (consultation approval not required) and in accordance with Section 25(6) of the Development Act 1993; Regulations 10 and 11 of the Development Regulations 2008; and the agreed Statement of Intent.

The following Local Member(s) of Parliament were consulted on the DPA:

- (a) Mr David Speirs, Member for Bright
- (b) Dr Duncan McFetridge MP JP, Member for Morphett
- (c) Ms Annabel Digance, Member for Elder
- (d) Mr Corey Wingard, Member for Mitchell

No comments were received.

The consultation period ran from 30 October 2014 to 9 January 2015.

Public Notification

Notices were published in the 'The Guardian Messenger' on 30 October 2014 and the Government Gazette on 30 October 2014.

The DPA documents were also on display at Council's service centres and libraries and were made available on Council's internet site. A copy of the DPA was forwarded to the Department of Planning and Local Government on 30 October 2014.

Public and Agency Submissions

Public Submissions

Four (4) public submissions were received. Key issues raised in the submissions are summarised as follows:

- (a) Wishes for property to be removed from proposed 'Coastal Policy Area 21' at Hallett Cove
- (b) DPA has missed opportunity to deliver a comprehensive review of the Residential Zone
- (c) Some of the proposed changes may limit the development potential and affordability of land within certain areas

A report on each submission (summary, comments, and action taken in response to each submission) is included in **Attachment A**.

Agency Submissions

Eight (8) responses were received from agencies. Key issues raised in the responses are summarised as follows:

- (a) The register of Aboriginal Sites and Objects has an entry within the proposed Coastal Policy Area
- (b) Number of properties in Hallett Cove may be subject to the impacts of sea level rise
- (c) Justification required for changes to core policy/text of the SAPPL
- (d) Further discussion required in regard to investigations undertaken to arrive at certain policy outcomes (i.e. student accommodation)
- (e) Question proposed changes to Procedural Matters
- (f) Amendments to Hills Face Zone policy not within the scope of the DPA

- (i) Use of a definitions table is not encouraged

A report on each submission (summary, comments, and action taken in response to each submission) is included in **Attachment A**.

Review of Submissions and Public Meeting

Copies of all submissions were made available for public review from 12 January 2015 to 19 February 2015 on the Council website and at the Council offices.

Two (2) submitters requested to be heard, and therefore a public meeting was held on 19 February 2015. A copy of the proceedings and a summary of verbal submissions made at the public meeting are included in **Attachment B**.

Additional Matters and Investigations

The following additional matters were identified and the following investigations conducted after the consultation process:

Coastal Policy Area 21 / Coastal Open Space Zone

As part of the consideration put into the creation of Coastal Policy Area 21 DEWNR has recommended to council that some of the land adjacent the land to be placed in Coastal Policy Area 21, which also directly abuts the Coastal Zone, would be more appropriately placed in the Coastal Zone. This land is currently zoned Residential and is within Hills Policy Area 11. The land comprises a portion of road reserve, a SA Water allotment and 3 council reserves; 2 of which contain the Field River and its outlet to the sea. DEWNR has suggested that given this land is at the interface of an urban area and that in due course there may need to be protection works in it, it might be best in the Coastal Open Space Zone.

In the opinion of Council, because of its location and nature, the land in question is more appropriately located within the Coastal Open Space Zone rather than the Residential Zone.

Amendments are proposed to be made to Zone Map Mar/15 to place the land in question into the Coastal Open Space Zone.

Multiple Dwelling (Student Housing) / Car Parking Investigation

Residential (General) Development Plan Amendment**SCPA Report**

Following discussions with DPTI the proposed 'Student Accommodation' module (General Section) has been removed from the DPA. The broader use of 'Multiple Dwelling', with student housing, boarding housing and the like, being capable of being accommodated in that form of dwelling, has been included in the 'Residential Development General Module'

Council has recently had a car parking investigation undertaken by Frank Siow & Associates - Traffic and Parking Consultants on two existing student housing developments. The investigations have revealed that the actual car parking generated by both developments was in excess of the number of car parks provided/considered appropriate in the assessment process. The figure suggested (1 car park per unit/bedroom) has been incorporated into 'Table Mar/2 – Off Street Vehicle Parking Requirements' under the heading 'Multiple Dwelling'.

A copy of the investigation is provided in **Attachment F**

'Appendix C - Summary of Recommended Policy Changes' from the 'Consultation Draft' of the DPA has been expanded to provide justification for the changes to core policy/text of the SAPPL within the DPA

Appendix C - Summary of Recommended Policy Changes

A copy of the amended version of 'Appendix C - Summary of Recommended Policy Changes' is provided in **Attachment F**

Timeframe Report

A summary of the timeframe of the DPA process relative to the agreed Statement of Intent timetable is located at **Attachment C**.

Delay(s) occurred because:

- (a) The consultation draft of the DPA did not receive Council approval until 9 September 2014
- (b) Agency and public consultation occurred later than anticipated – between 30 October 2014 and 9 January 2015

CEO's Certification

The consultation process has been conducted and the final amendment prepared in accordance with the requirements of the Act and Regulations as confirmed by the CEO's Certifications provided in **Attachment D** (Schedule 4A Certificate) and **Attachment E** (Schedule 4B Certificate).

Summary of Recommended Changes to the Amendment following Consultation

The following is a summary of the changes recommended to the Amendment following consultation and in response to public submissions and/or agency comments:

- (a) Remove the non-core text from the Energy Efficiency module
- (b) Boundary of Coastal Policy Area 21 on Policy Area Map Mar/15 to be amended so that lots 1 to 6 and 10 to 15 Beachfront Court are removed from the Policy Area.
- (c) Justification for the proposed changes in core policy/text has been provided in Appendix C - Summary of Recommended Policy Changes of the SCPA
- (d) The proposed 'Student Accommodation' module has been removed from the General Section
- (e) The broader use of 'Multiple Dwelling', with student housing, boarding housing and the like being capable of being accommodated in that form of dwelling, has been included in the 'Residential Development General Module'
- (f) Replace the word 'comply' and other lead in words to relevant tables in the DPA with the words 'satisfy' and 'not exceed'
- (g) Replace reference to 'all types of dwelling', in the envisaged development for certain zones, with either 'dwelling' or 'dwelling including a residential flat building' depending on the zone
- (h) References to Hills Face Zone removed
- (i) General removal of sections of non-core text where agreed that it is not appropriate/necessary
- (j) Cross-references to numbered principles / objectives have been removed
- (k) Minor amendments and reformatting

Attachment A – Summary and Response to Public Submissions

Report on each public submission received (including summary, comments and action taken in response)

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
1.	Environment Protection Authority	<ul style="list-style-type: none"> EPA supports Council's intention to investigate the impact of sea level rise on water quality within the proposed Coastal Policy area as part of a future Council wide study to be undertaken separate to this DPA 	<ul style="list-style-type: none"> Noted 	<ul style="list-style-type: none"> No change required
2.	Department of State Development	<p><u>Aboriginal Affairs and Reconciliation</u></p> <ul style="list-style-type: none"> The Register of Aboriginal Sites and Objects has an entry for an archaeological site within the proposed Coastal Policy Area Other Aboriginal sites may be present even though not identified within the Register It is an offence to damage, disturb or interfere with an Aboriginal site without the Minister's authority <p><u>Energy Markets and Programs</u></p> <ul style="list-style-type: none"> The Department welcomes Council's proposed variations to Version 6 of the Energy Efficiency module (building orientation, cross-ventilation, natural light, building layout and use of energy efficient building materials) Encourage further investigation into specific 	<ul style="list-style-type: none"> Noted – consideration to be given during any development application process – located on Council owned land Noted Noted Noted – although also noted that <u>DPTI does not support</u> the proposed variations as they are covered under other 	<ul style="list-style-type: none"> No change required

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Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		building orientation and layout as addressed in the Planning Guide, <i>“Land division – how Best Practice Land Division can contribute to Household Energy Efficiency”</i>	<p>legislation</p> <ul style="list-style-type: none"> Noted – refer above 	<ul style="list-style-type: none"> Remove the non-core text from the Energy Efficiency module No change required
3.	Renewal SA	<ul style="list-style-type: none"> Use the Affordable Housing Overlay where applicable Apply concessions to promote affordable housing more broadly Standardize design parameters across all zones and policy areas which seek similar built forms and densities (i.e. site areas) 	<ul style="list-style-type: none"> Noted Not part of the scope of this DPA – intention being relatively ‘policy neutral’ and non-strategic Opportunities for concessions may be considered in other future DPAs seeking higher residential densities within the Council area Not part of the scope of this DPA – intention being relatively ‘policy neutral’ and non-strategic Not part of the scope of this DPA – intention being relatively ‘policy neutral’ and non-strategic 	<ul style="list-style-type: none"> No change required No change required No change required No change required

Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
		<ul style="list-style-type: none"> Policy area 16 (Regeneration) – proposed minimum site areas for group dwellings and residential flat buildings could, with good design, be reduced (200m² to 150m² and 150m² to 85m² respectively) in order to encourage a broader range and size of these types of dwellings Policy Area 12 (Medium Density) – Appears to be a conflict between density objectives PDC 3 (67 dwellings/ha) and PDC 6 (minimum lot size of 210m² = 47 dwellings/ha) 	<ul style="list-style-type: none"> 67/ha = 149m² = substantial change in policy which is not part of the scope of this DPA – intention being relatively 'policy neutral' and non-strategic Note - Regeneration Policy Area 16 = No references to dwellings/ha - only minimum lot size – (SAPPL) Lot sizes tend to be used as the preferred development assessment criteria more so than density provisions, therefore should remove reference to dwellings/ha from Medium Density PA 12 	<ul style="list-style-type: none"> No change required Reference to densities per hectare in PDC3 is to be removed so that there is no conflict between density objectives
4.	Coast and River Murray Unit – Department of Environment, Water and Natural Resources (DEWNR)	<ul style="list-style-type: none"> Has designated a number of sites/properties in Hallett Cove that may be subject to coastal flooding and erosion and future sea level rise and require protection strategies to address the risk Coastal Policy Area 21, as proposed, will provide protection for these properties 	<ul style="list-style-type: none"> Refer to comments for Andrew Elia below. 	<ul style="list-style-type: none"> Boundary of Coastal Policy Area 21 on Policy Area Map Mar/15 to be amended so that lots 1 to 6 and 10 to 15 Beachfront Court are removed from the Policy Area.
5.	Andrew Elia	<ul style="list-style-type: none"> Wishes for allotments 1-15 Beachfront Court, 	<ul style="list-style-type: none"> DEWNR and Mr Elia have had numerous discussions in 	<ul style="list-style-type: none"> As Above

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Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		<p>Hallett Cove to be removed from the proposed Coastal Policy Area 21 as all allotments are above the 4.25 metre AHD levels specified as a minimum</p> <ul style="list-style-type: none"> • Council has previously approved the allotments for dwelling development 	<p>regards to the inclusion of Mr Elia's land (allotments 5 to 15 Beachfront Court – total of 11 lots) within Coastal Policy Area 21. DEWNR's current position is that only lots 7,8 &9 require to be placed in PA 21 as the other allotments are on stable land above the minimum site levels considered appropriate to address the coastal issues</p>	
6.	SA Power Networks	<ul style="list-style-type: none"> • Any infill or greenfield development will require a corresponding upgrade of the electricity distribution network • Consideration should be given to the current network capacity, then long lead times in meeting increased demand and the requirement for developer contribution towards augmentation of the network. 	<ul style="list-style-type: none"> • Noted – consideration to be given during the development application process 	<ul style="list-style-type: none"> • No change required
7.	City of Holdfast Bay	<ul style="list-style-type: none"> • Notes that primary intent of the DPA is to refine residential policies to better reflect and clarify intent of existing policy and address anomalies. • Supports amending the public notification categorisation for walls on boundaries. • Given minor nature of the proposed policy changes and consistency with the Holdfast Bay Development Plan the DPA is supported. 	<ul style="list-style-type: none"> • Noted 	<ul style="list-style-type: none"> • No change required

Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
8.	ElectraNet	<ul style="list-style-type: none"> No objection to proposed changes 	<ul style="list-style-type: none"> Noted 	<ul style="list-style-type: none"> No change required
9.	Department of Planning Transport and Infrastructure (DPTI)	<p>1. <u>Agency Specific Issues</u></p> <p><i>Department will be guided by advice of other agencies</i></p> <p>2. <u>Investigations undertaken to inform this DPA</u></p> <ul style="list-style-type: none"> 3.2.1 Coastal Policy Area <p><i>Provide a summary of Coastal Management Study report and DEWNR correspondence and discussion on Council's consideration and outcomes in SCPA report</i></p> <p>3. <u>Investigations</u></p> <ul style="list-style-type: none"> Student Housing <p><i>Provide a discussion of investigation of the problematic assessment issues undertaken in order to arrive at the policy outcomes proposed and need for a separate module</i></p> <p>4. <u>General Section</u></p> <ul style="list-style-type: none"> Design and Appearance Residential Development Sloping Land Transport and Access <p><u>Zone Section</u></p> <ul style="list-style-type: none"> Residential Zone 	<ul style="list-style-type: none"> Noted Noted Following discussions with DPTI Council proposes to 	<ul style="list-style-type: none"> No change required Council has provided a summary of the Coastal Management Study report and DEWNR correspondence and discussion on Council's consideration and outcomes in SCPA report A discussion has been provided within the Investigations section of the DPA Analysis

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Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		<p>– Medium Density Policy Area 12</p> <p><i>Provide justification for the changes to core policy/text of the SAPPL</i></p> <p>5. <u>General Section – Design and Appearance</u></p> <ul style="list-style-type: none"> • PDC 14 <p><i>Review the term 'visually interesting façade' and amend the policy for greater clarity</i></p> <p>6. <u>General Section – Energy Efficiency</u></p> <p><i>Remove the non-core text from the Energy Efficiency module as it is more appropriately managed under other legislation (BCA)</i></p> <p>7. <u>General Section – Residential Development</u></p> <p><i>Provide discussion and a copy of the legal advice on which the Council based a change in the term 'Development' to 'Residential Development' – or re-instate core text</i></p> <p>8. <u>General Section – Residential Development</u></p> <ul style="list-style-type: none"> • PDC 30 	<p>introduce policy relating to the broader use of "Multiple Dwellings" with student housing, boarding housing and the like being capable of being accommodated in that form of dwelling.</p> <p>• Additional text is to be added to Appendix C - Summary of Recommended Policy Changes of the SCPA to provide justification for the proposed changes in core policy/text</p> <p>• Agree that term may be difficult to use as an assessment tool</p>	<p>• Justification has been provided in Appendix C - Summary of Recommended Policy Changes of the SCPA</p> <p>• PDC 14 is now PDC 15 and wording changed to 'Where a site has more than one street frontage, buildings should be designed to address each frontage.'</p>

Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		<p><i>Maximum height of 1 metre above natural ground level for a swimming pool is unnecessarily restrictive</i></p> <p>9. <u>General Section – Residential Development</u></p> <ul style="list-style-type: none"> • PDC 31 <p><i>Provide discussion on how the distances of 5 and 12 metres for the setback of pool equipment from adjoining dwellings were arrived at – is the policy achievable?</i></p> <p>10. <u>General Section – Sloping Land</u></p> <ul style="list-style-type: none"> • PDC 7 (listed as PDC 8) <p><i>Amend the PDC (relating to retaining walls) to ensure the outcome sought is clearly worded, concise and not contradictory.</i></p> <p>11. <u>General Section – Student Housing</u></p> <ul style="list-style-type: none"> • Objectives 2 & 3 and PDCs 3, 4,5(g), 10, 11 <p><i>These policies duplicate policies found within 'Design and Appearance', 'Open Space' and 'Car Parking' General modules so should be removed</i></p> <p>12. <u>General Section – Student Housing</u></p> <ul style="list-style-type: none"> • Need for a separate Student Accommodation module 	<ul style="list-style-type: none"> • Noted • Noted • The 1 metre height is a carry-over from the current 	<ul style="list-style-type: none"> • Non-core text has been removed from the Energy Efficiency module • Core text re-instated • Reference to the height of swimming pools has been removed

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Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		<p><i>Review need for a separate module taking into consideration duplication mentioned in 11 above. Any matters not covered by existing policy should be included within the Residential General Module as local additions</i></p> <p>13. <u>General Section – Student Housing</u></p> <ul style="list-style-type: none"> • <u>PDC 2</u> <p><i>This policy should be removed as it relates to management issues which are more appropriately managed in a licensing agreement or compliance with a DA and conditions</i></p> <p>14. <u>General Section – Student Housing</u></p> <ul style="list-style-type: none"> • <u>PDC 5(e)</u> <p><i>The need for a 'live-in manager' is not relevant to all student accommodation and is a management issue which should not be included in Development Plan policy</i></p> <p>15. <u>General Section – Student Housing</u></p> <ul style="list-style-type: none"> • <u>PDC 6(e) - mail boxes</u> <p><i>Review need for policy that seeks individual mail boxes as it is not a requirement of residential policy elsewhere in the DP and there are other options for receiving mail</i></p> <p>16. <u>General Section – Student Housing</u></p>	<p>Development Plan; which in retrospect seems restrictive, particularly now that there is no restriction on height for swimming pools in Schedule 1A of the Regulations</p> <ul style="list-style-type: none"> • The 5 metre distance is a carry-over from the current Development Plan. References to swimming pools in Schedule 1A 5(1)(d)(i)(ii) of the Regulations use the 5 metre and 12 metre distances. Council's policy changed to be consistent. • Wording to be reconsidered 	<ul style="list-style-type: none"> • No change required • Wording of PDC has been amended to provide greater clarity • The subject Objectives and PDCs have been amended and/or removed where appropriate.

Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		<ul style="list-style-type: none"> • <u>PDCs 8 & 9</u> <i>Consider whether private open space is required in addition to communal open space with regards to student accommodation – PDCs 8 & 9 contradict Res Dev PDC 21 (communal open space used as a substitute for POS)</i> <p>17. <u>General Section – Student Housing</u></p> <ul style="list-style-type: none"> • <u>PDC 10 – Car Parking rates</u> <i>Consider whether car parking rates for student accommodation would be different from other residential uses – if so , include in Table Mar/2 – Off street Vehicle Parking Requirements and delete PDC 10</i> <p>18. <u>Residential Zone – PDC 10</u></p> <ul style="list-style-type: none"> • <u>PDC 6</u> <i>Amend the term' above reference level' to 'from natural ground level' – SAPPL core text</i> 	<ul style="list-style-type: none"> • The subject Objectives and PDCs have been reconsidered in light of comparison with existing policies within other modules of the Development Plan and amended and/or removed where appropriate. • Following discussions with DPTI Council proposes to introduce policy relating to the broader use of “Multiple Dwelling” with student housing, boarding housing and the like being capable of being accommodated in that form of dwelling. The new Multiple Dwelling policy is to be included in the ‘Residential Development General Module’ • A separate module for student housing is now no longer needed. • Agree 	<ul style="list-style-type: none"> • The broader use of ‘Multiple Dwelling’ with student housing, boarding housing and the like being capable of being accommodated in that form of dwelling, has been included in the ‘Residential Development General Module’ • PDC 2 has been removed • Reference to a live in manager has been removed

Attachment A — Summary and Response to Public Submissions

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Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
		<p>21. <u>Medium Density Policy Area 12 – PDC 3</u></p> <ul style="list-style-type: none"> PDC 3 <p><i>Core text for this policy has been changed from ‘2 to 3 storey buildings’ to up to 2 storeys in height (which may include an attic)’</i></p> <p><u>Amend PDC 3 to reflect core text.</u></p> <p>22. <u>Medium Density Policy Area 12</u></p> <ul style="list-style-type: none"> PDCs 10 and 11 – Affordable Housing <p><i>PDC 10 and 11 have been deleted from Medium Density Policy Area 12. As it is <u>SAPPL text it should be re-instated</u></i></p> <p>23. <u>Hills Policy Area 11</u> <u>Medium Density Policy Area 12</u> <u>Northern Policy Area 13</u> <u>Oaklands Park Policy Area 14</u> <u>Regeneration Policy Area 16</u> <u>Residential Character Policy Area 17</u> <u>Southern Policy Area 18</u> <u>Worthing Mine Policy Area 20</u> <u>Coastal Policy Area 21</u></p> <ul style="list-style-type: none"> <i>Use of the word ‘comply’ in the lead in text to tables within the Policy Areas restricts</i> 	<ul style="list-style-type: none"> Car parking rates relating to the broader use of ‘Multiple Dwelling’ (covering student housing, boarding housing and the like) are to be introduced in Table Mar/2. Student housing in the form of other residential housing types (residential flat building etc.) would be expected to meet the requirements for that type of building. Advice from Norman Waterhouse lawyers in relation to this matter stated that: ‘In many instances, sites will be redeveloped and natural ground level will be difficult or impossible to ascertain (there are a number of cases that grapple painfully with this)’. It was suggested that the term ‘above reference level’ be used instead. The lawyers created a new definition which would provide greater clarity for assessing wall and building heights above ground level. The parameters listed are for all of the policy areas that follow that text. The table has been reformatted to make it more obvious 	<ul style="list-style-type: none"> Car parking rates relating to the broader use of ‘Multiple Dwelling’ are to be introduced in Table Mar/2. The term ‘above reference level’ to remain in the DPA

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Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
		<p><i>flexibility when assessing policy that is merit based and <u>should be replaced with</u> - 'should be designed within the following parameters'</i></p> <p>24. <u>Residential Zone</u></p> <ul style="list-style-type: none"> Procedural Matters – Non-Complying Development <p><i>Changes have been made to forms of development within the list that <u>require discussion in the SCPA Report</u></i></p> <p>25. <u>Residential Zone</u></p>	<ul style="list-style-type: none"> The word '<i>designed</i>' does not have the strength of other words as something can be designed but not necessarily followed through when constructed. The wording '<i>should <u>satisfy</u> the following parameters</i>' and '<i>should <u>not exceed</u> the following parameters</i>' has been used within the DPA and are words that appropriately reflect what is sought. Council has followed the direction taken in the SAPPL. The Residential Zone, Residential Character Zone and Residential Neighbourhood Zone within the SAPPL all list 'dwelling' as an envisaged form of development. The Residential Regeneration Zone lists 'dwelling including a residential flat building' as an envisaged form of development. None of these zones lists individual dwelling types. <i>PDC 3 (PDC 4 in current Development Plan) contradicts Residential Zone PDC 6 – 'Maximum building height' – '(a) Medium Density Policy Area 12: (ii) 2 storeys plus attic of not more than 10 metres' - brought across in the BDP conversion in 2010 as a local addition – PDC 3</i> 	<ul style="list-style-type: none"> The table has been reformatted to make it more obvious Replace the word '<i>comply</i>' and other lead in words to relevant tables in the DPA with the words '<i>satisfy</i>' and '<i>not exceed</i>' Replace 'all types of dwelling' with either 'dwelling' or 'dwelling including a residential flat building' depending on the zone

Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		<ul style="list-style-type: none"> • Procedural Matters - Public Notification <i>The section commencing 'Further, development is assigned to Category 1 and Category 2' ... through to and including 'from satisfying some other clause' should be removed as it is not consistent with the SAPPL approach to procedural matters</i> <p>26. <u>Residential Zone</u></p> <ul style="list-style-type: none"> • Procedural Matters – Category 1 <i>The section commencing 'A kind of development which in the opinion of the relevant authority....' and the section commencing 'Non-complying development comprising...' are both covered by Schedule 9 of the Development Regulations, so should be removed</i> <p>27. <u>Residential Zone</u></p> <ul style="list-style-type: none"> • Procedural Matters – Category 2 <i>Reason for removal of the term 'Dwelling on land located wholly or partly within 30 metres of a Commercial Zone.....Mineral Extraction Zone'</i> <p>28. <u>Hills Face Zone</u></p> <ul style="list-style-type: none"> • Non-complying Development <i>The statement – 'The following forms of development, and any development which includes one or more of a combination of the following forms of development (in any fashion</i> 	<p><i>has been amended as part of this DPA to provide consistency and reduce confusion.</i></p> <ul style="list-style-type: none"> • Reference to 'Affordable Housing' is made within the Residential Zone (PDC 10 & 11) so has been taken out of the Policy Areas to reduce repetition. 	<ul style="list-style-type: none"> • PDC 3 to be changed to 'Medium density development should be a maximum of 2 storeys in height but may include an attic built within the roof line.' • No change required

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Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
		<p><i>including as an integrated component), are non-complying' is not core text so should be replaced with core text</i></p> <p><i>No need to add 'abattoir' as it is already listed</i></p> <p>29. <u>Attachment C</u></p> <ul style="list-style-type: none"> Definitions Table <p><i>The use of definitions is not encouraged in a Development Plan so should be removed. The Development Regulations 2008 should be used to define various types of development or terms used in relation to development</i></p>	<ul style="list-style-type: none"> The word 'designed' does not have the strength of other words as something can be designed but not necessarily followed through when constructed. The wording 'should <u>satisfy</u> the following parameters' and 'should <u>not exceed</u> the following parameters' has been used within the DPA and are words that appropriately reflect what is sought. Lead in sentence has been amended to provide a more legally clearer explanation of the forms of development that are non-complying (wording provided by council's lawyers to cover the situation where more than one land use is proposed within a development – integrated development) Additional policy (e) added to the Exceptions for Advertisement... to strengthen policy outcomes Consulting Room, Office – floor areas in "Exception" column increased to 150m² to align with floor area for Shop as currently too restrictive References to the various forms of residential dwellings have been separated out in the table to provide a clearer explanation in which policy areas they are non-complying Funeral Parlour, Gymnasium, Junkyard, Land Division resulting in the creation of battle-axe or similar 	<ul style="list-style-type: none"> Replace the word 'comply' and other lead in words to relevant tables in the DPA with the words 'satisfy' and 'not exceed' No change required

Attachment A – Summary and Response to Public Submissions

[illegible]

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Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		<p><i>Version 6 of the Transport and Access module</i></p> <p>33. <u>Residential Zone – PDC 6</u> <i>The section which follows after part (c) 'Minimum setback from rear boundary' is confusing and unclear</i></p> <p>34. <u>Residential Zone – PDC 6</u> <i>Private Open Space Table is in a format that is not clear and easy to read</i></p> <p><u>Mapping Issues</u></p> <p>35. <u>Policy Area Map Mar/15</u> <i>Amend map in accordance with comments provided</i></p>	<ul style="list-style-type: none"> The wording has been removed as a dwelling is unlikely to have a detrimental impact on non-residential uses other than being a potential source of complaint in regards to activities undertaken on the non-residential property. Any assessment of a residential development in such a location would consider potential impacts and ways of mitigating those impacts As not residential in nature all references to Hills Face Zone are to be removed from the DPA. 	<ul style="list-style-type: none"> The section commencing 'Further development is assigned....has been removed Both sections have been removed

Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
			<ul style="list-style-type: none"> • There are a number of types of development and related terms that are either not defined or are not clearly defined, which are a cause of confusion in planning assessment and figure prominently in planning appeals. Council's lawyers have provided council with definitions that provide clearer explanation of particular land uses and related terms which should provide greater certainty in the assessment process and result in less legal actions taking place. • Schedule 1 of the Regulations (Definitions) is relatively limited in the uses/terms defined. Some of the definitions require revisiting as the wording does not always reflect the intended meaning, which has become clear in a number of planning appeals. • Council is not aware of many additional definitions being added to Schedule 1 over the years; the tendency appears to have been to reduce the listing! • Council seeks the opportunity to include definitions within its Development Plan until such time that 	<ul style="list-style-type: none"> • No change required • All references to Hills Face Zone have been removed from the DPA.

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Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
			<p>Schedule 1 is amended to address the many current issues relating to types of development and terms used in relation to development.</p> <ul style="list-style-type: none"> It is clear that the Development Plan intends that residential development which exceeds 9 metres in height defaults to Category 2. Recent court decisions have suggested that retaining walls are more likely to be Category 3 than Category 1 (minor). As nearly all dwellings on sloping land include retaining walls, many applications are now defaulting to Category 3. Designating retaining walls as Category 2 forms of development will ensure that applications for dwellings will not default to Category 3. Retaining walls considered of a minor nature would still be assessed as Category 1. 	<ul style="list-style-type: none"> Retain definitions table in the DPA

Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
			<ul style="list-style-type: none"> • Noted • Noted • The section of the table following (b) has been reformatted to make the intent clearer • The information/wording is exactly the same as that in the current Development Plan. The table has been 	<ul style="list-style-type: none"> • Retaining walls to be included as Category 2 development

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Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
			<p>altered to make it clearer and easier to read!?</p> <ul style="list-style-type: none"> Map Mar/15 will be amended in accordance with comments received and recent changes to the proposed policy area boundary 	<ul style="list-style-type: none"> Cross-references to relate to 'other provisions' within the Development Plan rather than numbered principles/objectives.

Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
				<ul style="list-style-type: none"> • PDC 45 to be relocated back after PDC 41 as per Version 6 • The section of the table following (b) has been reformatted to make the intent clearer • No change required • Map Mar/15 will be amended in accordance with comments received and recent changes to

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Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
				the proposed policy area boundary
10.	SA Water	<ul style="list-style-type: none"> No specific comments to make. Provided general comments that apply to new developments or redevelopments in regard to:- <ul style="list-style-type: none"> SA Water Planning Protection of Source Water Provision of Infrastructure Trade Waste Discharge Agreements 	<ul style="list-style-type: none"> Noted 	<ul style="list-style-type: none"> No change required
11.	Urban Development Institute of Australia (UDIA)	<ul style="list-style-type: none"> DPA has missed the opportunity to deliver a comprehensive revision of the Residential Zone. Does not address the considerable redevelopment opportunities afforded a key middle ring Council area that comprises a major train line, tram line, regional centre and the new development and employment focus at Tonsley Park. Much of the criteria within the DPA limits development to a replication of existing built form. A thorough investigation of increased development opportunities is required to 	<ul style="list-style-type: none"> Not part of the scope of this DPA – intention being relatively 'policy neutral' and non-strategic Opportunities for higher residential densities within the Council area are to be considered in other future DPAs. (outlined in Council's Strategic Direction Report - DPA program/Action Plan) 	<ul style="list-style-type: none"> No change required

Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
		achieve increased housing yields.		
12.	Callum Little (late response)	<p><u>Design of Dwellings on Corner Allotments (PDC 14)</u></p> <ul style="list-style-type: none"> PDC has the potential to add significant cost to design and construction of new dwellings Residential Code does not require dual facades / ensure consistency with.... PDC not appropriate unless combined with reduced setbacks to offset costs <p><u>Front setbacks (PDC 24, 25)</u></p>	<ul style="list-style-type: none"> Only in certain circumstances where streetscape enhancement is required and particularly if 2 storey or greater Each application would be assessed on merit taking into consideration scale and visibility Residential Code unfortunately has little policy that considers streetscape and amenity Changes have been made to primary and secondary road setbacks to allow lesser setbacks where appropriate. Side boundary setbacks have been reduced in some circumstances and walls on boundaries have been amended to align with the Sch 1A and Sch 4 of the Regs the wording '<i>with the same primary street frontage</i>' was added to increase the scope and clarity for setbacks. The intention is to reduce instances where inappropriate reference to an adjacent dwelling facing another street occurs PDC 25 - current PDC 24 has been removed because 	<ul style="list-style-type: none"> No change required No change required No changes required

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Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		<ul style="list-style-type: none"> Proposed amendments (adding 'with the same primary street frontage' to Design and Appearance PDC 24 and reference to 8 metres in PDC 25) have the potential to increase front setback requirements Without detailed justification within the 'Investigations' the PDC's should remain as is <p><u>Two storey dwellings on battle axe allotments (PDC 2)</u></p> <ul style="list-style-type: none"> The impact of PDC 2 and new definition of 'battleaxe allotment or the like' have potential to severely limit the development potential of land within the Medium Density and Regeneration Policy Areas PDC 2 has potential to reduce affordability by increasing land area required for new dwellings (2 storey has smaller footprint) 	<p>Table/Mar1 has no real work to do as it refers back to the relevant zone and only specifies an 8 metre setback in 'all other zones'. It has been replaced by new PDC 25</p> <ul style="list-style-type: none"> PDC 2 has been in Council's Development Plan for a number of years. The additional text 'to reduce the visual impact of taller built form towards the rear of properties' is for clarification purposes Limits development that has potential to have a detrimental impact on adjoining properties Battleaxe development is not the only option for redevelopment of existing properties containing an existing dwelling Smaller allotments containing 2 storey dwellings do not directly correlate to increased affordability Affordability has to be balanced against amenity considerations Rates are not a planning consideration The PDC is not stopping regeneration; it is aimed at ensuring it is undertaken appropriately PDC 2 is not inconsistent; just ensures that better design consideration is taken for small lot redevelopments Amalgamation to create larger allotments provides 	<ul style="list-style-type: none"> No changes required No changes required No changes required

Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		<ul style="list-style-type: none"> PDC 2 ignores the positive impact of hundreds of 2 storey 'hammerhead' dwellings: <ul style="list-style-type: none"> rates income improved streetscapes PDC 2 inconsistent with numerous State Government strategies that promote affordable housing Any impact associated with 2 storey development can be addressed through design PDC 2 is not Better Development Plan policy Without infill development to maintain its operating budget Council must increase its rates <p><u>Private Open Space (PDC 16 – Res Dev, PDC 6</u></p>	<p>better opportunities for integration with existing surrounding development</p> <ul style="list-style-type: none"> As above. Small lot development invariably results in some form of compromise to the criteria PDC 2 is a local addition that was considered appropriate by DPTI during Council's BDP conversion Rates are not a planning consideration Verandahs are not included in the term 'outbuilding'. Verandahs are included in POS calculations Current front setback requirements are considered appropriate and flexible. A 2.1 m front fence may enclose a front yard but privacy 	<ul style="list-style-type: none"> No changes required No changes required

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Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		<p>– <u>Res Zone</u></p> <ul style="list-style-type: none"> • PDC 16(a) - The word outbuildings may extend to include verandahs. Verandahs should be included in POS calculations • PDC 16(d) – Council should consider either relaxing front setback requirements or allowing front yards to be used as private open space • A front yard can be enclosed with a 2.1 m fence without approval, effectively making the area 'private' • PDC 6 conflicts with Res Dev PDC 17 <p><u>Northern Policy Area 13</u></p>	<ul style="list-style-type: none"> • requires amenity also – away from noise car fumes etc. • Should not promote higher solid fences on frontage as they can have a detrimental effect on the streetscape • No it doesn't – PDC 6 relates to dwellings in the Residential Zone whilst PDC 17 relates to dwellings in other zones – i.e. Mixed Use, Corridor etc which will generally be developed at higher densities and be located close to amenities (open space, recreational activities etc) • Major policy changes are not within the scope of this DPA • Agree – not relevant to this DPA • A site area less than the required minimum is an incentive to provide a good design solution in order to be considered favourably • Promotes regeneration at 'greater' densities however does not provide incentive for good design. Vibrancy requires more than increased densities. • Not part of the scope of this DPA. The Residential Code unfortunately has little policy that considers streetscape and amenity 	<ul style="list-style-type: none"> • No changes required • No changes required • No changes required • No changes required

Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		<ul style="list-style-type: none"> • Should consider reducing the minimum site areas in the policy area • May require additional investigations as part of future DPA • Council's DAP have approved numerous development applications on sites with less than the prescribed minimum area • Lesser minimum site areas would promote regeneration and improve vibrancy in the area <p><u>Dwelling Setbacks (PDC 6 – Res Zone)</u></p> <ul style="list-style-type: none"> • Setbacks should be consistent with the Residential Code <p><u>Table Mar/1 – Definitions</u></p> <ul style="list-style-type: none"> • Support definitions table subject to DPTI endorsement <p><u>Residential policy updated to version 6 of SA</u></p>	<ul style="list-style-type: none"> • Noted • Noted • Noted • Actual wording now in the DPA is different from that shown in Appendix F in the Explanatory Statement and Analysis section of the DPA – provides certainty • Wording is consistent with Sch 1A and Sch 4 • Agree that higher densities should be encouraged close 	<ul style="list-style-type: none"> • No changes required • No changes required • No changes required • No changes required

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Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		<p><u>Planning Policy Library</u></p> <ul style="list-style-type: none"> • Support <p><u>Residential Development BDP Update</u></p> <ul style="list-style-type: none"> • Support subject to comments above <p><u>Dwellings and garage walls on boundaries</u></p> <ul style="list-style-type: none"> • Proposed amendments have potential to add uncertainty for applicants • Ensure consistency with Residential Code, Sch 1A and Sch 4 of Development Regs <p><u>Remove discounts for allotments adjoining public open space</u></p> <ul style="list-style-type: none"> • Retain such incentives as higher densities should be encouraged in close proximity to public open space 	<p>to public open space</p> <ul style="list-style-type: none"> • However <u>not</u> as an 'incentive' • Merit based assessment of development at higher densities than anticipated tend to result in a higher standard of development - A site area less than the required minimum is an incentive to provide a good design solution in order to be considered favourably • Submission relates to a totally different issue – that of site coverage • PDC 19 – 'Residential Development' (previously PDC 30) relates to the % of the required area of POS that should remain open to the sky. The amount has been reduced to 50% in the DPA – allowing for verandah coverage on smaller allotments • Noted • Noted 	<ul style="list-style-type: none"> • No changes required • No changes required • No changes required • No changes required

Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		<p><u>Private Open Space (PDC 30)</u></p> <p><i>'70% of POS should remain open'</i></p> <ul style="list-style-type: none"> • Ensure consistency with Sch 1A and Sch 4 of the Regs (allows site coverage of 70% in some circumstances) <p><u>New Definition for Site Coverage</u></p> <ul style="list-style-type: none"> • Supported • <u>Consistent site areas for residential flat buildings and group dwellings</u> • Supported • <u>Increase allotment frontages vs preservation of trees</u> • Not supported • Increasing frontages has potential to reduce 	<ul style="list-style-type: none"> • Not directly related to affordability • Proposed provision has not been included in the DPA 	<ul style="list-style-type: none"> • No changes required • No changes required • No changes required

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Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/Contact Person	Submission Summary	Comment	Council Response
		housing affordability <ul style="list-style-type: none"> Street trees are council assets and regulated under the Local Government Act 		<ul style="list-style-type: none"> No changes required

Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
				<ul style="list-style-type: none">• No changes required

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Residential (General) Development Plan Amendment

Attachment A — Summary and Response to Public Submissions

Sub No.	Agency name/Address/ Contact Person	Submission Summary	Comment	Council Response
				<ul style="list-style-type: none"> No changes required

Attachment B – Summary and Response to Public Meeting Submissions

Two (2) submitters requested to be heard, and therefore a public meeting was held on 19 February 2015.

Sub No.	Name of Respondent	Summary of Verbal Submission/Issues Raised	Council Response
1.	Mr Andrew Elia/Mr Wayne Gladigau (Masterplan)	<ul style="list-style-type: none"> • Mr Elia's property at 1-14 Beachfront Court Hallett Cove has been identified as being low lying and subject to sea level rise and is proposed to be included in Residential Coastal Policy Area 21 • As part of a land division application in 1993 the land was filled to a level above the 1:100 flood level, which in turn is above the minimum AHD levels required for the expected sea level rise • Coast Protection Board (DEWNR) are satisfied that the subject land is above the AHD level however consider that allotments 7,8 & 9 are possibly prone to future erosion so are to remain within the proposed Residential Coastal Policy Area 21 • Questioned whether the proposed policy for the new Policy Area would have a restrictive effect on the subject land, which comprises smaller (vacant) allotments than are envisaged in the Policy Area – i.e. Maximum site coverage requirement of 35% 	<ul style="list-style-type: none"> • Noted • Noted • Council has been party to the negotiations / investigations undertaken by DEWNR and Mr Elia and is satisfied with the result

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Residential (General) Development Plan Amendment

Attachment B – Summary and Response to public Meeting Submissions

		<ul style="list-style-type: none"> • Would the Residential Development Code apply in this area? 	<ul style="list-style-type: none"> • Site coverage of 35% conforms with the site coverage requirements of the adjacent Hills Policy Area 11 (which is to be re-introduced into that Policy Area as part of this DPA after being removed inadvertently during the BDP conversion DPA some years ago) • Future development proposals on the allotments will be assessed on merit. • No the Residential Code does not apply in this area
2.	Mr Callum Little	<ul style="list-style-type: none"> • Resident of Marion for 20 years and family owns 6 properties in the council area • Proposed amendments to policy on battleaxe allotments (PDC 2 Residential Development) will further restrict two storey development and potential for higher densities • Reduction in density will have an impact on council rates • Opposes PDC 2 as in Mr little's opinion 2 storey development in battle axe allotments make an important contribution to the mix of housing • There are sufficient provisions in the Development Plan 	<ul style="list-style-type: none"> • Noted • PDC 2 has been in Council's development plan for a number of years. The additional text '<i>to reduce the visual impact of taller built form towards the rear of properties</i>' is for clarification purposes • Rates are not a planning consideration • Battleaxe development is not the only option for redevelopment of existing properties containing an existing dwelling • Increased density has to be balanced against amenity considerations • PDC 2 ensures that better design consideration is taken for small lot redevelopments • Limits development that has potential to have a detrimental impact on adjoining properties

Residential (General) Development Plan Amendment

Attachment B – Summary and Response to Public Meeting Submissions

		<p>which protect the amenity of adjoining properties</p> <ul style="list-style-type: none">• In his opinion the provision is a blunt instrument rather than encouraging a good design outcome	<ul style="list-style-type: none">• The PDC is not stopping regeneration; it is aimed at ensuring it is undertaken appropriately
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Council Name

Title Development Plan Amendment

Attachment D — SCPA Timeframe Report: Process B – without consultation approval / 1 Step

Attachment C – Timeframe Report

SCPA Timeframe Report: Process B – without consultation approval / 1 Step

The SOI was agreed by the Minister and Council on "Council to insert date of agreement"

Key steps	Period agreed to in SOI	Actual time taken	Reason for difference (if applicable)
Investigations conducted and DPA prepared	August 2014	9 September 2014	
Agency and public consultation period (report on any delays incurred by agencies)	8 weeks	10 weeks	(extended over Christmas period – 30 October 2014 – 9 January 2015)
Public Hearing held, submissions summarised and DPA amended in accordance with Council's assessment of submissions. <i>Summary of Consultations and Proposed Amendments</i> submitted to Minister for approval.	12 weeks	16 weeks	Additional meeting/s with DPTI to work through issues. Timing of Council agenda

Attachment D – Schedule 4A Certificate

Residential General DPA
Marion Council
Schedule 4a Certificate

Schedule 4a Certificate

CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER

DEVELOPMENT REGULATIONS 2008

SCHEDULE 4A

Development Act 1993 – Section 25 (10) – Certificate – Public Consultation

CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT A
DEVELOPMENT PLAN AMENDMENT (DPA) IS SUITABLE FOR THE PURPOSES OF PUBLIC
CONSULTATION

I **Mark Searle**, as **Chief Executive Officer of the City of Marion**, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

- (a) accord with the Statement of Intent (as agreed between the City of Marion and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the *Development Regulations 2008*; and
- (b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and
- (c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
- (d) complement the policies in the Development Plans for adjoining areas; and
- (e) satisfy the other matters (if any) prescribed under section 25(10) (e) of the *Development Act 1993*.

The following person or persons have provided advice to the council for the purposes of section 25(4) of the Act:

David Melhuish - Senior Policy Planner MPIA
Steve Hooper - Manager Development Services MPIA

DATED this 28 day of October 2014



Chief Executive Officer

Attachment E – Schedule 4B Certificate

Schedule 4B—Certificate—section 25(14)(b)

Certificate of chief executive officer that an amendment to a Development Plan is suitable for approval

I, **Geoff Whitbread**, as **Acting Chief Executive Officer of City of Marion**, certify, in relation to the proposed amendment or amendments to Marion Council Development Plan as last consolidated on 19 March 2015, referred to in the report accompanying this certificate—

- (a) that the Council has complied with the requirements of section 25 of the Development Act 1993 and that the amendment or amendments are in a correct and appropriate form; and
- (b) in relation to any alteration to the amendment or amendments recommended by the Council in its report under section 25(13)(a) of the Act, that the amendment or amendments (as altered)—
 - (i) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that relates to the amendment or amendments has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the report of the Council; and
 - (ii) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
 - (iii) complement the policies in the Development Plans for adjoining areas; and
 - (iv) satisfy the other matters (if any) prescribed under section 25(14)(b)(ii) of the Development Act 1993; and
- (c) that the report by the Council sets out a comprehensive statement of the reasons for any failure to complying with any time set for any relevant step under section 25 of the Act; and
- (d) that the following person or persons have provided professional advice to the Council for the purposes of section 25(13)(a) of the Act:

David Melhuish, Senior Policy Planner, City of Marion and
Steve Hooper, Manager Development Services, City of Marion.

Date:

Council Name

Title Development Plan Amendment

Attachment f — Schedule 4B Certificate

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Chief Executive Officer

Attachment F – Additional Matters and Investigations

Coastal Policy Area 21 / Coastal Open Space Zone

As part of the consideration put into the creation of Coastal Policy Area 21 DEWNR has recommended to council that some of the land adjacent the land to be placed in Coastal Policy Area 21, which also directly abuts the Coastal Zone, would be more appropriately placed in the Coastal Zone. This land is currently zoned Residential and is within Hills Policy Area 11. The land comprises a portion of road reserve, an SA Water allotment and 3 council reserves; 2 of which contain the Field River and its outlet to the sea. DEWNR has suggested that given this land is at the interface of an urban area and that in due course there may need to be protection works in it, it might be best in the Coastal Open Space Zone.

In the opinion of Council, because of its location and nature, the land in question is more appropriately located within the Coastal Open Space Zone rather than the Residential Zone.

Amendments are proposed to be made to Zone Map Mar/15 to place the land in question into the Coastal Open Space Zone.

A copy of the correspondence from DEWNR is attached below

Multiple Dwelling (Student Housing) / Car Parking Investigation

Following discussions with DPTI the proposed 'Student Accommodation' module (General Section) has been removed from the DPA. The broader use of 'Multiple Dwelling', with student housing, boarding housing and the like, being capable of being accommodated in that form of dwelling, has been included in the 'Residential Development General Module'

Council has recently had a car parking investigation undertaken by Frank Siow & Associates - Traffic and Parking Consultants on two existing student housing developments. The investigations have revealed that the actual car parking generated by both developments was in excess of the number of car parks provided/considered appropriate in the assessment process. The figure suggested (1 car park per unit/bedroom) has been incorporated into 'Table Mar/2 – Off Street Vehicle Parking Requirements' under the heading 'Multiple Dwelling'.

A copy of the car parking investigation is attached below

Appendix C - Summary of Recommended Policy Changes

‘Appendix C - Summary of Recommended Policy Changes’ from the ‘Consultation Draft’ of the DPA has been expanded to provide justification for the changes to core policy/text of the SAPPL within the DPA

A copy of the amended version of ‘Appendix C - Summary of Recommended Policy Changes’ is attached below

Appendix C - Summary of Recommended Policy Changes

The purpose of the proposed Development Plan Amendment (DPA) is to predominantly undertake a number of generally minor changes to some of the policy relating to residential development within the City of Marion Development Plan (both within the General and Zone Sections) in order to:

- better clarify the intentions of existing policy
- address some deficiencies within the policy
- correct unintended errors and/or omissions within the policy
- address inconsistencies in notification requirements between Council's Development Plan and Schedule 1A and 4 of the Development Regulations

Summary of Recommended Policy Changes

Issue	Comment and Recommended Policy Change
Residential Development with walls on boundaries	<p>Currently there are inconsistencies in the notification requirements between Council's Development Plan (Cat 2) and Schedules 1A and 4 of the Development Regulations (Cat 1 – subject to certain criteria) for similar development proposals.</p> <p>The public notification criteria under the Residential Zone has been altered to provide consistency with the criteria associated with Schedules 1A and 4 of the Development Regulations (only Category 2 if exceeding a length of 8 metres and/or a height of 3 metres).</p>
Discount Provisions for residential development	The opportunity to apply discount provisions for residential development has, in many instances, in the past resulted in the lodgement of applications where the discounted minimum had become the base for further negotiation. It is considered that to gain a better planning outcome all discounts should be removed and each application be assessed on its own merits.
Design of dwellings on corner allotments	A provision has been included that seeks dwellings on corner allotments to be designed so that they address both street frontages and provide a more appropriate design solution. (<i>D&A – Pr 15</i>)
Private open space	Some changes have been made to private open space policy to provide greater clarity that private open space should not contain roofed structures such as carports, garages etc. or carparking areas. (<i>Res Dev Pr 17, 19</i>)
Site coverage description	A definition which provides a clearer description of site coverage (and less open to interpretation) has been included to aid the assessment of the criteria. (<i>Res Zone - Note following Pr 9</i>)
Site coverage and floor area ratio – Hills Policy Area 11	Criteria is to be reinstated (35%/0.4) following omission during previous BDP conversion.

Issue	Comment and Recommended Policy Change
Site Area Criteria– residential flat buildings vs. group dwellings	The current Development Plan is inconsistent in the way site area is assessed between the two dwelling types. As they are generally similar in design, size and location within a site, the way that site area is assessed should be consistent. The criteria for the two dwelling types is now to be “on average” for both.
Communal Open Space	Policy allowing the substitution of communal open space for private open space in the relevant types of residential development, as included in Version 6 of the South Australian Planning Policy library, has been included as part of this DPA, with a minor amendment to limit the amount of private open space substituted. (<i>Residential Development – Pr 22</i>)
Setbacks	<p>Currently, quantitative setback policy is located in both the general and zone sections of the Development Plan. Having all policy in one location is more logical and ensures its consideration in an assessment.</p> <p>As part of this DPA all quantitative policy relating to setbacks for residential development (both dwellings and outbuildings etc.) has been located within the Residential Zone.</p> <p>Qualitative policy relating to setbacks has been located in the Residential Development module of the General Section of the Plan. Qualitative policy also remains in the Design and Appearance module, which relates to all types of development.</p>
Domestic Outbuilding – Public Notice Categorization	<p>The term “domestic outbuilding” is used in Council’s Development Plan and is designated a Category 1 form of development. The term “outbuilding” is designated a Category 1 development in Schedule 9 of the Development Regulations.</p> <p>As for all intents and purposes, the two uses are the same, all references to “domestic outbuilding” in the Development Plan have been replaced with the term “outbuilding” so that the use can be covered by the criteria outlined within the Development Regulations.</p>
Loss of Views	<p>The assessment of whether a proposed development would have reasonable interference with existing views from an adjacent property has become a grey area even when the development has met the required quantitative criteria within the development plan.</p> <p>New policy is being introduced (<i>Design and Appearance Pr 2</i>) which provides clearer direction on whether the loss or interference of existing views is appropriate or not.</p>
Coastal Policy Area 21 (proposed additional policy area)	As part of a “Coastal Management Study” undertaken for Council in 2012 a number of properties in Hallett Cove were identified as possibly subject to impacts from future sea level rise. These properties require protection via additional relevant policy within the

Issue	Comment and Recommended Policy Change
	<p>Council's Development Plan</p> <p>Council has worked with DEWNR in the creation of the Residential Coastal Policy Area 21 under the Residential Zone (appropriate boundary and policies) to ensure that any future development on these properties requires appropriate consideration of these impacts as part of the development assessment process.</p> <p>DEWNR and Mr Andrew Elia (the owner of land fronting Beachfront Court Hallett Cove) have had continuing discussions in regards to the inclusion of Mr Elia's land (in particular allotments 5 to 15 Beachfront Court – total of 11 lots) within proposed Coastal Policy Area 21. DEWNR's current position is that only lots 7,8 &9 require to be placed in PA 21 as the other allotments are on stable land above the minimum site levels considered appropriate to address the potential coastal issues.</p> <p>Amendments are to be made to Policy Area Map Mar/15 to include Coastal Policy Area 21</p>
Coastal Open Space Zone	<p>As part of the consideration put into the creation of Coastal Policy Area 21 DEWNR has recommended to council that some of the land adjacent the land to be placed in Coastal Policy Area 21, which also directly abuts the Coastal Zone, would be more appropriately placed in the Coastal Zone. This land is currently zoned Residential and is within Hills Policy Area 11. The land comprises a portion of road reserve, an SA Water allotment and 3 council reserves; 2 of which contain the Field River and its outlet to the sea. DEWNR has suggested that given this land is at the interface of an urban area and that in due course there may need to be protection works in it, it might be best in the Coastal Open Space Zone.</p> <p>Council believes that because of its location and nature, the land in question is more appropriately located within the Coastal Open Space Zone rather than the Residential Zone.</p> <p>Amendments are to be made to Zone Map Mar/15 to place the land in question into the Coastal Open Space Zone.</p>
Student Housing	<p>Over the last few years Council has dealt with several development applications proposing the construction of accommodation designed for the specific living requirements of students. Current policy within Council's Development Plan does not appropriately cover these requirements so assessment has been somewhat challenging.</p> <p>Following discussions with DPTI Council proposes to introduce policy relating to the broader use of "Multiple Dwellings" with student housing, boarding housing and the like being capable of being accommodated in that form of dwelling.</p> <p>New policy relating to criteria on appropriate localities, communal facilities, open space and car parking and bicycle storage requirements are being recommended.</p>

Issue	Comment and Recommended Policy Change
Definitions Table	<p>In order to provide greater clarity for all stakeholders involved in the development assessment process within the Marion Council area Council is proposing to include a table comprising definitions of land use related criteria within its Development Plan. (<i>refer to “Table Mar/1 – Definitions” within the Amendment</i>).</p> <p>There are a number of types of development and related terms that are either not defined or are not clearly defined, which are a cause of confusion in planning assessment and figure prominently in planning appeals. Council’s lawyers have provided council with definitions that provide clearer explanation of particular land uses and related terms which should provide greater certainty in the assessment process and result in less legal actions taking place.</p> <p>Schedule 1 of the Regulations (Definitions) is relatively limited in the uses/terms defined. Some of the definitions require revisiting as the wording does not always reflect the intended meaning, which has become clear in a number of planning appeals.</p> <p>Council is not aware of many additional definitions being added to Schedule 1 over the years; the tendency appears to have been to reduce the listing!</p> <p>Council seeks the opportunity to include definitions within its Development Plan until such time that Schedule 1 is amended to address the many current issues relating to types of development and terms used in relation to development.</p>
General Section	
Design and Appearance	<p>Pr 3 – ‘Buildings sited on or close to side and rear boundaries should’ - existing principle wording amended to provide greater clarity</p> <p>Pr 6 (c) - removed – designing for wind is problematic (d) - removed – draining and plumbing is a building design issue</p> <p><u>Overshadowing</u> Pr 10 (a) – the words ‘habitable rooms’ have been replaced with ‘living rooms’ as overshadowing is a daylight issue not likely to be of concern for bedrooms etc. (b) – reference to balconies removed as ‘primary open space for dwelling’ covers most instances (c) – enabling direct winter sunlight into adjacent dwellings would ensure that a solar collector on a roof receives sunlight - minimising overshadowing onto neighbouring roofs may be restrictive if development meets other criteria – removed.</p> <p>Pr 11 – Minor changes to existing local addition as per (a) above</p> <p>Current Pr 11 within Development Plan - removed as issue is covered by the Building Code</p> <p><u>Visual Privacy</u> Pr 12 – Wording change to core policy to provide greater clarity on types of development likely to cause issues and who is likely to be impacted.</p>

Issue	Comment and Recommended Policy Change
	<p><u>Relationship to the Street</u> Pr 15 – wording amended to provide greater clarity</p> <p><u>Building Setbacks from Road Boundaries</u> Pr 24 – the wording ‘<i>and/or where a new character is desired by this Development Plan</i>’ and ‘<i>with the same primary street frontage</i>’ added to increase the scope and clarity for setbacks</p> <p>Pr 25 - current Pr 24 has been removed because Table/Mar1 has no real work to do as it refers back to the relevant zone and only specifies an 8 metre setback in ‘<i>all other zones</i>’. It has been replaced by new Pr 25</p>
Residential Development	<p>Pr 2 – Battle-axe allotment policy brought back over from Design and Appearance as it relates predominantly to residential development.</p> <p>Pr 5 – Principle relating to un-sewered areas introduced – possible in a few areas of Council.</p> <p><u>Garages, Carports, Verandahs and Outbuildings</u> Pr 12 – Lead in sentence from the table in former Pr 10 (table is now relocated to Residential Zone (Pr 7) so that all quantitative policy relating to residential matters is to be found in one logical place)</p> <p>Pr 11 – (current Development Plan) –removed and relevant policy included in proposed Pr 7 of Residential Zone. Changed to reflect that permitted under Schedule 1A and 4 of the Dev Regulations</p> <p><u>Private Open Space</u> Pr 15 (a) – The words ‘<i>habitable rooms</i>’ has been replaced with ‘<i>internal living rooms</i>’ (b) – The words ‘<i>residential flat buildings</i>’ has been replaced with ‘<i>dwellings without ground level internal living rooms</i>’ – to provide greater clarity</p> <p>Pr 16 – has been introduced to provide clarity on what is excluded from term private open space</p> <p>Pr 17 – (currently Pr16) - table has been reformatted to provide clarity – (amended following consultation)</p> <p>Pr 17 – (current) – table has been transferred to Residential Zone Pr 6 under Form and Character – reformatted similar to Pr 17 (proposed) and relevant site areas have been amended to 175m² (35m² = 20% of 175m²)</p> <p><u>Dependent Accommodation</u> Pr 28 – Wording amended to provide greater clarity to the term dependent accommodation.</p> <p><u>Swimming Pools and Outdoor Spas</u> Pr 30 & Pr 31 – amended so they are consistent with Schedule 1A of the Dev Regs.</p>

Issue	Comment and Recommended Policy Change
	<p><u>Street and Boundary Setbacks</u> Pr 32 – 36 – have been reintroduced as they provide helpful qualitative assessment criteria (removed as part of the Tonsley Park DPA consolidated on 5 December 2013)</p> <p>Current Pr 37 & 38 have been converted into table format and relocated into the Residential Zone</p> <p><u>Car Parking and Access</u> Pr 38 – setback from trees increased to 2m to be consistent with Australian Standard AS4970-2009 "Protection of trees on development sites" Pr 39 – Table reformatted to increase clarity</p>
Sloping Land	Pr 7 (8) – Amended policy to ensure that retaining walls do not have an unreasonable visual impact
Transport and Access	Pr 28 – wording to existing local addition has been amended to provide greater clarity and flexibility Pr 40 – wording rearranged to provide greater clarity Pr 51 – additional words added to provide clarity/reason
Zone Section	
Residential Zone	<p><u>Land Use</u> Pr 1 & Pr 4 – reference to “schools” have been removed as additional schools are not anticipated within the residential zone in the council area. It has been replaced in Pr 4 by “office” which is anticipated Pr 4(a) – the word “Primarily” has been added for greater flexibility</p> <p><u>Form and Character</u> Pr 6 – (existing DP) content has been relocated within table in proposed Pr 7 Pr 6 – (proposed) changes made to format and some criteria to reduce repetition and provide greater clarity – the term “above reference level” introduced (<i>and used throughout within the relevant criteria</i>) to be used in place of “natural ground level”. Following advice from Norman Waterhouse lawyers a new definition was created in order to provide greater clarity for assessing wall and building heights above ground level. – “Maximum length and height when wall is located on side boundary” added to provide consistency with Schedule 1A and Schedule 4 of the Regulations and replaces criteria from current Pr 38 in Residential Development from General Section Pr 6 –reference to car parking space requirements removed as the information is contained in Table Mar/2 – “Off Street Vehicle Parking Requirements” Pr 6 – reference for “private open space” brought over from “Residential Development” Pr 17 to better group residential criteria and provide greater clarity – site areas changed to correlate better with minimum private open space area Pr 7 – Values/dimensions have been amended to provide consistency with Schedule 1A and Schedule 4 of the Regulations Pr 8 – Supported accommodation criteria added</p>

Issue	Comment and Recommended Policy Change
Hills Policy Area 11	<p>Minor changes to provide greater clarity</p> <p>Pr 7 – Site coverage and floor area ratio details reintroduced following inadvertently being taken out during BDP conversion</p>
Medium Density Policy Area 12	<p>Pr 9 and 10 – relating to Affordable Housing (AH) has been removed to reduce repetition as reference to AH is made at zone level (Pr 10 and 11)</p>
Residential Zone Procedural Matters	<p><u>Non Complying Development</u> – Lead in sentence has been amended to provide a more legally clearer explanation of the forms of development that are non-complying (wording provided by council’s lawyers to cover the situation where more than one land use is proposed within a development – integrated development)</p> <p>Consulting Room, Office – floor areas in “Exception” column increased to 150m² to align with floor area for Shop</p> <p>References to the various forms of residential dwellings have been separated out in the table to provide a clearer explanation in which policy areas they are non-complying.</p> <p><u>Public Notification</u> Lead in sentence has been amended to provide a more legally sound explanation of the categorisation of forms of development , particularly where a development comprises more than one land use (wording provided by council’s lawyers to cover the situation where more than one land use is proposed within a development – integrated development)</p> <p>Category 2 list – wording “<i>Dwelling on land located wholly or partly within 30 metres of.....</i>” has been removed as a dwelling is unlikely to have a detrimental impact on non-residential uses other than being a potential source of complaint in regards to activities undertaken on the non-residential property. Any assessment of a residential development in such a location would consider potential impacts and ways of mitigating those impacts</p> <p>Retaining walls to be included as a Category 2 form of development. It is clear that the Development Plan intends that residential development which exceeds 9 metres in height defaults to Category 2. Recent court decisions have suggested that retaining walls are more likely to be Category 3 than Category 1 (minor). As nearly all dwellings on sloping land include retaining walls, many applications are now defaulting to Category 3. Designating retaining walls as Category 2 forms of development will ensure that applications for dwellings will not default to Category 3. Retaining walls considered of a minor nature would still be assessed as Category 1.</p>

In addition undertaking the above amendments provides Council with an opportunity to update associated policy (residential related) within the Development Plan with policy from the latest version of the “South Australian Planning Policy Library” (Version 6).

**CITY OF MARION
GENERAL COUNCIL MEETING
12 May 2015**

Originating Officer: Rudy Tieman, Manager Infrastructure Projects

Director: Kathy Jarrett

Subject: Darlington Upgrade Project - City of Marion Response

Report Reference: GC120515R03

REPORT OBJECTIVES:

The purpose of this report is to discuss the concept design proposed by the Department of Planning, Transport and Infrastructure (DPTI) for upgrading the section of South Road, Darlington between Ayliffes Road and the Southern Expressway and its implications for the City of Marion. A draft response to the design is presented for consideration and endorsement by Council to be forwarded to DPTI as input into the next stages of design and community and stakeholder consultation.

EXECUTIVE SUMMARY:

The Darlington Upgrade Project is the next step in the development of a North South Transport Corridor and follows on from the recently completed duplication of the Southern Expressway. A concept proposal for this project was initially prepared by DPTI in 2014 and has been reviewed following more detailed design consideration, resulting in an alternative concept scheme which has just been released by the Minister for Community and Stakeholder engagement. Details of the alternative concept scheme are provided on the DPTI web site; hard copies of the project brochure have been left in the Elected Members room. A copy of the scheme is included in the Report (Attachment 1).

Preliminary assessment of the earlier and the alternative concept scheme has been undertaken by Council officers and has involved discussion with DPTI and external stakeholder officers including Renewal SA (Tonsley Redevelopment), Flinders University and Mitcham Council.

There is a common view among the external stakeholders that the Project must include in its design and construction provisions for enabling safe and convenient movement and access to and from communities and facilities otherwise separated and disadvantaged by this upgraded arterial road network. The outcome of this initial assessment is presented in a draft position paper, "Connecting Communities" (Attachment 3) and proposed response to the latest concept scheme (Attachment 2).

RECOMMENDATIONS (4)

DUE DATES

That Council:

- | | |
|---|----------|
| 1. Notes the Report | May 2015 |
| 2. Endorses the Connecting Communities and proposed Council response papers | May 2015 |
| | May 2015 |

3. **DPTI be advised of Council's position and these papers be included in reply to the request for comment on the alternative scheme.**

On-going

4. **Undertake further consultation with DPTI and other key stakeholders to achieve the desired community objectives in the forthcoming stages of this project's design and construction.**

BACKGROUND

The State Government has received Federal Government funding support to proceed with the construction of sections of the North – South Transport Corridor including the section along South Road Darlington between the Southern Expressway and the Ayliffes Road/Shepherds Hill Road intersection.

The Department of Planning Transport and Infrastructure (DPTI) commenced preliminary/concept design of the South Road, Darlington section in early 2014. This project is titled the "North-South Corridor Darlington Upgrade Project". A concept scheme was presented for initial consultation with relevant stakeholders including Marion Council. The scheme was subsequently reviewed and an amended alternative scheme has been developed which was released for stakeholder and community engagement in March 2015.

DPTI presented details of this alternative scheme and the process for its development at the Elected Member's Forum held on 5 May 2015.

Comment from affected Councils, stakeholders and the local community are now being sought.

ANALYSIS:

The alternative concept scheme as presented in the brochure proposes a road configuration of lowered motorway extension of the Southern Expressway up to the intersection with Ayliffes Road and separate ground level (at grade) South Road service roads on the western and eastern sides of the South Road motorway. Ramps and overpass structures will provide the connections between the at grade service roads and the adjacent local roads. The scheme includes the extension of Flinders Drive across South Road to connect to Sturt Road.

The design of the scheme as it stands has focussed on the movement and management of the arterial road traffic and does not at this stage of its design adequately consider its integration with and implications for local access and amenity. Project objectives to enhance local access, walking and cycling, landscape and amenity are broadly identified as desired outcomes however the process or commitment to ensuring adequate and detailed consideration as part of the project design process is unclear. The absence of the level of detail around these local and community impact aspects in the alternative scheme compared to the original proposal has given reason for this concern.

The scope of the Darlington Upgrade Project does not include development of public transport infrastructure within the project area. This appears to be as a consequence of the amount and the arrangements for available funding. Earlier plans discussed the possibility of upgrading of the Tonsley Train station and the provision of a bus interchange in the Sturt Triangle. Notwithstanding the funding constraints there needs to be appropriate consideration of current and future public transport needs in the design and construction of this project.

These aspects of the project were discussed in the elected member briefing on the project by officers from DPTI at the Council Forum on 5 May 2015 and drew attention to a number of issues and concerns which were noted by DPTI for reply. These included:

- Impacts on the areas immediately adjacent to the project and the need for barriers to attenuate noise and visual intrusion in these areas
- Further isolation of residential enclave in Clovelly Park
- Encroachment and building over the Sturt River and incursion on Warriparinga and the Tjilbruke Trail ;
- Future proofing the extension of the Tonsley Rail to Flinders Medical Centre;
- The lack of access onto the Expressway from suburbs immediately south of Darlington;
- Provision for walking and cycling as a priority rather than an afterthought;
- Contingency plans if contamination is found in Clovelly Park or other areas during construction;
- Future plans for the upgrading of South Road between Ayliffes Road and Daws Road.
- Increased traffic spilling over onto Marion Road during and post construction.

Supporting the comments provided by Council at the forum, a draft Council response has been prepared to provide formal feedback to DPTI on the Darlington Upgrade Project and the proposed alternative scheme. This response identifies and describes impacts and opportunities that need detailed investigation. It is a review of the initial scheme and the proposed alternative scheme and has involved meetings and discussions with DPTI and other stakeholders including officers from Mitcham and Onkaparinga Councils, Renewal SA, Flinders University and Flinders Medical Centre. The draft Council Response to the proposed Darlington Upgrade Project (Attachment 2) is presented for consideration by Council.

A draft position paper “Connecting Communities” (Attachment 3) has also been prepared to give scope and detail to community outcomes around amenity, accessibility and active living including walking, cycling and public transport. This paper explains why and how the Darlington Upgrade should integrate with, complement and support other State Government, Council, Flinders University strategic objectives and projects in the area, including the Tonsley Redevelopment, expansion of Flinders University and Flinders Medical Centre, upgrading of the Adelaide-Seafood and Tonsley train lines, Tonsley and Sturt River Linear Park Greenways. This paper is presented for Council consideration and endorsement and will be included as an attachment to the Council Response.

CONCLUSION:

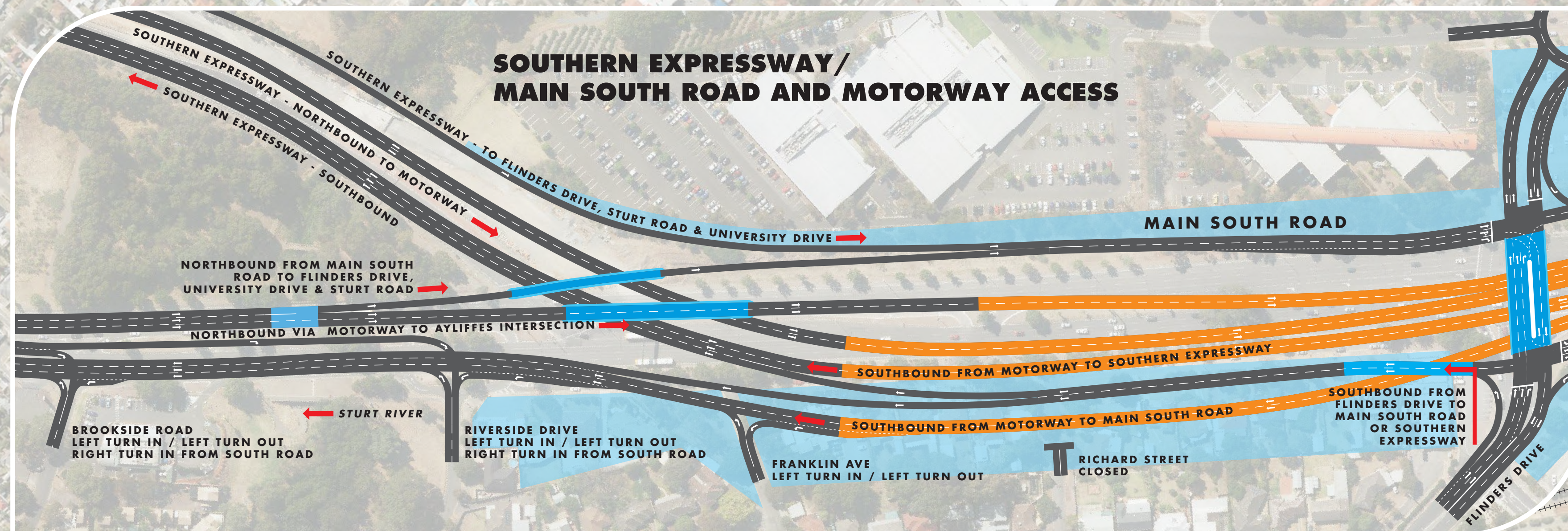
The proposed North-South Corridor Darlington Upgrade Project has significant and long term local access and community amenity impacts and benefit opportunities which need to be considered in the design of this project and included in its construction where practicable.

These issues are presented in a Council Response paper and Connecting Communities position paper for consideration and endorsement by Council as a formal reply to the DPTI request for feedback on the project.

ATTACHMENTS:

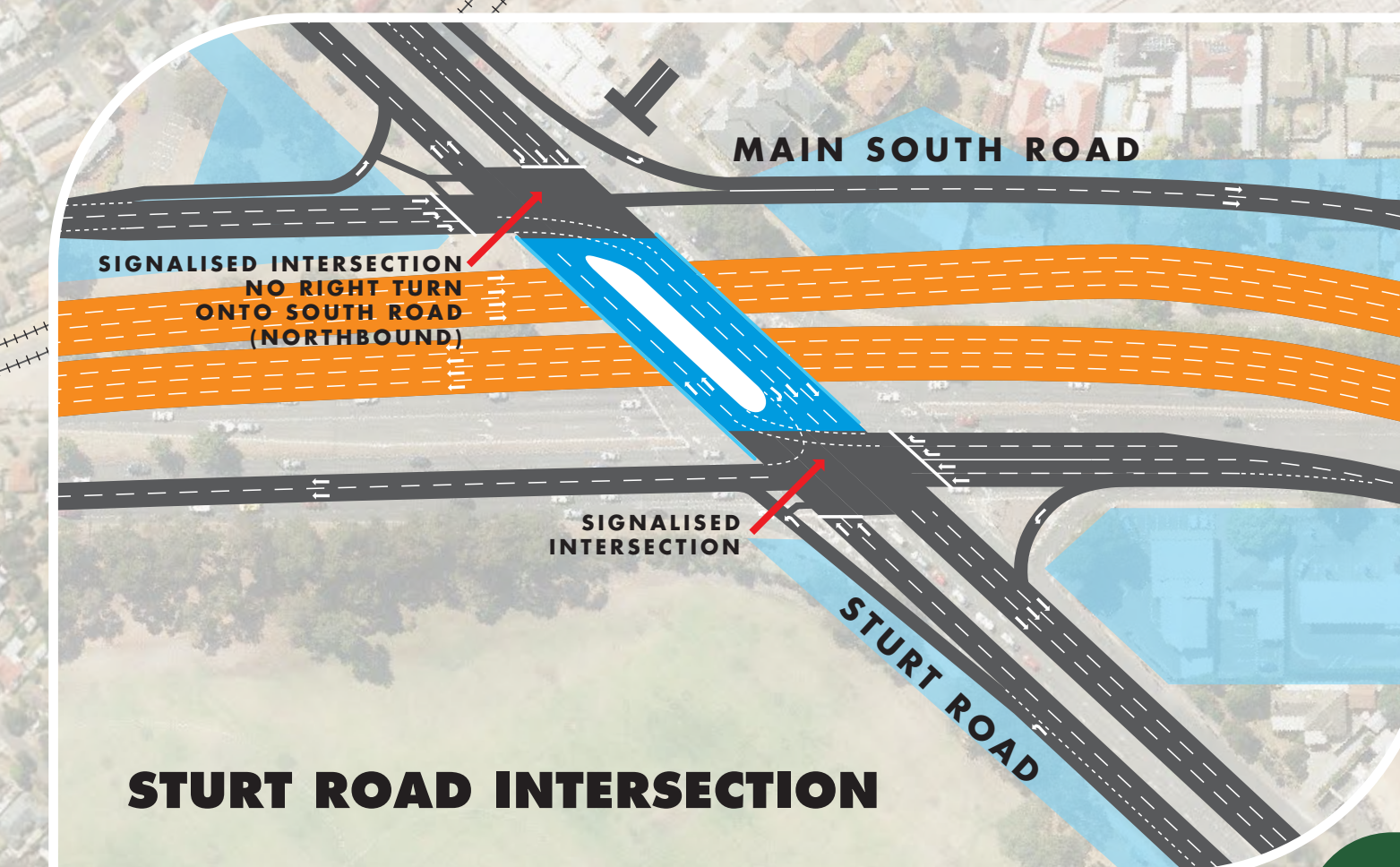
- 1. Darlington Upgrade Project – Alternative Concept Scheme**
- 2. City of Marion response to Darlington Upgrade Project
Alternative Concept Scheme May 2015**
- 3. South Road/ Darlington Upgrade Connecting Communities April 2015**

SOUTHERN EXPRESSWAY/ MAIN SOUTH ROAD AND MOTORWAY ACCESS



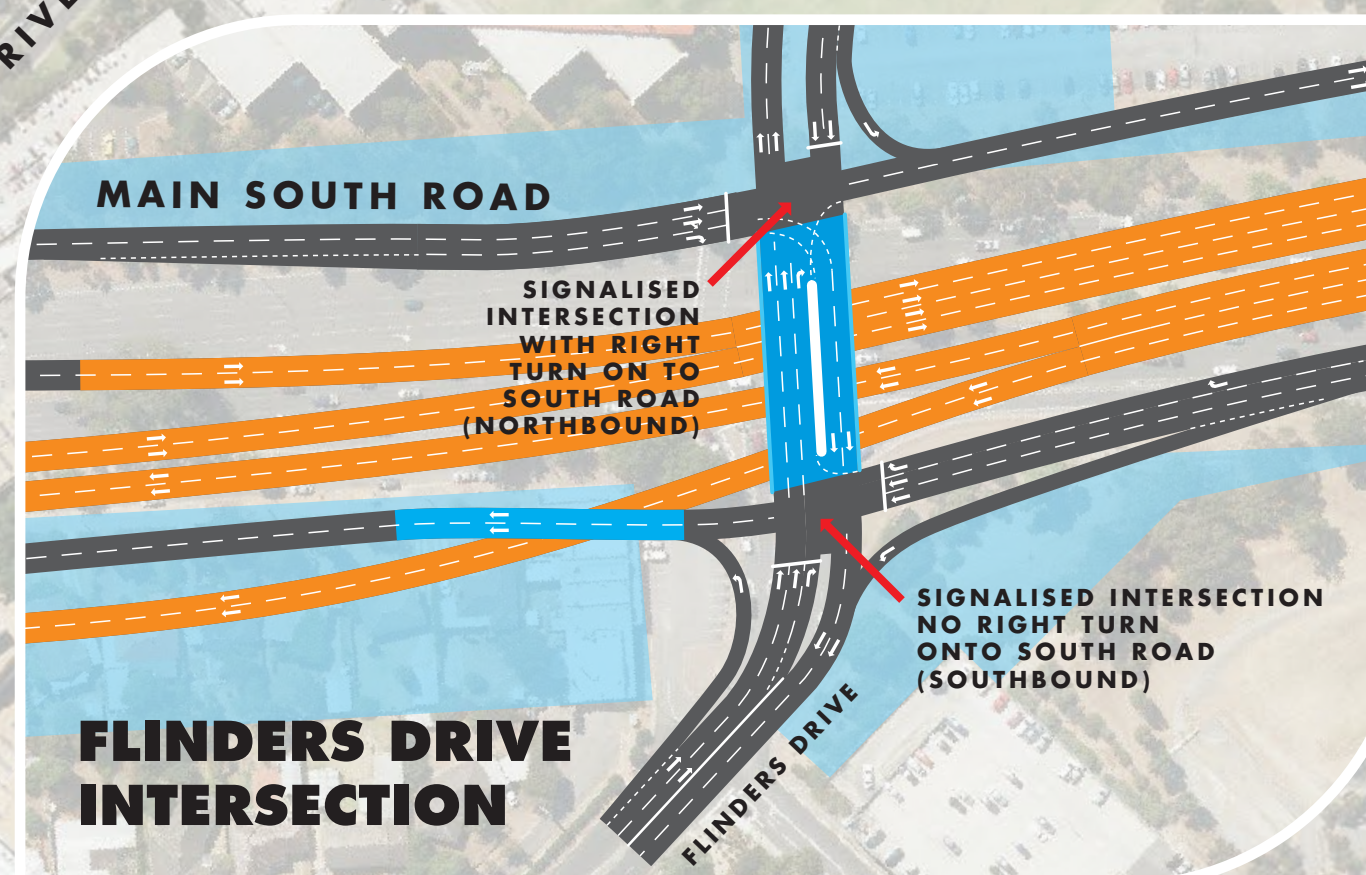
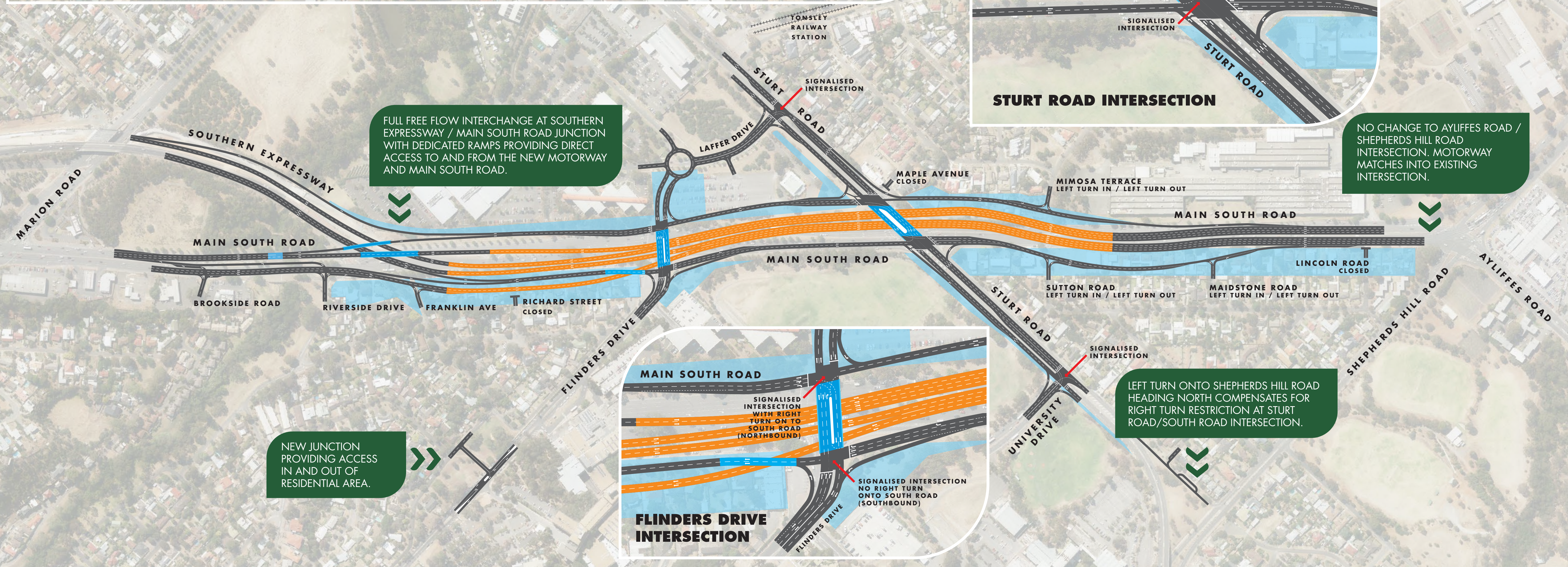
MAIN SOUTH ROAD (SERVICE ROAD) ON THE OUTSIDE OF THE MOTORWAY IS SAFER FOR PEDESTRIANS AND CYCLIST WITH LESS TRAFFIC INTERACTION. CROSSING POINTS ARE STAGED ACROSS SMALLER SETS OF TRAFFIC SIGNALS RATHER THAN ONE LARGER SIGNALISED INTERSECTION.

ENHANCED OVERALL TRAFFIC PERFORMANCE DUE TO ADDITION OF ACCESS TO NON-STOP MOTORWAY FOR NORTH BOUND TRAFFIC ON MAIN SOUTH ROAD.



NO CHANGE TO AYLIFFES ROAD / SHEPHERDS HILL ROAD INTERSECTION. MOTORWAY MATCHES INTO EXISTING INTERSECTION.

FULL FREE FLOW INTERCHANGE AT SOUTHERN EXPRESSWAY / MAIN SOUTH ROAD JUNCTION WITH DEDICATED RAMPs PROVIDING DIRECT ACCESS TO AND FROM THE NEW MOTORWAY AND MAIN SOUTH ROAD.



LEFT TURN ONTO SHEPHERDS HILL ROAD HEADING NORTH COMPENSATES FOR RIGHT TURN RESTRICTION AT STURT ROAD/SOUTH ROAD INTERSECTION.



- SURFACE ROAD
- BRIDGE
- LOWERED ROAD
- PROPERTY ACQUISITION AREA

NORTH-SOUTH CORRIDOR DARLINGTON UPGRADE PROJECT ALTERNATIVE CONCEPT SCHEME



**City of Marion response
to**

**Darlington Upgrade Project
Alternative Concept Scheme**

May 2015

1. Executive Summary

The City of Marion is generally supportive of the aims and objectives of the Darlington Upgrade Project as presented in your most recent briefing for the alternative concept scheme. The outcomes identified to be delivered by the project are fully supported with the understanding that those seeking to improve local amenity, access and environment are just as important in the development of the project as those that are primarily focused on the movement of arterial traffic.

There are a number of improvements to the proposed alternative scheme which we ask to be considered in the forthcoming stages of the project's development. Those key improvements are summarized below. Further detailed comment is presented in subsequent sections of our response. Also attached is Council's "Connecting Communities" position paper specifically prepared to inform the design of the Darlington Upgrade Project.

- The proposal to construct the Flinders Drive extension for use by all traffic is welcomed. The alignment of this extension and its connection to Sturt Road should be as proposed in the earlier concept scheme and include a signalized 4-way intersection with Birch Avenue.
- Provision should be made for future public transport options. The Darlington Upgrade project should consider the development of a bus interchange in the Sturt Triangle and incorporate a corridor that will enable the future extension of the Tonsley rail line across Sturt and South Roads to the Flinders Medical Centre and Flinders University.
- Pedestrian and cycle movement within and between all sections of the project area should be both safe and convenient. Opportunities to increase ease and safety of walking and cycling should be maximised. Shared use paths were proposed in the original concept scheme, although none have been illustrated in the alternative concept. The Darlington Upgrade project must provide best practice walking and cycling links and connections to adjacent Greenways (Tonsley, Sturt River Linear Park, Patrick Jonkers Veloway, as well as to adjacent local facilities including Tonsley, Flinders University and Flinders Medical Centre).
- Warriparinga is a culturally unique and significant place. The impact of the duplication of the Southern Expressway on this land was significant and further incursion must be avoided.

2. Comments on overall concept and proposal

In the context of the City of Marion Community Plan –Toward 2040, the City of Marion is generally very supportive of the aims and objectives of the Darlington Upgrade Project as presented in your most recent briefing for the alternative concept scheme.

The seven outcomes identified to be delivered by the project are fully supported with the understanding that the latter four relating to local amenity, access and environment will not be compromised in favour of those that are essentially focused on the movement of arterial traffic.

The following elements in particular are endorsed:

- The grade separation of Sturt Road and the proposed South Road motorway with the potential to improve traffic flows and improve east-west connections across South Road for pedestrians, cyclists and vehicles;
- The creation of another east-west connection by extending Flinders Drive across a depressed South Road motorway connected to Sturt Road and allowing pedestrian, cyclist and vehicle access as well as better public transport access to and from Flinders Medical Centre and Flinders University;
- Repositioning of Main South Road (at grade) as separate north and south bound service roads on the western and eastern sides of the South Road motorway with associated intersection configurations for improving access and connectivity between Flinders University, the Tonsley Park Redevelopment Site and adjacent residential areas and facilities.

3. Suggested improvements/additions to proposal

Council, with the support of the other key stakeholders affected by the Darlington Upgrade Project, has prepared a report “Connecting Communities” (cc report) to inform and assist project design considerations. This report was provided in response to the initial concept design provided by DPTI and has been reviewed to reflect the alternative concept scheme. A copy of this amended report is attached to this submission. Reference to it will be made in some of the comments below.

The City of Marion provides the following suggested improvements and additions to the proposal for consideration by the State Government:

- The extension of the Tonsley Rail line to Science Park, Flinders Medical Centre and Flinders University to create a direct train link from the Adelaide CBD. As initially proposed by the State Government, this initiative remains the most efficient and desirable solution to the long term State Government aspirations for this area. The Darlington Upgrade project should incorporate a corridor that will enable the future development of an extension of the Tonsley rail line across Sturt and South Roads to the Flinders Medical Centre and Flinders University.

- Establishment of new and improved pedestrian and cycling network facilities and links ie. proposed Tonsley Greenway, with connections to existing routes and infrastructure to be included as part of the project design.
- The proposal to design and construct the Flinders Drive extension within the 'Sturt Triangle' should facilitate slower vehicle speeds and encourage public transport and pedestrian movements. The alignment of this extension and its connection to Sturt Road should be as proposed in the earlier concept scheme and include a signalized 4-way intersection with Birch Avenue. This would be consistent with the extension of the rail line and the Tonsley Greenway bike path, as well as providing suitable access to and from Birch Avenue as the default collector road for this landlocked residential area.
- Establish appropriate infrastructure to allow for the operation of bus services, including a regular bus shuttle between the Marion Central precinct, Tonsley Park and Flinders University similar to the current North Terrace-South Terrace CBD tram service;
- A stronger recognition that the Darlington Upgrade project reinforces the area as a major destination in its own right, and has the potential to create an additional 8000+ jobs, creating vibrancy and amenity for both residential and economic populations.

4. Specific comments

Project Assessment

- The City of Marion is keen to be actively involved in all aspects of the project design and the environmental impact assessment considerations. The City of Marion supports the use of sustainability principles, to guide the Darlington Upgrade through all phases of the project. We would welcome the opportunity to provide comment on the proposed Project Assessment Report to be developed for this project.

Pedestrians and Cycling

- Pedestrian and cycle movement within and between all sections of the project area should be both safe and convenient. Opportunities to increase ease and safety of walking and cycling should be maximised. Shared use paths were proposed in the original concept scheme, although none have been illustrated in the alternative concept. The new design must consider the cycling network connections and standards recommended in the cc report.
- The design should incorporate the extension of the Tonsley Greenway shared use path along Birch Ave, given the high priority this connection is given in the 30 Year Plan for Greater Adelaide. A grade separated crossing over Sturt Road should be included to link with the walking and cycling paths on the proposed Flinders Drive extension across South Road. The opportunity should also be taken to relocate the rail corridor security fence at Tonsley Station to the minimum rail clearance

in-order to provide additional road space for the Greenway path as part of the Upgrade project. The cc report includes cross section details.

- Council requested that DPTI consider a pedestrian and cycling crossing at Sutton Road/Mimosa Terrace as part of the original concept scheme. The alternative scheme permits left in and left out at Mimosa which is a desirable outcome, however we wish to re-emphasize the need for a grade separated connection to Mimosa Terrace, to provide a walking and cycling link across South Road between Tonsley and Flinders University. If this is not included as part of the proposed construction of this section of South Road, provision for its future construction must be made.
- No details are provided in relation to the continuity and connectivity of the existing bike trail / pedestrian link between Mitcham Council and Marion Council via the Sturt River Linear Park (SRLP). The alternative Darlington Upgrade scheme that includes additional connecting ramps to and from South Road (at grade) and separated service roads necessitate the extension and upgrading of existing connections to the SRLP. Please consider and refer to cc report.
- Please investigate the possibility for an additional pedestrian bridge over South Rd at the Sturt River. The SRLP is a major walking and cycling state government and local council initiative developed over a number of years. The current culvert under South Rd is unsafe (CPTED) with flooding and drainage issues during winter. It would be proactive to initiate discussions and solutions to put the path over the top of South Rd connecting to Warraparinga. This was discussed early with the recently completed southern expressway project and had a positive response. A proposed bridge will be a catalyst to enhance the sense of place and gateway to the Warraparinga and Sturt River crossing and the southern expressway.
- Retention and provision of on road cycling lanes along Main South Road and at new and upgraded intersections is a major concern. The alternative scheme will not be safer for cyclists. There will be more motorists merging into and making turns from kerbside lanes than before as well as buses pulling in and out of stops. Best practice recommends separate bicycle paths in this traffic environment.
- For these reasons it is preferable to provide a consistent dedicated off road cycle path throughout, continuing across intersections. These cycle paths should be provided on both the north and south bound South Road service roads and be two-way to cater for those cyclists who wish to travel either north or south on each side of the South Road motorway. The two-way path on the eastern side could link up to the Ayliffes Road intersection and the western side path should be connected as an off road cycle path to the start of the Southern Expressway veloway cycling facility at the intersection of Marion and South Roads.
- It is important that the walking and cycling connection between the newly developed Tonsley site and the Flinders Precinct is enhanced as well as the connectivity with other existing bike ways and the Tonsley Greenway.

Local Access and Parking

- Safe and convenient access is required for residents living on the northern side of Sturt Road in Clovelly Park and for visitors/commuters using the Tonsley station to ensure that public transport is convenient and easy. Access to Birch Avenue Crescent and the other streets intersecting the main roads is a critical factor as is provision for suitable parking.
- Clearly defined strategies need to be adopted as part of the programmed works to address both short term and long term parking issues whilst minimizing the impacts on the local community. From earlier discussions it appears that the parking lane along the northern side of Sturt Road is proposed to be removed. This may be problematic for residents and particularly the Ambulance Service.
- Parking demands in areas adjacent to the project will be an issue. DPTI needs to recognize this and form/lead a working group (involving the two Councils and other key stakeholders) to address the issues as they arise.
- The future role of Birch Crescent will be significantly more important as a consequence of this project as it provides the main access to this residential area and Monroe Australia Ltd. This access road should be upgraded as part of the Darlington Upgrade project, including the provision of indented parking bays, the Tonsley Greenway shared use path and formal parking facilities at the Tonsley Station. The cc report includes recommendations for the new access road design.
- To avoid queuing and delays during construction, motorists may attempt to find alternative routes to bypass the area (most likely by utilising the local road network). This previously occurred as a result of the closure of Seacombe Road due to the construction of the Southern Expressway. Motorists may choose to use Alawoona Avenue, and, or Bradley Grove, Celtic Avenue and possibly English Avenue, to access South Road. In addition, it is anticipated the arterial road network will at times become saturated (particularly Sturt Road and Marion Road) resulting in additional rat running in the local road network. A working group to address this issue should be formed.
- We note and support the intention that the proposed extension of Flinders Drive across South Road will be available to all traffic, not only buses and emergency vehicles as proposed in the earlier concept. This would be part of the route for the proposed Tonsley/Flinders University shuttle bus service and we would envisage that the roadway off Flinders Drive currently providing access to Flinders University car parking would be part of the shuttle bus route. Provision for right turn movements into and out of this roadway should be considered in the design of the Flinders Driveway extension.
- Councils may also be required to implement further parking restrictions in some areas that will impact on the overall project success.

Public Transport

The opportunity to integrate and improve public transport services should be included as part of the planning and design of the Darlington Upgrade Project.

- The City of Marion supports the modal shift from private vehicles to public transport as it assists in reducing emissions associated with vehicle usage.
- The City of Marion supports improved connections to other public transport modes and options including buses to Westfield Marion. Opportunities to seek alignment of timetables should be sought where possible.

Public Lighting

- The City of Marion supports the installation of energy efficient street and public lighting in all applications and would be keen to have further input at the detailed design phase.

Stormwater

- The use of Water Sensitive Urban Design (WSUD) principles to minimize runoff and assist in treating water quality is strongly encouraged. Opportunities to utilize WSUD along the rail corridor and South Road should also be incorporated, particularly in areas with high risk of developing heat islands or risk of receiving contaminated runoff as a consequence of the project.
- As with the construction of the Southern Expressway, the proposal for the construction of spill containment basins is strongly supported to minimise the risk of hazardous spills entering the Warriparinga Wetland and the Sturt River. Where possible, the City of Marion encourages DPTI to consider landscaping and maintenance of these areas to support WSUD and maximise biodiversity outcomes.
- It is anticipated that this project could result in significant changes to local stormwater movement. The City of Marion seeks further consultation on this matter during the detailed design phases including the opportunity to provide comment on the soil erosion and drainage management plan before construction commences.
- As part of this consideration, it is suggested that gross pollutant traps which also collect oils and other fine particles washed off the road surfaces be included in the DTPI drainage system upstream of other elements in the water treatment systems. This would include the Sturt Road trunk main if it is proposed to be redirected into the Warriparinga Wetland;
- It is also anticipated that the final project and construction activities will have impacts on the function and maintenance of Warriparinga Wetland managed by the City of Marion. This will necessitate further consultation with the City of Marion during the detailed design phases. If any upgrades or changes in maintenance schedules are required on land under the care and control of the council, then the City of Marion would seek financial support from the State Government in this regard.
- The City of Marion is seeking to increase stormwater reuse across the Council area in an effort to 'Waterproof Marion'. The City of Marion has constructed a wetland and aquifer storage facility for stormwater

treatment and reuse at Oaklands Park. The council is interested in working with the State Government to investigate further opportunities for stormwater reuse in conjunction with this project. It is requested that provision for the placement of infrastructure (e.g. purple pipes) be included in the design and provision for underground services along and across the South Road upgrade in order to supply high demand areas such as greenways, sporting grounds and industrial areas with recycled water.

Biodiversity

- Landscaping is important not only from a visual aspect but also from a community health aspect. The amount of heat that will be generated by the vast expanses of bitumen and concrete will no doubt have a substantial impact on the overall heat sink effect on this area. Greening of the area adjacent to the constructed sites may offset some of these heat impacts and improve community acceptance of this project.
- The City of Marion is very supportive of the use of locally indigenous plants species in landscaping – particularly the development of rain gardens through WSUD.
- The retention of remnant native vegetation is strongly supported. In particular, there are several sites in the project area containing large remnant *Eucalyptus camaldulensis*. These trees are of very high ecological and cultural significance and should be protected. This includes retaining the trees where possible and ensuring any changes to environmental conditions during construction or operation of the project will not negatively impact on the health of the trees. It is noted that Development Approval will need to be sought where removal, pruning or damage to significant trees is anticipated.
- The installation of artificial roosting boxes is encouraged, particularly along the greenways and near Warriparinga.
- The City of Marion does not support the use of any mature plants that have been collected in the wild (e.g. this sometimes occurs with *Xanthorrhoea* and Cycads).

Social and cultural

- Warriparinga is a culturally unique place with significant tourism and cultural identity opportunities particularly for young people. The impact of the duplication of the Southern Expressway on this land was significant and further incursion should be avoided. Consultation with the Kaurna Nation Heritage Board is requested during the cultural heritage assessment. The protection of culturally significant sites is strongly encouraged.
- Regular consultation with residents, businesses and Kaurna representatives is encouraged throughout all stages of the project.
- The development of open spaces which reflect local identity and attract public use of such space is encouraged throughout the project area. There are opportunities for place making urban design at the connection to the existing Southern Expressway reflecting the sensitivity of this site to Kaurna culture.
- An increase in noise and loss of visual amenity impacting on

residential, cultural and business areas associated with the construction and operation of the project is of concern and the design of the project should seek to minimise these impacts. Suitable landscape treatments are needed.

- Consideration needs to be given to the noise, air quality and amenity impacts of increasing the width of the corridor and associated traffic movements and volumes on Lot 707 which is immediately to the south of the existing Southern Expressway.

5. Points for further clarification

- What consideration has been given to air quality and the implications for residential areas adjoining the depressed South Road motorway.
- The project description states that minor intersection upgrade works will also be undertaken at the Marion Road /Sturt Road intersection to cater for the redistribution of traffic during construction. It is anticipated that there may be permanent traffic changes as a result of the Darlington upgrade. To what extent will the intersection upgrade address immediate and longer term traffic demands and will its design make provision for public transport and walking and cycling traffic?
- Will an environmental project report be prepared including among other details the proposed urban design and landscape treatments for areas impacted by the Darlington Upgrade project?
- Is it possible to shorten the slip lane on the northern carriageway from the existing position adjacent Marion Road to the other side of the Sturt River? This will have less impact on Lot 707. Also, can the slip lanes at the northern end of the project be reduced in length to provide additional space for traffic to merge and cross to the right turn lanes at Alyffes Road?
- Are there contingency plans if contamination is found in Clovelly Park or other areas during construction?
- Can you provide details and plans showing the extent of the encroachment of the project on land on the western side between Marion Road and South Road and in particular at Warriparinga?
- Can consideration be given to providing future access to the Expressway from suburbs immediately south of Darlington?
- Can you provide plans or details about the future upgrading of South Road north of Alyffes Road to Daws Road and Anzac Highway?

6. Conclusion

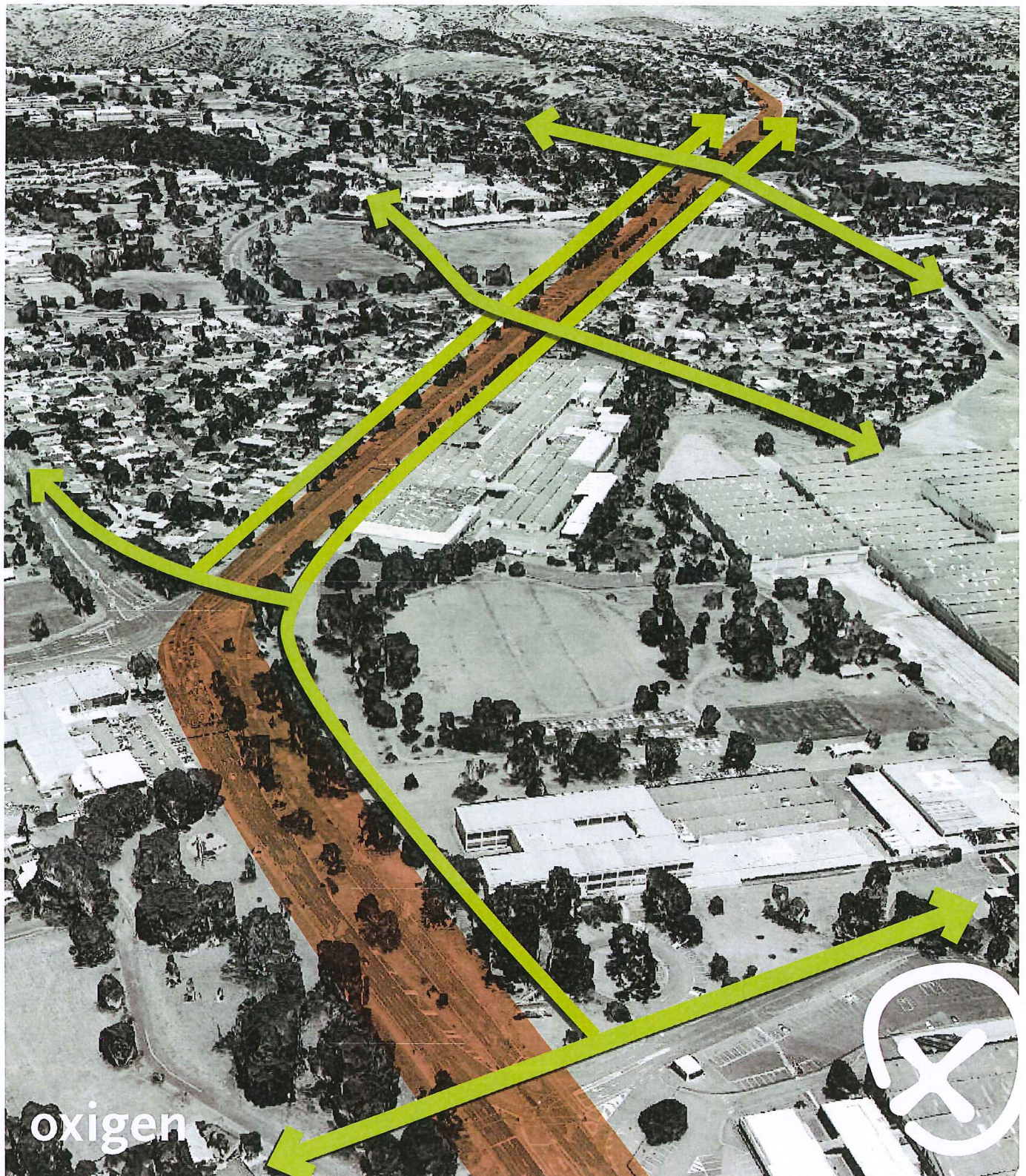
The Darlington Upgrade project will have significant and long lasting transport, local amenity and business implications which require innovative and sympathetic consideration in its design and construction. It is an important element in the successful development of the North- South Transport Corridor. The City of Marion welcomes the opportunity to work with the South Australian Government in realising this vision for the benefit of the Southern Adelaide region.

**Geoff Whitbread
Acting Chief Executive Officer
City of Marion**

12 May 2015

SOUTH ROAD | DARLINGTON UPGRADE CONNECTING COMMUNITIES

DRAFT 4
APRIL 2015



OVERVIEW

Cycling and walking are fundamental everyday modes of transport and central to providing connected and healthy communities.

Despite this, many of our urban environments are not conducive to walking or cycling. Getting around the Darlington area on foot or bike can be a challenge. Like many parts of Adelaide, the Darlington area has been planned and designed predominantly for motor vehicle transport. In addition, South Road, Adelaide's main north-south vehicle link bisects the area. South Road creates a significant barrier and makes the simple task of getting from place to place difficult for those who do not have a car, or who wish to travel by other modes.

In the context of increasing urban densities and desire for more active, green and livable communities, the City of Marion, City of Mitcham, Flinders University and Renewal SA are seeking to ensure the Darlington Upgrade and Tonsley Redevelopment projects (and other future projects in precinct) provide appropriate walking and cycling connections and public transport linkages as a means to redress the hierarchy and balance towards connected and healthy communities.

ABOUT THIS PROJECT

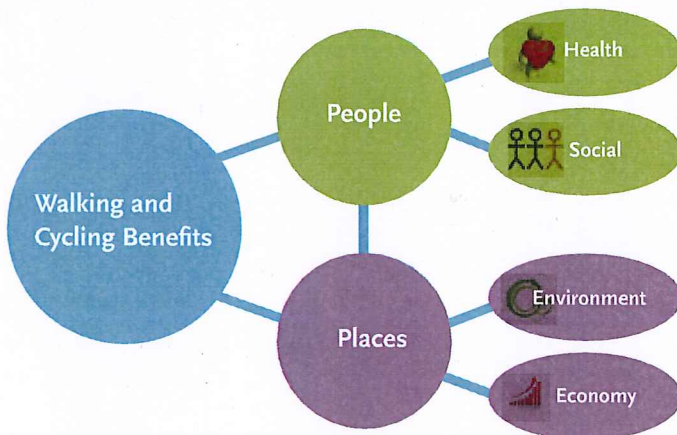
This project aims to improve connectivity between communities in the Darlington-South Road precinct. In particular it seeks to ensure appropriate walking and cycling routes are planned and considered up-front in the proposed Darlington Upgrade Project.

A 'Key Walking and Cycling Links' plan (refer end of document) has been prepared by Oxigen Landscape Architects + Urban Designers following a series of design workshops and input from the project partners; City of Marion, City of Mitcham, Flinders University and Renewal SA.

BENEFITS

A key focus of this project is ensuring adequate provision of walking and cycling connections. There are many and wide-ranging benefits of walking and cycling.

Walking and cycling benefits people and places. **People** who participate in walking and cycling are rewarded through improved **health and social well-being**. Places that offer good walking and cycling conditions benefit from a more connected and active public realm **environment** and result in more robust **economies**.



SOURCE: CITY OF MARION WALKING AND CYCLING STRATEGY

BACKGROUND

DPTI: DARLINGTON UPGRADE PROJECT

DPTI announced an alternate concept scheme in early 2015, key features include,

A non-stop motorway between the Southern Expressway and the Ayliffes Road/Shepherds Hill Road intersection.

- > A lowered, non-stop motorway passing underneath Flinders Drive and Sturt Road
- > Main South Road (at grade) service roads along both sides of the lowered motorway to provide connections to Flinders Drive, Sturt Road and most local roads
- > Full free flow interchange at the Southern Expressway/Main South Road with dedicated ramps providing direct access to the new motorway and Main South Road
- > Enhanced overall traffic performance with the majority of traffic wanting to pass through the local area able to do so through the motorway, leaving only local traffic using Main South Road (at grade) service roads
- > Improved safety for pedestrians and cyclists due to Main South Road (at grade) being positioned on the outside of the motorway, resulting in smaller, staged intersections and crossing points
- > No impact to Main South Road/Ayliffes Road Intersection. The design has taken into consideration the future transport needs of Adelaide and allows for connection to the next stage of the North-South Corridor when it is upgraded in the future.

Minor intersection upgrade works will also be undertaken at the Marion Road/Sturt Road intersection to cater for the redistribution of traffic during the construction period.

The original concept scheme by DPTI gave particular emphasis to a connected walking and cycling network that recognised the importance of constructing this infrastructure as part of the Darlington upgrade. It is essential that this emphasis is not lost in the alternate concept scheme.



SOURCE: DPTI WEBSITE

KEY DESTINATIONS

STRATEGIC SITES

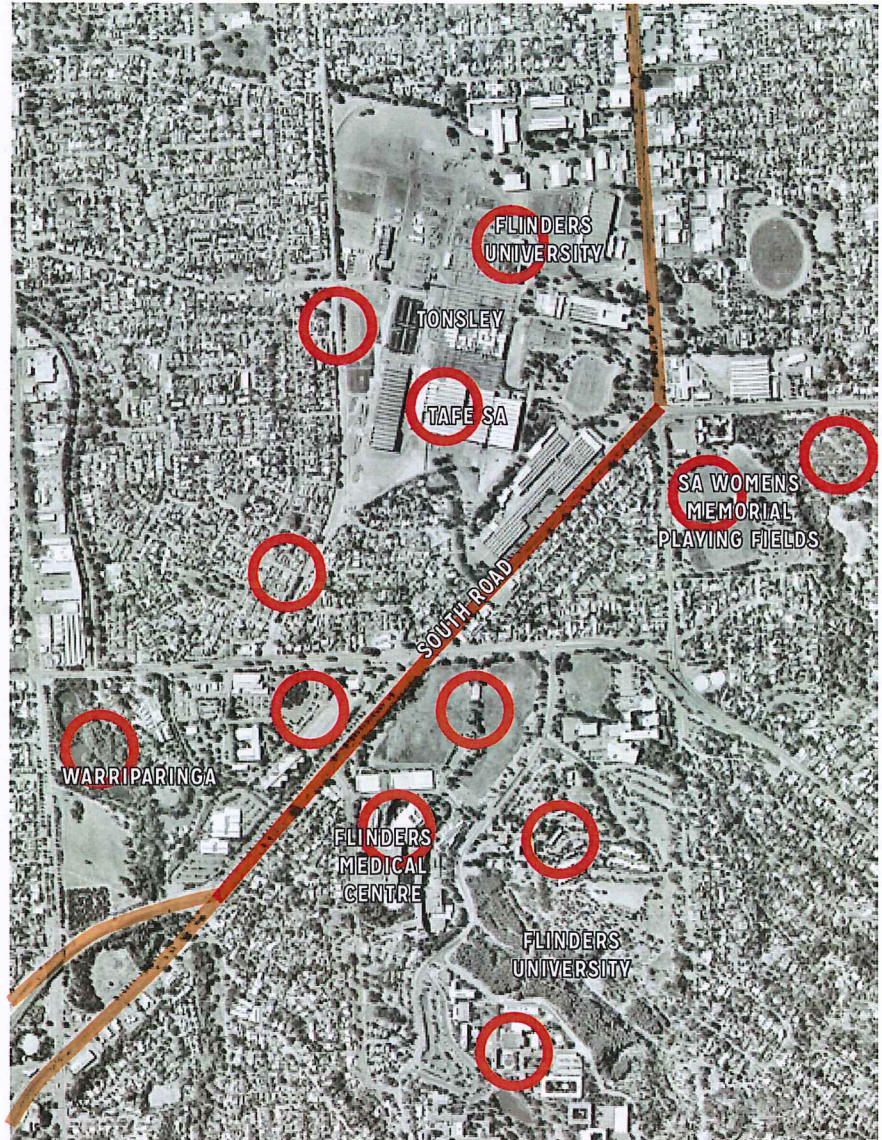
This project aims to ensure connectivity between residential areas and key destinations in the Darlington - South Road precinct, including:

- > Tonsley Employment, Education and Research Precinct
- > TAFE SA
- > Flinders University sites
 - Flinders Uni Hub
 - Student Accommodation
 - Flinders Playing fields
 - New Tonsley campus
- > Flinders Medical Centre
- > SA Womens Memorial Playing Fields (regional sports precinct)
- > Shepherds Hill Recreation Park
- > Sturt River Linear Park + Greenway
- > Clovelly Park and Tonsley Railway Stations
- > Future bus interchanges / super-stops
- > Patrick Jonker Veloway
- > Warriparinga Wetlands

Marion Central located to the west is another a key destination which includes:

- > Marion Cultural Centre and Library
- > Marion Shopping Centre
- > SA Aquatic Centre

Many of these sites are currently or proposed for upgrade/investment and intensification.



STRATEGIC ALIGNMENT

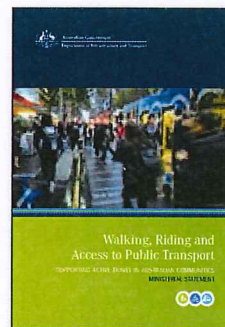
POLICY SETTING

'Connecting communities' and 'improving walking and cycling links' are key aims of many of the policy documents guiding South Australia's urban development.

Walking, Riding and Access to Public Transport: Supporting active travel in Australian communities

The Commonwealth Government Ministerial Statement sets out how the Australian Government will work to increase the proportion of people walking and riding for short trips, and accessing public transport, in our communities.

It outlines a national approach, for the Australian Government to work with other levels of government, the community and business, to add to and further current policies and programs supporting active travel in Australian communities.



South Australia's Strategic Plan (SASP)

South Australia's Strategic Plan includes a number of goals and targets relating to increasing the use of public spaces, connecting developments with public transport and bikeways and increasing physical activity numbers.

A specific target of the SASP is to 'double the number of people cycling in South Australia by 2020.'

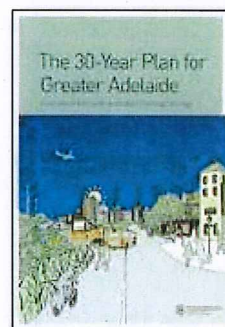


The 30 Year Plan for Greater Adelaide

The 30 Year Plan promotes a built form structure that focuses Adelaide's growth along transport corridors and nodes. The Tonsley site and Tonsley rail corridor are identified as key strategic sites for infill and increased density and activity.

The 30 Year Plan aims to encourage growth in the economy and in jobs by supporting urban development in key activity areas which enable people to live within 15 to 20 minutes of where they work. Integrated walking, cycling and public transport infrastructure are a fundamental component of this policy.

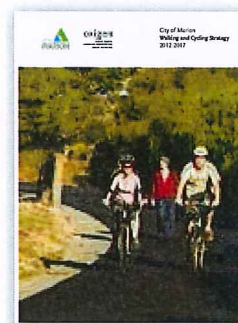
The 30 Year plan also aims to reduce car dependency and create liveable and accessible communities that have lifestyle and health benefits.



City of Marion Cycling and Walking Strategy (2012)

Ensuring up-front planning of walking and cycling links is a key outcome of the City of Marion's Walking and Cycling Strategy (2012 - 2017). The Network Plan within the Strategy formed the starting point for the proposed Darlington 'Connecting Communities' Plan included at the end of this document.

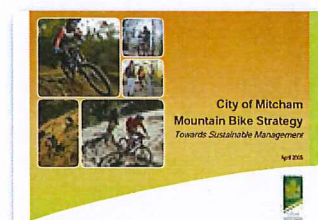
This project also aligns with the work of the City of Marion's Healthy City Committee and the Obesity Prevention and Lifestyle Program (OPAL).



City of Mitcham Mountain Bike Strategy (2006)

The City of Mitcham's Mountain Bike Strategy was developed through extensive community consultation and provides a network of mountain bike trails across Council reserves in the Mitcham Hills.

Though the Mountain Bike Strategy's original emphasis was mountain bike riding, Council has since expanded its focus to incorporate walking and improving conditions for walking and cycling in urban settings.



OBJECTIVES + PRINCIPLES

Objective: Provide appropriate walking and cycling connections and public transport linkages towards creating a more connected and healthy community.

To help achieve this, the planning, design and construction of the Darlington Upgrade Project should consider and incorporate the following principles where practicable. Where they are not achievable in the short-term, provision should be made in the design to allow for future implementation when funding or prerequisite development is undertaken.

Principles:

- › Provide strong connections from:
 - Tonsley to the Flinders Uni Hub
 - Tonsley to Marion Central
- › Provide additional linkages to sports fields, parks, Greenways, shops, train stations and proposed future bus 'super-stops'.
- › Offer on- and off- road cycle routes to suit different experience levels of cyclists (e.g. off-road paths for children and less experienced cyclists).
- › Provide off-road shared walking and cycling routes along both sides of the upgraded South Road section.
- › Provide safe crossings of main roads and rail lines. The preference is for grade-separated crossings at key locations. An elevated link over South and Sturt Roads is considered a priority.
- › Plan up-front for future walking and cycling paths and connections to avoid expensive retro-fitting.
- › Provide large street trees, WSUD and quality paving that supports walking and cycling as viable transport options and contribute to streetscape amenity.
- › Expand and enhance the Adelaide Bike Share network to include Tonsley, Flinders University and Marion Central.
- › Explore opportunities for a transit shuttle between Tonsley and Flinders University.

Key Destinations

1. Marion Central
2. Tonsley
3. Flinders Uni / Health

Major Infrastructure

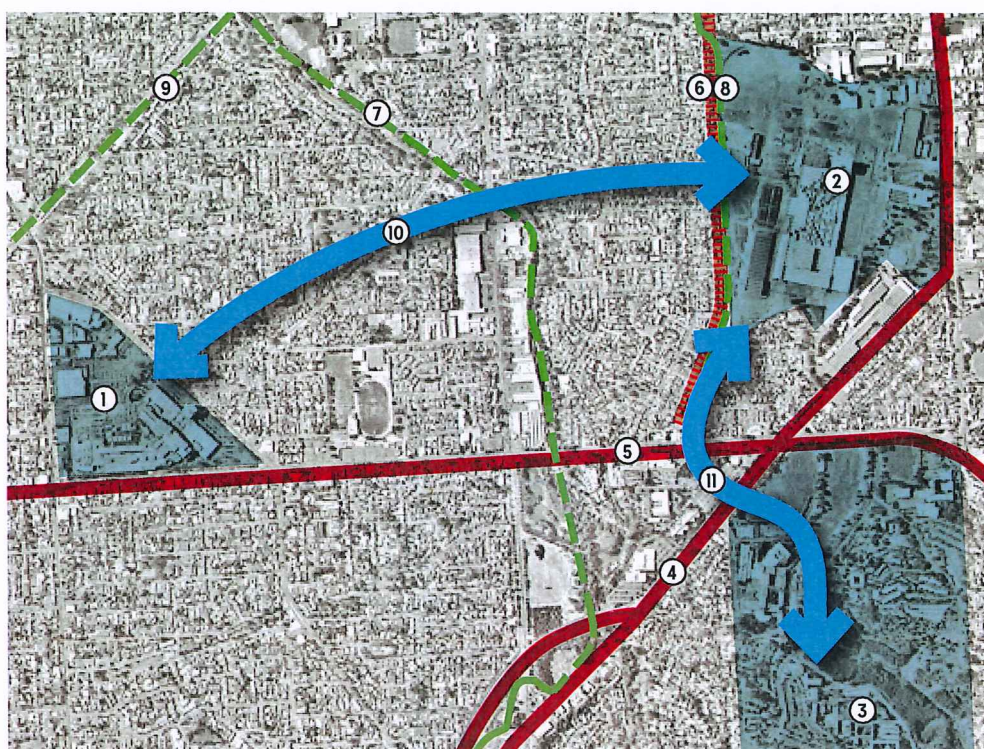
4. South Road
5. Sturt Road
6. Tonsley Rail corridor

Greenways

7. Sturt River to Veloway
8. Tonsley Greenway
9. Marino Rocks Greenway

Improve connectivity

10. Marion Central to Tonsley (Chrysler Trail)
11. Tonsley to Flinders Uni / Health



TONSLEY TO MARION CENTRAL (CHRYSLER TRAIL)

A separate planning report has been prepared for the Tonsley to Marion Central route (Chrysler Trail).

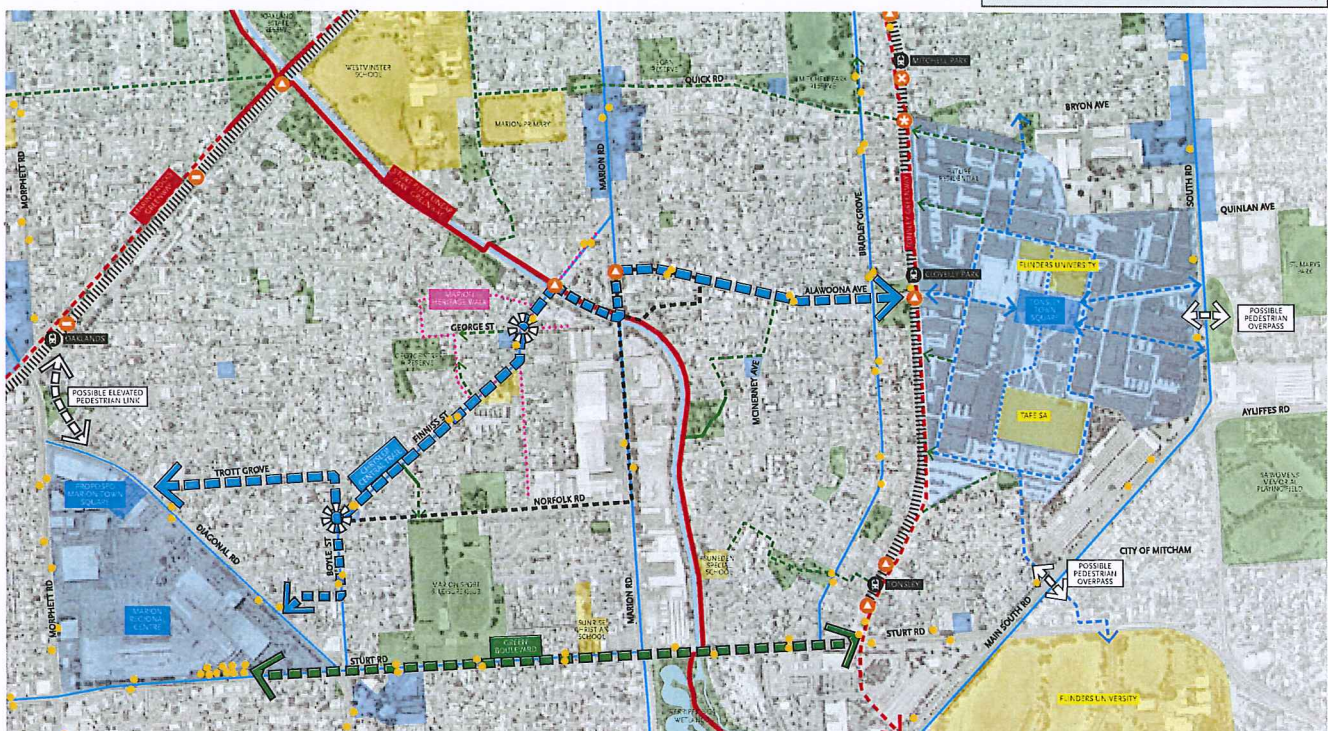
The proposed Chrysler Trail (walking and cycling route) forms a strategic link between the redeveloped Tonsley site and 'Marion Central' (including the Marion Cultural Centre, Marion Shopping Centre and SA Aquatic Centre).

The proposed route connects the Greenways along the Seacliff and Tonsley rail corridors and the Sturt River. It also links with Marion Road, Marion Sports Club and a number of local shops and reserves.

The proposed naming, Chrysler Trail, is after the Chrysler car manufacturing at the Tonsley site. Chrysler Australia Limited operated at the Tonsley site from 1956 until 1980 when it was purchased by Mitsubishi Motors Australia Limited (Source: Tonsley Cultural History Report).

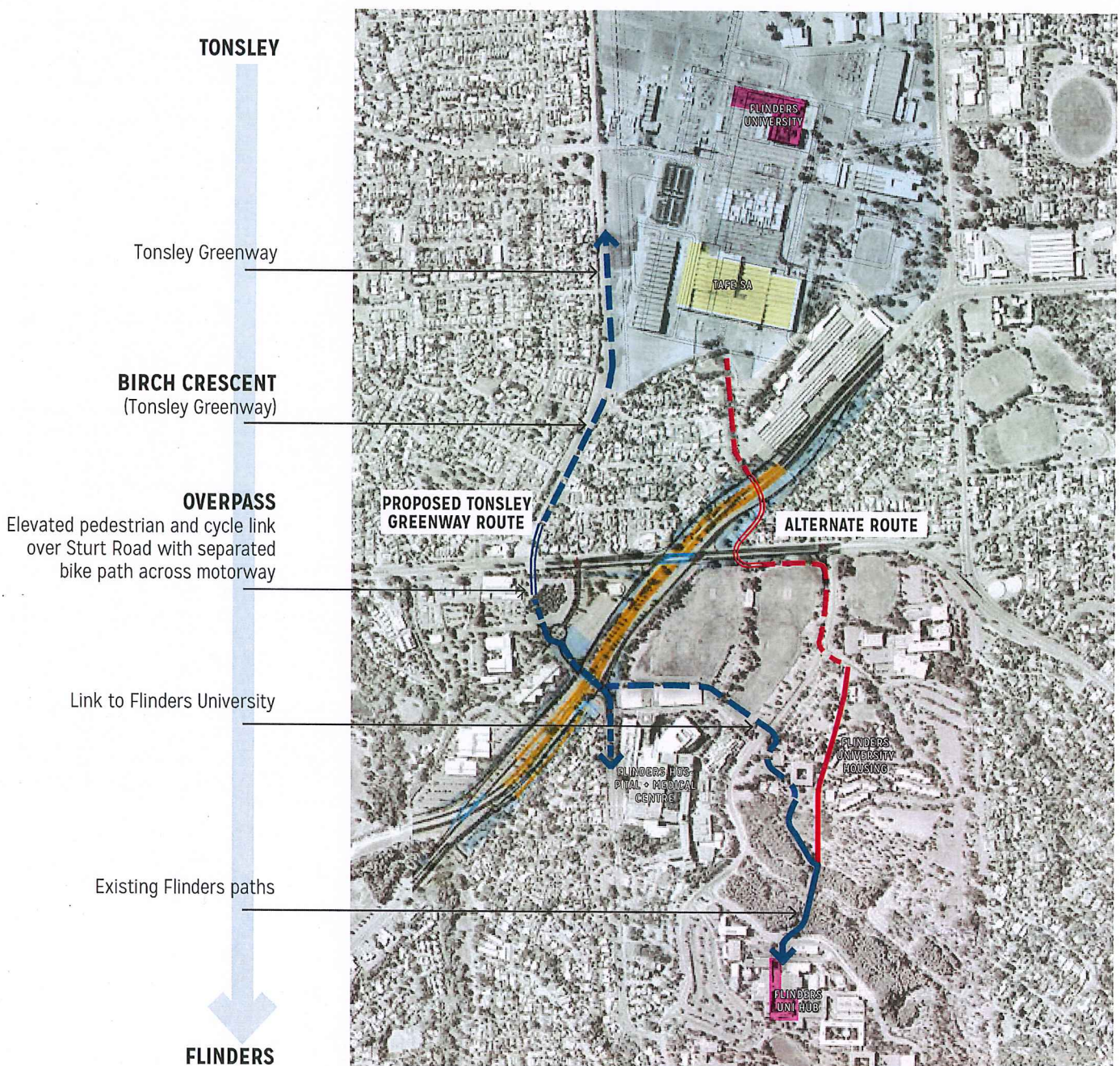


PROPOSED ROUTE PLAN



TONSLEY TO FLINDERS - WALK + CYCLE ROUTE

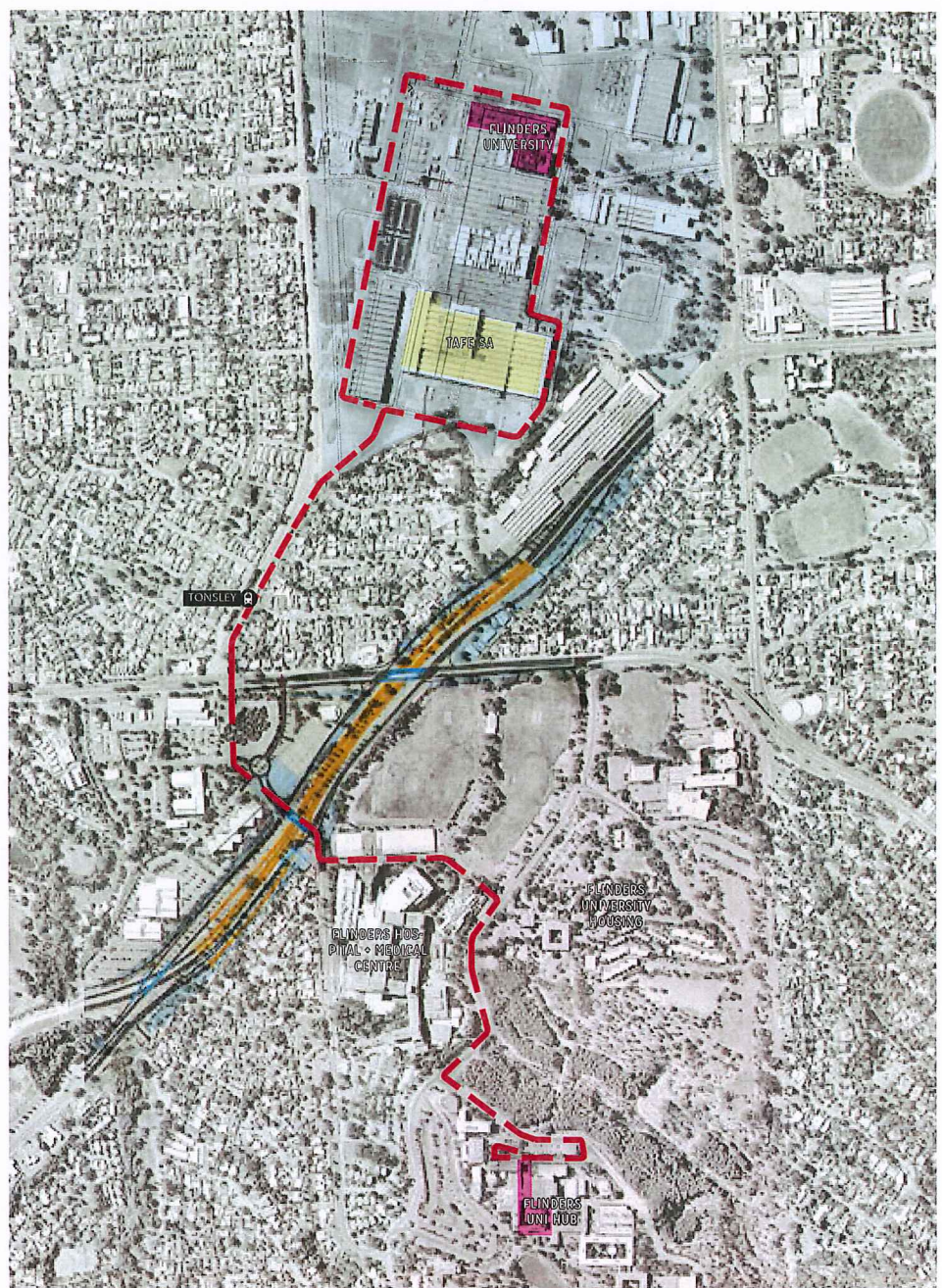
The connection between Tonsley and Flinders University is a priority route. It is anticipated this route would be used by many students and workers travelling between Tonsley, Flinders University and TAFE sites and also accessing nearby train stations. grade separated connections are a priority An elevated link is a priority over both South and Sturt Roads to provide a strong pedestrian and cycle link between these key destinations.



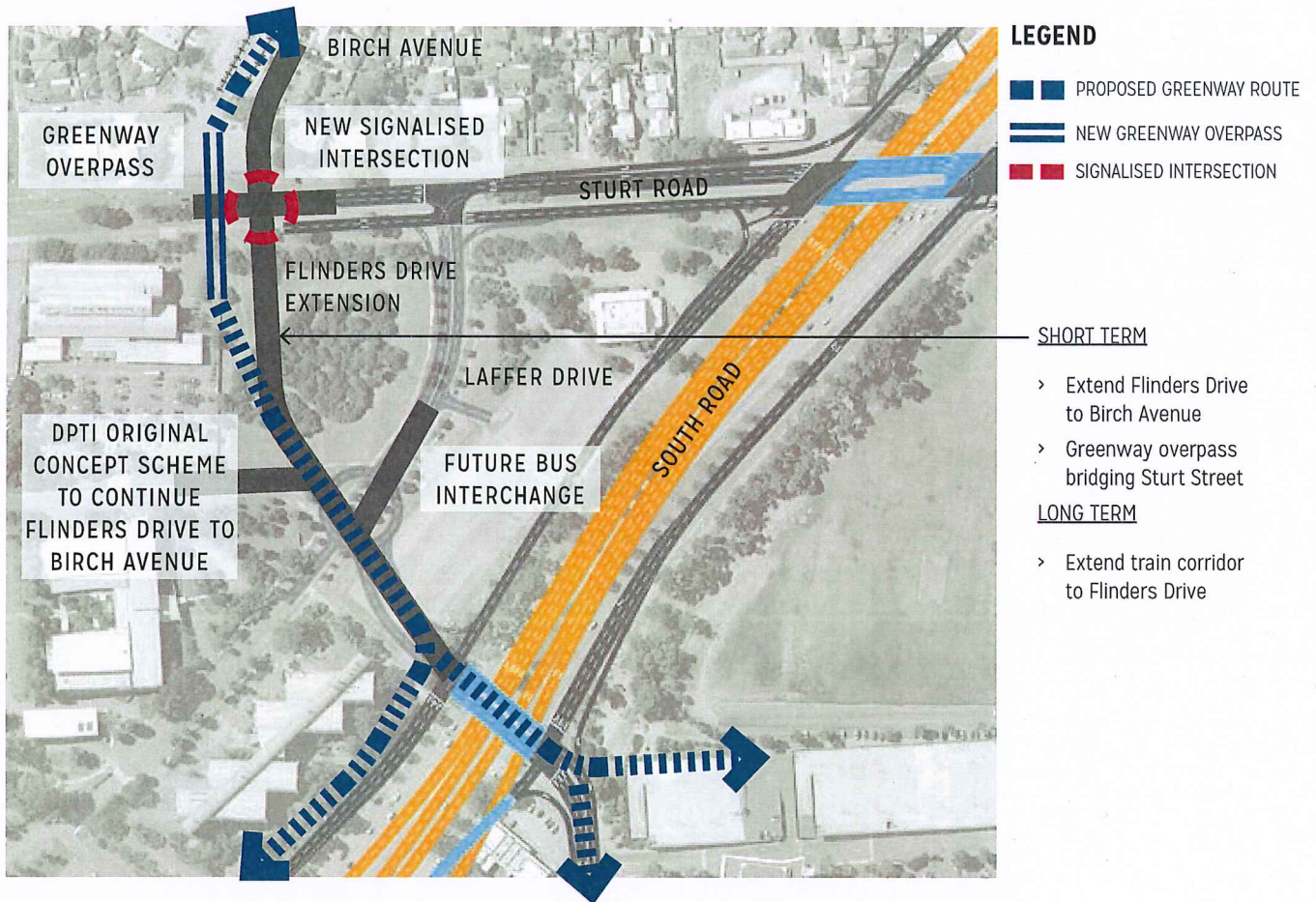
TONSLEY TO FLINDERS - TRANSIT SHUTTLE ROUTE

Provision of a transit shuttle between Tonsley and Flinders University should also be provided for those who can't or don't wish to walk or cycle. An indicative route option is indicated below. There is opportunity to link train services at Tonsley Station.

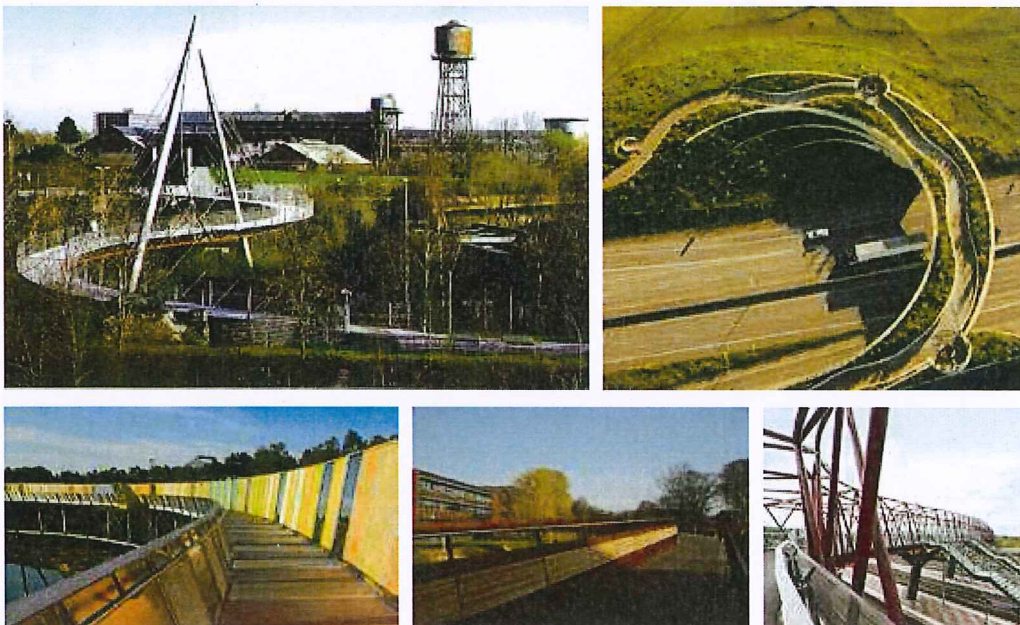
INDICATIVE STYLES FOR ELECTRIC SHUTTLES



OVERPASS

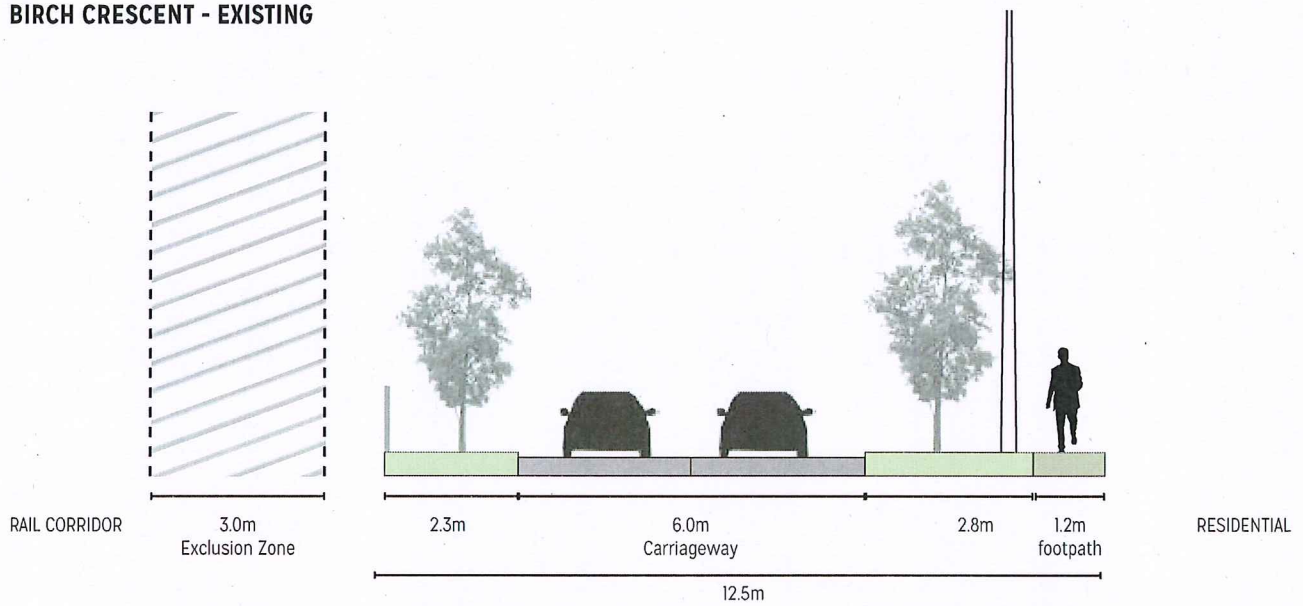


INDICATIVE STYLES FOR GRADE SEPARATED WALKING AND CYCLING CROSSING

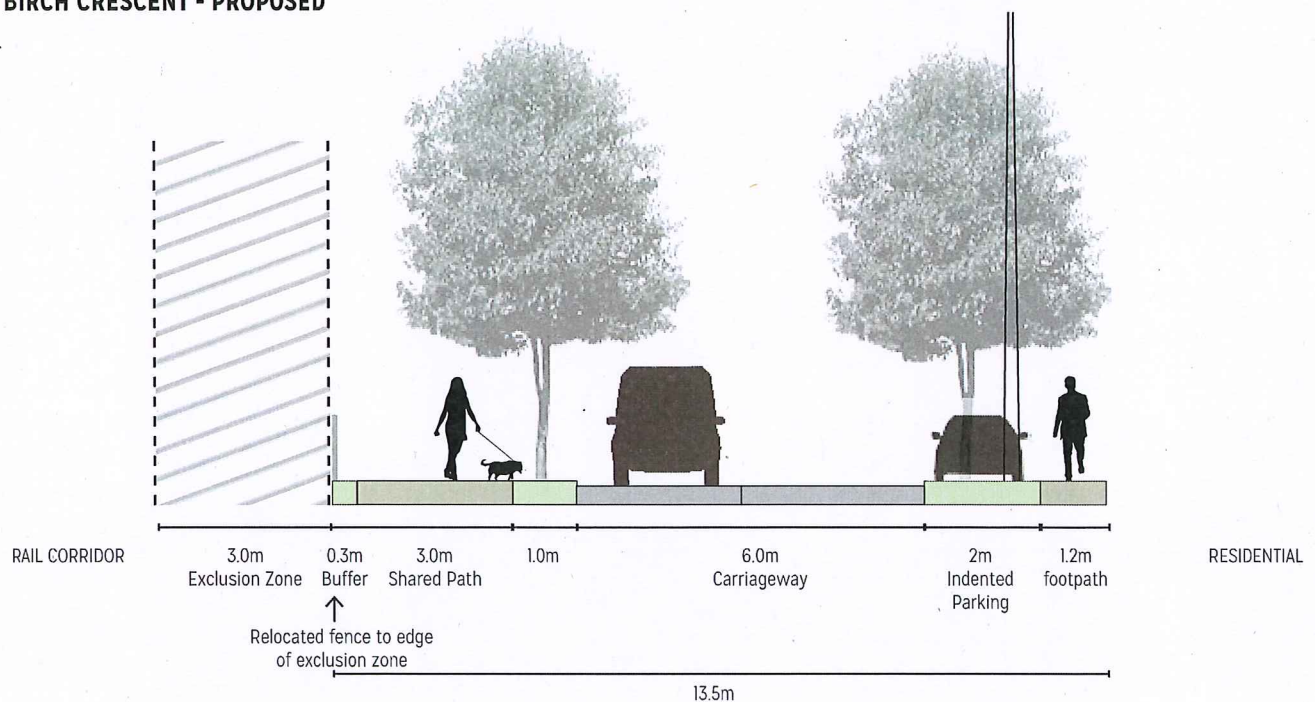


BIRCH CRESCENT

BIRCH CRESCENT - EXISTING



BIRCH CRESCENT - PROPOSED



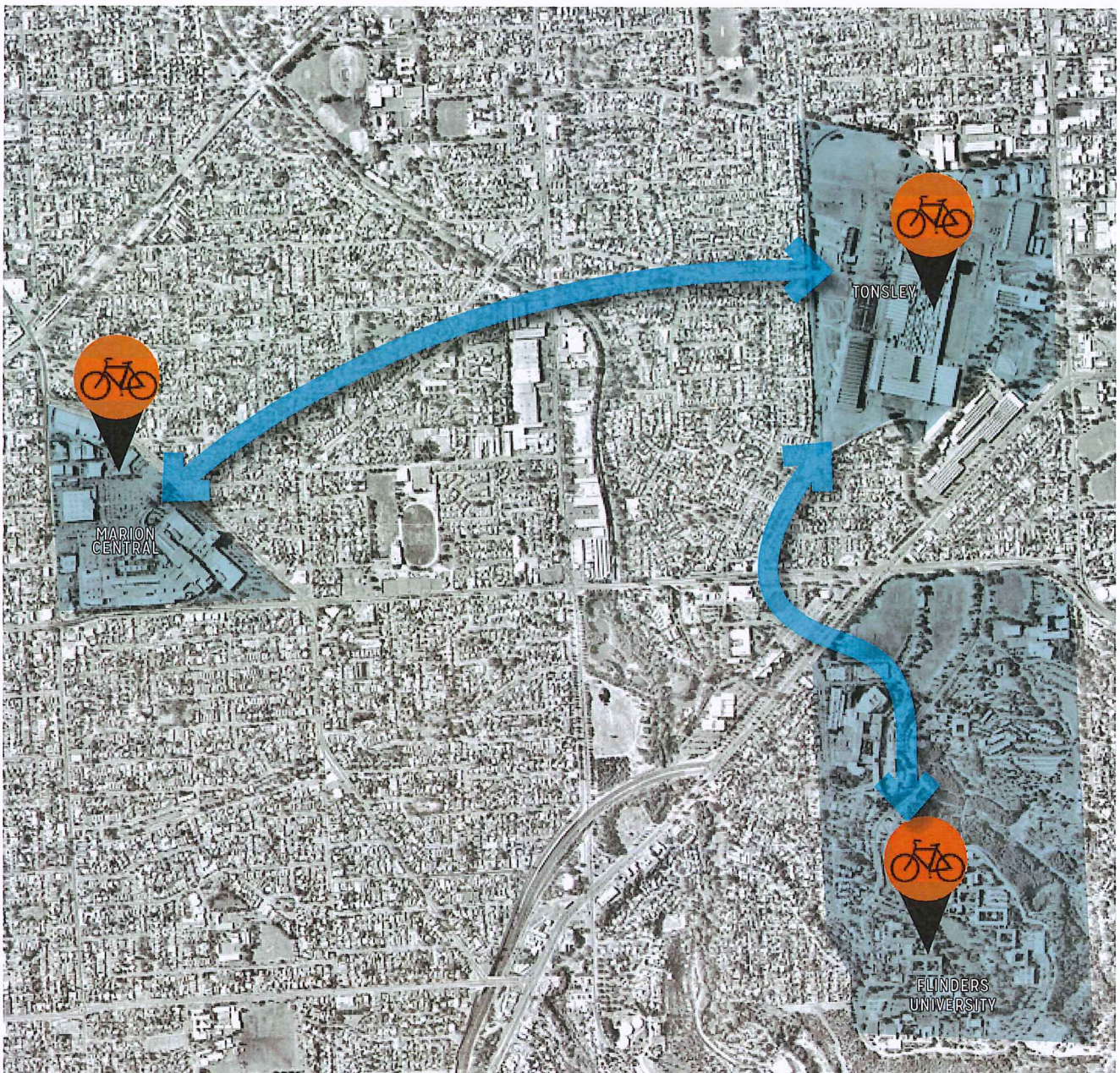
BIKE SHARE

In collaboration with Adelaide City Council, ideas are being explored for the **expansion** and **enhancement** of the 'Adelaide Free Bikes' scheme

Expansion

Initial 'locations' within the precinct could include:

- Tonsley (Renewal SA pod)
- Flinders University (Flinders Uni Hub)
- Marion Central (Marion Cultural Centre)

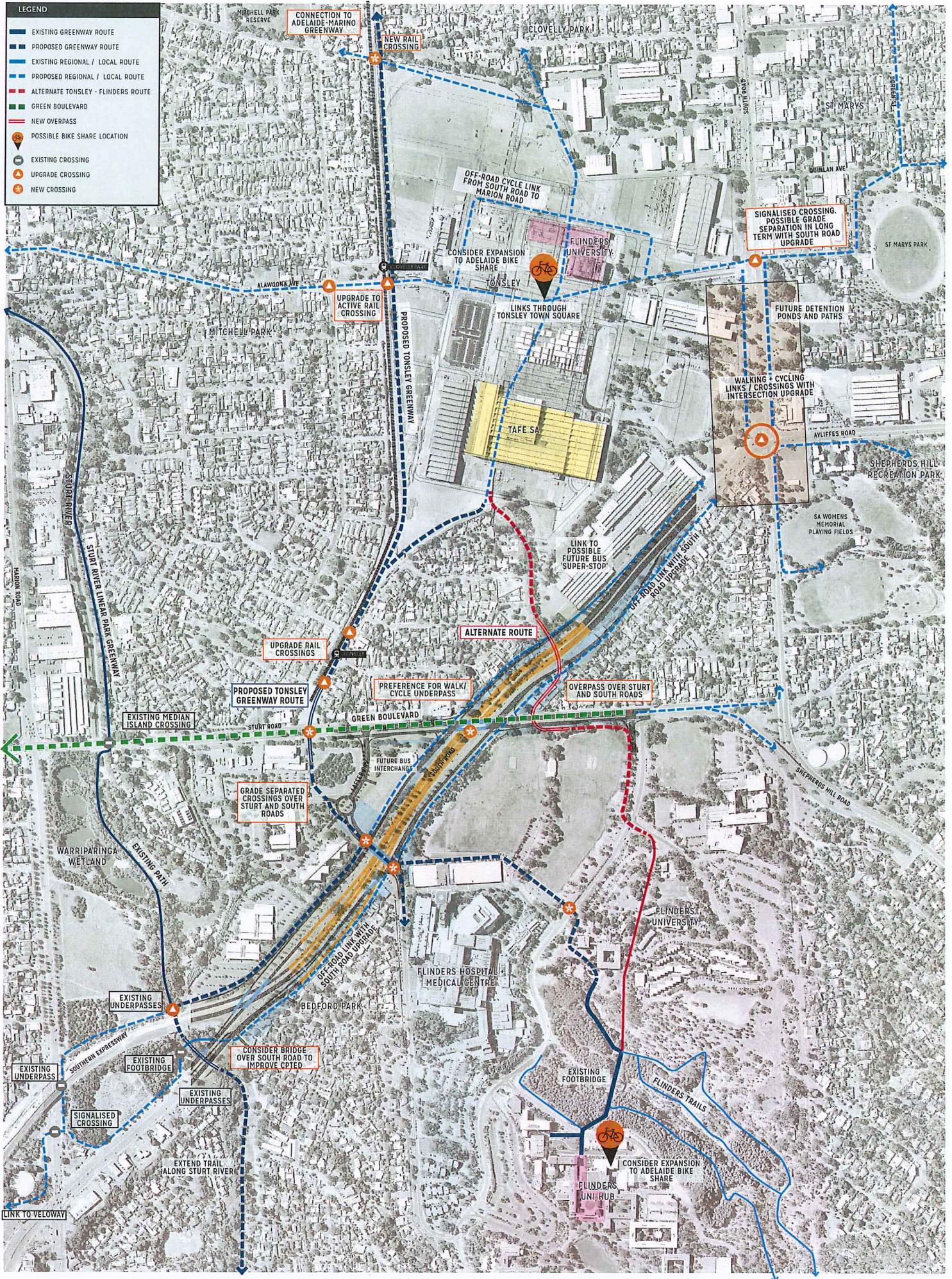


BIKE SHARE

Possible Enhancements

- › Allow 1-way trips (i.e pick up and return to different locations)
- › Add electric bikes to scheme - particularly considering terrain around Flinders University.
- › Integrate with public transport
 - pick-up points near train stations or bus 'super-stops'
 - link to Metrocard (if paid system introduced or for 'deposit/bond')
- › Possible future 'unattended' docking stations
 - allows 24/7 use
 - new site opportunities
 - consider advertising to offset costs
- › Improvements to wayfinding / signage - distinct branding
- › Utilise technology - maps, apps, cycle tracking/GPS, online 'booking'
- › Shared end-of-trip facilities - lockers, showers, parking, repair stations





**CITY OF MARION
GENERAL COUNCIL MEETING
12 May 2015**

Originating Officer: David Barrett, Unit Manager Cultural Facilities

Corporate Manager: Abby Dickson, Manager Libraries and Cultural Development

Director: Vincent Mifsud

Subject: Boatshed Cafe Variation of Lease

Report Reference: GC120515R04

REPORT OBJECTIVES:

To inform Council of a request lodged by the lessee of the Boatshed Café at Hallett Cove which seeks landlord approval to vary the lease on both the staged capital works program requirements and rent review conditions.

EXECUTIVE SUMMARY:

The lease on the Boatshed Café was initially structured to deliver improved community outcomes through the activation of the Heron Way reserve and foreshore areas whilst promoting staged growth and development of a café business on the site. This delivers on the long-term vision held by Council to support a viable café which provides a positive community experience in a significant coastal part of the City.

The lease for the Boatshed Café located at Hallett Cove outlines responsibilities for staged capital works to be undertaken at full cost to the lessee in return for favourable rental arrangements. The extent to which the required capital works are undertaken influences the rent review conditions, with Council having the right to require the tenants to pay full market rent if they fail to undertake the capital works within the specified time frames outlined in the lease.

To date the partially completed stage 2 of the capital works program as outlined in this report. The lessee has requested a variation to stage 3 capital works and have also requested that rent review conditions be varied so that full market rent becomes payable from the 1 December 2024 subject to works being undertaken within specified timeframes. The existing lease provides for a rent of \$1.00 per annum to be paid by the tenants with the provision that the lessee undertakes capital works at full cost to them. Current market rental is valued in the order of \$25,000 per annum and the proposed extension of the non-market rent period equates to 10 years. Analysis of this request demonstrates that forgoing rental income through the extension of the time before full market rent is payable is compensated by the proposed capital work improvements to the property to be paid for and carried out by the lessee which are valued in the order of \$250,000.

Under the lease agreement Council still incurs operating expenses as landlord in accordance with the Retail and Commercial Leases Act 1995 and this includes building and general maintenance costs, exterior painting, plumbing and security and this is in the order of \$6,500 per annum and is included in existing budgets.

The requested revised capital works will enhance the facility and support the tenant's current and future operational needs supporting them to grow the business. Any associated maintenance costs with the new works are borne solely by the lessee.

This report outlines the specific variations sought by the lessee, analyses the commercial and community return to Council from the requested variations and seeks Council approval to progress with the requested variations to the lease.

RECOMMENDATIONS (4)

DUE DATES

That Council:

- | | |
|---|------------------------|
| <p>1. Grants Approval to the variation of the lease over the portion of land comprised in Certificate of Title Register Book Volume 5553 Folio 375 which expands the land area being leased for Boatshed Café operations to the extent shown in Appendix 1 subject to community consultation</p> | <p>May 2015</p> |
| <p>2. Provide landlord's approval to the following capital works of the Boatshed Café to be undertaken at full cost to the lessee:</p> <ul style="list-style-type: none"> • Construction of a deck to the northern side of the building • Installation of disabled access to the first floor of the building via a lift and ramp • Provision of disabled amenities on the first floor of the building • Construction of an additional access door on the southern side of the building providing additional emergency egress from the building | <p>May 2015</p> |
| <p>3. Delegate Authority to the CEO to vary the existing Boatshed Cafe lease changing the description of the Stage 2 and Stage 3 Works to be the capital works approved by Recommendation 2</p> | <p>May 2015</p> |
| <p>4. Delegate Authority to the CEO to vary the existing Boatshed Café lease changing the date that the tenant will pay market rent from 1 December 2021 to 1 December 2024 provided that the capital works approved by Recommendation 3 are substantially commenced by 30 November 2015 and wholly completed by 1 December 2017.</p> | <p>May 2015</p> |

Background

The development the Boatshed Café formed part of the Marion South Plan which sought to further activate Heron Way reserve through the establishment of a cafe. The long term vision held by Council is to support a viable café which provides a positive community and café experience in a significant coastal part of the City. The café is located adjacent to the coastal walking trail and is used by locals and visitors to the area.

Prior to the opening of the business formerly known as the Surfers Café (now the Boatshed Café) the area surrounding the building, constructed on the land at 1A Heron Way Hallett Cove (the building), was repeatedly the subject of graffiti attacks and vandalism and an area where undesirable behaviours took place. The land at 1A Heron Way Hallett Cove is a Council owned reserve known as Heron Way Reserve (the Reserve).

The current lease for the Boatshed café was entered into on 20 December 2007 for a term of seven years with two rights of renewal of seven years each. The lease expires in 2028. On 1 December 2009 the initial lessee assigned the lease to Haidee Bound and Carol Bound, the current tenants.

The tenants have already undertaken capital works valued at approximately \$83,500. The lease provides that the tenants must undertake certain capital works at their cost and headed as “Stage 2 works” and “Stage 3 works” (as follows):

Stage 2 Works	
1.	Replace all existing windows and doors on the first floor, to match the doors and windows on the ground floor
2.	Upgrade the first floor toilets and include disabled facilities
Stage 3 Works	
1.	Remove the roof above the ground floor, and build a first floor extension with a covered balcony
2.	Remove the current kitchen area, bar area and lookout area and build a new kitchen where the first floor balcony currently exists
3.	Add aluminium windows and doors to match the existing ground floor doors and windows

In April 2013 Council entered into a Variation of Lease with the tenants providing that the Stage 2 Works be amended to include the construction of a verandah to the west of the building. This verandah has been constructed but the remainder of the Stage 2 Works have not been undertaken. The tenants are requesting that stage 2 works be amended to better meet the current and future operational needs of the business.

Stage 3 works are yet to be commenced and an amendment to Stage 3 works has been requested by the tenant.

During their tenancy, the tenants have undertaken the following additional capital improvements at their cost:

- Installation of new French doors on the first floor enabling improved access from the function space to the existing deck valued at \$6,500
- Installation of a demountable coolroom in the space originally designated as a bin enclosure valued at \$2,500
- Installation of new air conditioning to the first floor valued at \$18,500

These improvements plus the verandah on the western side of the building have added capital value in the order of \$83,500 to the Boatshed Café and better support operations and the delivery of improved customer service.

Rent Review Conditions

The rental payable pursuant to the lease is \$1.00 per annum, subject to rent review conditions that are linked to capital works program. The lease provides for rent review conditions according to the extent to which the tenant has completed the Stage 2 and Stage 3 Works (as follows):

Rent Review Conditions	
1.	Should the tenant complete Stage 2 Works and substantially commence the Stage 3 Works prior to 30/11/14 and the tenant completes the Stage 3 Works by 1/12/17, the tenant will pay a market rent from 1/12/2021
2.	Should the tenant complete the Stage 2 Works and commences the Stage 3 Works prior to 30/11/14 and the tenant does not complete the Stage 3 Works by 1/12/17, the tenant will pay a market rent from 1/12/2019
3.	Should the tenant not complete the Stage 2 Works or does not substantially commence the Stage 3 Works prior to 30/11/2014, the tenant will pay a market rent from 1/12/2014

In September 2013, the tenants lodged a Development Application for a deck to be constructed on the northern end of the building at first floor level. This Development Application falls outside of the Stage 2 and 3 Works agreed in the lease and triggers the requirement for disabled access to, and toilets on, the first floor.

Council's approval (as landlord) for the deck needs to be given before construction can commence.

DISCUSSION

The tenants of the Boatshed Café wrote to Council on 19 December 2014 requesting that Council consent to the following capital improvements:

- Construction of a deck to the northern side of the building
- Installation of disabled access to the first floor of the building via a lift and ramp
- Provision of disabled amenities on the first floor of the building
- Construction of an additional access door on the southern side of the building providing additional emergency egress from the building

The tenants have supplied full plans of the proposed capital works and lodged a Development Application 100/1466/2013 for the works.

The tenants have requested that the capital improvements outlined above and contained within Development Application 100/1466/2013 replace the existing Stage 2 and 3 Works specified within the existing lease. The total cost of the capital works is estimated at \$250,000 and will be fully funded by the tenants. This will better meet current and future operational needs of the business and the costs will be fully borne by the tenants.

The tenants have also requested that the rent review provisions within the existing lease be varied so that market rent will only become payable from 1 December 2024. Current market rental is valued in the order of \$25,000 per annum and the proposed extension of the non-market rent period equates to 10 years (3 years more than the current lease). Analysis of this

request demonstrates that forgoing rental income through the extension of the time before full market rent is payable is compensated by the proposed capital work improvements to the property which are valued in the order of \$250,000 and will be fully funded by the lessee.

The extent of the proposed works also covers Stage 2 works within the current lease, namely the upgrade of first floor toilets and inclusion of disabled facilities. Consequently, the entire staged works within the lease and associated rent provisions should be reviewed.

If Council agrees to the tenants' requests, the lease must be varied.

ANALYSIS

The proposed capital improvements will significantly improve the amenity and accessibility of the Boatshed Café. They deliver on Council's Community Plan by facilitating business growth, supporting investment in community infrastructure and enhancing liveability via greater accessibility to community facilities.

Council will need to consider the revised capital work program and associated benefits; the variation of the lease and consultation requirements; the financial impact of both the capital works and extending the period before commercial rent is due; the impacts to the surrounding reserve, which are outlined below.

Variation of stage works program

In August 2014 Savills Property Management, were engaged to undertake a market rental review; consider the stage works program within the original lease and the tenants' request to vary the works program. The review concluded:

- The stage works program in the original lease was, at the time, positive and ideal. However with the passage of time, trading patterns and a greater knowledge on customer attraction, there is now more data available to consider future site improvements.
- Council should not permit or undertake any improvements without a commitment from the tenants
- The proposed works program should be subject to change if the market or incumbent operator dictates, provided that the basis for change is commercially sound and has a reasonable expected lifespan. Following this process should lessen the risk of future failure for all parties.

Savills considered the Stage 2 and Stage 3 works and advised that these should be reviewed. The original lease works program could be argued to be more architecturally demanding and spectacular but Savills advises that the proposed works outlined in the current report are less risky, will generate no lesser return and can be completed almost immediately by the lessee without a high budget spend.

Savills also advised that after a number of years of trading a more elaborate upgrade may be warranted when a business model surfaces to justify the investment.

In keeping with Savills recommendations the tenants' request to vary the staged works program should be agreed to and the lease varied to include the proposed capital works contained in the table below:

Existing Stage 2 & 3 Works	Proposed Capital Works
Replace all existing windows and doors on the first floor, to match the doors and windows on the ground floor	Construct a deck to the northern side of the building
Upgrade the first floor toilets and include disabled facilities	Install disabled access to the first floor of the building via a lift and ramp
Remove the roof above the ground floor, and build a first floor extension with a covered balcony	Provide disabled amenities on the first floor of the building
Remove the current kitchen area, bar area and lookout area and build a new kitchen where the first floor balcony currently exists	Construct an additional access door on the southern side of the building providing additional emergency egress from the building
Add aluminium windows and doors to match the existing ground floor doors and windows	

Community Consultation

The capital improvements requested by the tenants necessitate an expansion of the building to accommodate both the proposed deck on the northern side of the building and a lift and emergency egress from the first floor on the southern side of the building. This building expansion goes beyond the current area of land leased by the tenants by approximately 78m² and will require additional areas of community land to be covered by the lease. Section 202(2)(3) of the Local Government Act 1999 requires that Council must follow the relevant steps set out in its public consultation policy before granting a lease or licence relating to community land. The City of Marion's Community Consultation Policy requires public consultation be conducted whenever community land is to be alienated by lease or licence.

The consultation required is to:

- Place a notice outlining proposals in the local newspapers inviting written submissions within a period stated in the notice, being at least 21 days.
- Ensure relevant information is made available for inspection at Council Offices, Libraries and on the Council web site during the period of notice

Council will conduct the required consultation and, subject to a favourable outcome of that consultation, expand the area leased by the tenants of the Boatshed Café to enable the capital works to be undertaken. The new lease area will be in accordance to that displayed in Appendix 1.

Financial Analysis

Lessee Responsibilities

The existing lease provides for a rent of \$1.00 per annum to be paid by the tenants if requested by Council. This rental schedule is in place provided that the tenants complete the capital improvements as outlined in the existing lease. If these capital improvements do not occur then rent becomes payable at a market rate.

In August 2014 a market rental review was conducted by Savills. This review concluded that an appropriate rental rate for the Boatshed Café would currently be in the order of \$25,000 per annum.

The proposed capital improvements come at an approximate cost to the tenants of \$250,000. Consequently, the tenants have requested an extension of the time before market rent becomes due and payable to 1 December 2024. This equates to a 10 year non market rent period with a \$250,000 financial investment in the capital improvements.

All capital improvements to the Boatshed Café become the property of Council thus there is an overall financial benefit to Council for agreeing to the improvements as the capital value of the facility will be increased at no cost to Council. Landlord consent is provided on the basis that Council is indemnified against all claims, suits, losses etc that may result from these works. The Lessee's are responsible for the on-going maintenance, repair and replacement of fixtures and fittings associated with the works.

Council Responsibilities

Under the lease agreement Council still incurs some operating expenses as landlord in accordance with the Retail and Commercial Leases Act 1995 and this includes building and general maintenance costs, exterior painting, plumbing and security and this is in the order of \$6,500 per annum and is included in existing budgets.

It should be noted that Council is also responsible for the public toilets attached to the building which service Heron Way and the Coastal Walking Trail. This facility is available to the public outside of café operating hours. The public toilets incur an annual operating and maintenance cost in the order of \$6,200, comprised of \$4,700 in cleaning costs and \$1,500 in maintenance. This expense is covered within existing budgets.

Consideration of impact to Council plans and property

As part of the planning process for the development of the Hallett Cove Foreshore Master Plan (the Master Plan), it was identified that public toilets are required at both the north and south ends of the Heron Way Reserve. The Boatshed Café currently has public toilets that are externally accessible. These toilets are maintained by the City of Marion within existing operating budget. The proposal in this report ensures that this accessibility is maintained despite enclosing the existing public toilets making them part of the Boatshed Café's ground floor plan adjacent to the proposed elevator to the first floor. The proposed enclosure has automatic doors that will be timed to open in accordance with existing public toilet opening times. The enclosed area is predominantly glass thus delivering on CPTED principles and the tenants intend to allow Council the opportunity to use the space as an information area. They are open to having visitor information services within the enclosed space outside the public toilets. This information and the retained public toilets would be managed and maintained by Council within existing budgets. Access to the above shared spaces will be written into the lease.

The proposed deck is over a Council drain and inspection point. The Master Plan identified the need to re-route the drain around the Boatshed Café, eliminating the future need for this inspection point. However, as the Master Plan is currently unsupported and unfunded, the proposed deck has been designed in such a way as to continue to provide access to the inspection point for the drain.

The extent of the proposed deck requires the re-alignment of a Council footpath. This realignment can be performed by Council's footpath maintenance team at an estimated cost of \$1,000 and will be fully funded by the tenants.

Rent Review Conditions

The existing lease provides for rent of \$1.00 per annum, subject to rent review conditions that are linked to the extent to which the tenants have completed the capital works program within the lease. Varying only the staged works program within the lease does not provide Council with recourse if those works are not completed unless Council also varies the rent review conditions.

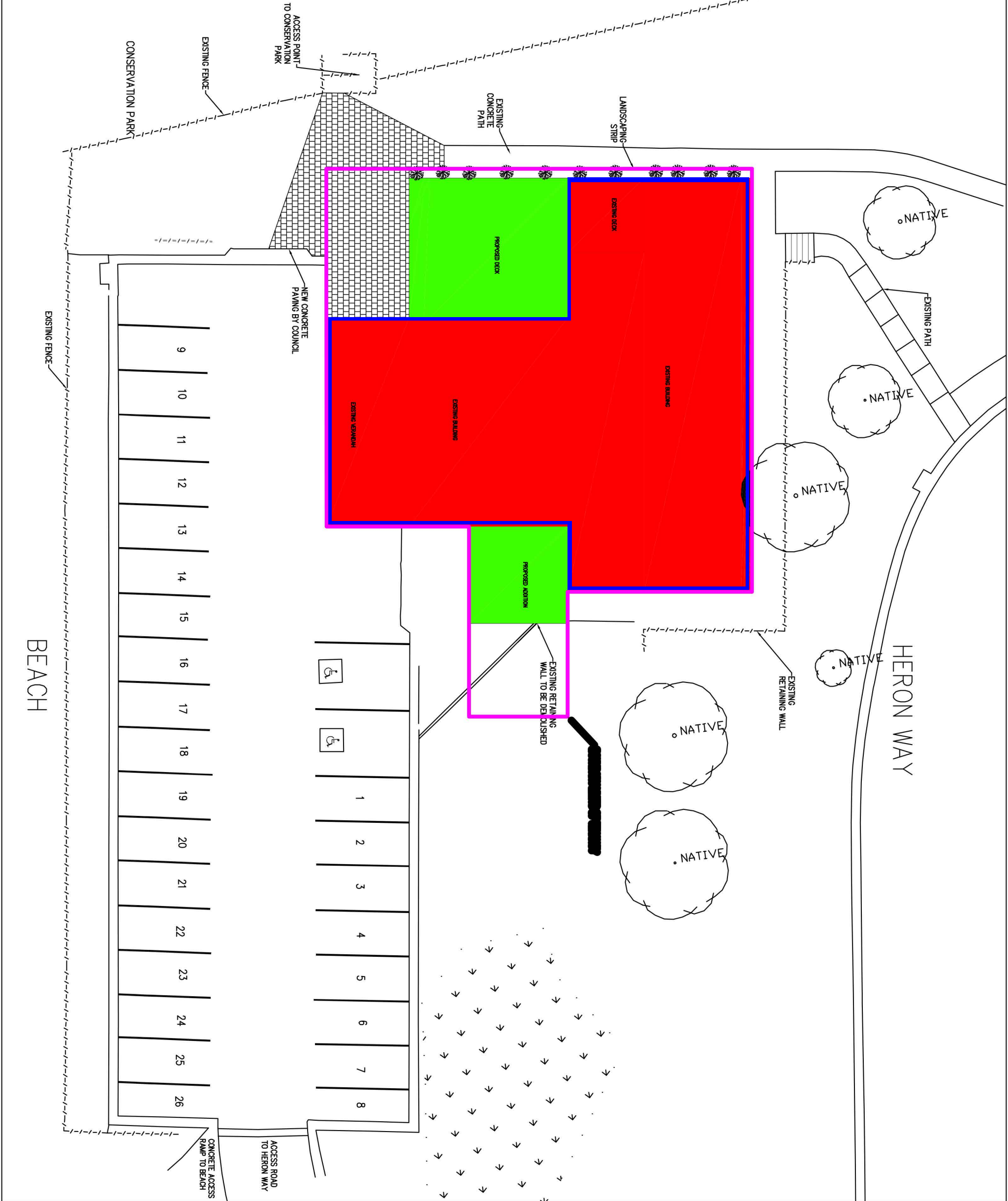
The tenants' commitment to long term operations of the Boatshed Café is evident from their request for Council's consent to \$250,000 of capital improvements. Consequently the term of the lease does not need amending and acknowledgement of this commitment should be delivered by enacting the following rent review conditions into the lease:-

	Existing Rent Review Conditions	Proposed New Rent Review Conditions
1.	Should the tenant complete Stage 2 Works and substantially commence the Stage 3 Works prior to 30/11/14 and the tenant completes the Stage 3 Works by 1/12/17, the tenant will pay a market rent from 1/12/2021	Should the tenant substantially commence the proposed capital works prior to 30/11/15 and complete the proposed capital works by 1/12/17, the tenant will pay a market rent from 1/12/2024
2.	Should the tenant complete the Stage 2 Works and commences the Stage 3 Works prior to 30/11/14 and the tenant does not complete the Stage 3 Works by 1/12/17, the tenant will pay a market rent from 1/12/2019	Should the tenant substantially commence the proposed capital works prior to 30/11/15 but not complete the proposed capital works by 1/12/17, the tenant will pay a market rent from 1/12/2019
3.	Should the tenant not complete the Stage 2 Works or does not substantially commence the Stage 3 Works prior to 30/11/2014, the tenant will pay a market rent from 1/12/2014	Should the tenant not substantially commence the proposed capital works prior to 30/11/2015, the tenant will pay a market rent from 1/12/2015

CONCLUSION:

The Boatshed Café plays an important role in activating the Hallett Cove foreshore as was originally envisioned in the Marion South Plan. The lease has been in operation since 2007 and has sought to assist in the establishment of the café and the long term viability of the business through rent review provisions linked to capital investment. The variations sought by the lessees will significantly improve the amenity and functionality of the café which in turn will support business growth. Should Council choose to approve the variations sought by the lessees, full market rent will become payable on 1 December 2024 resulting in the café operating with a market based commercial return in the last 4 years of the lease.

Appendix 1: Proposed new extent of land covered by the lease



Key

Blue Line - existing extent of lease

Pink Line - proposed new extent of lease

**CITY OF MARION
GENERAL COUNCIL MEETING
12 MAY 2015**

Originating Officer: Ann Gibbons, Manager Environmental Sustainability
Director: Kathy Jarrett
Subject: Draft 'South Australia's Waste Strategy 2015 – 2020'
Report Reference: GC120515R05

REPORT OBJECTIVES:

The purpose of this report is to seek input from Council on a submission in response to the Draft South Australian Waste Strategy, 2015 – 2020.

EXECUTIVE SUMMARY:

A Draft 'South Australia's Waste Strategy 2015 – 2020' ('Draft Strategy'; refer to Appendix 2) was released for public comment in March 2015.

The Draft Strategy establishes waste reduction goals and targets for South Australia and sets out a range of strategies and steps to achieve these goals and targets.

It builds on the success of the 2005 – 2010 and 2011 – 2015 waste strategies and introduces a vision that focusses on creation of a resource efficient economy.

A submission in response to the Draft Strategy has been prepared and, subject to the inclusion of any further comments, endorsement is being sought for this submission.

RECOMMENDATIONS (1)

DUE DATES

That Council:

- 1. Endorse the City of Marion's submission on the Draft 'South Australia's Waste Strategy 2015 – 2015' (subject to the inclusion of any additional comments at the meeting).**

12 May 2015

BACKGROUND

The 2005 – 2010 Waste Strategy focussed on supporting local government and the waste and recycling industry to address existing issues and establish systems and infrastructure needed to meet longer term objectives. Outcomes of the 2005 – 2010 Waste Strategy included the commencement of the 3-bin kerbside system, banning of checkout-style plastic bags and piloting systems for diversion of food waste from landfill.

The 2011 – 2015 Waste Strategy drove the significant increase (15%) in resource recovery and industry growth, as well as greater community information and awareness through the Recycle Right program, which provided capacity-building resources to councils for local community education.

The Draft Waste Strategy 2015 – 2020 builds on the success of the 2005 – 2010 and 2011 – 2015 waste strategies and introduces the vision of '*achieving a resource efficient economy*' in response to an increasing focus on the economic value of the sector by the South Australian Government.

ANALYSIS:

Legal / Legislative and Risk Management: South Australia's Waste Strategy 2015 – 2020 is informed by the *Zero Waste SA Act 2004* and the 2010 Environment Protection (Waste to Resources) Policy developed under the *Environment Protection Act 1994*.

Financial Implications: Council currently allocates more than \$7 million in the Annual Business Plan and Budget for waste management activities including domestic kerbside collection, hard rubbish collection, street sweeping, general litter collection to maintain cleanliness and amenity, and waste education services that contribute to the achievement of targets established in the Draft Strategy.

Allocation of additional resources or redirection of existing budgets to meet mutually beneficial objectives and targets established in the Draft Strategy may need to be considered as part of future annual business planning and budgeting processes.

Policy Implications: South Australia's waste policy directions will continue to be influenced by the 2009 *National Waste Policy: Less Waste, More Resources*. South Australia's Waste Strategy 2015–2020, under the custodianship of Green Industries SA, will form part of the framework of policies, strategies and plans intended to meet South Australia's priorities for economic prosperity and community well-being. These priorities are in line with the vision established in the *City of Marion Community Plan: Towards 2040* and, in particular, the 'biophilic', 'prosperous' and 'liveable' aspirations.

CONCLUSION:

The Draft 'South Australia's Waste Strategy 2015 – 2020', released for public comment in March 2015, introduces a focus on resource efficiency and creation of economic value.

A submission in response to the Draft Strategy has been drafted for consideration highlighting potential impacts and opportunities for local government over the next five years.

ATTACHMENTS (2):

1. **Submission on the Draft 'South Australia's Waste Strategy 2015 – 2020'**
2. **Waste Strategy 2015 – 2020, Consultation Draft**

File Ref: 5.85.1.10

13 May 2015

SA's Draft Waste Strategy 2015-2020
Zero Waste SA
GPO Box 1047
ADELAIDE SA 5001

Dear Sir/Madam,

Submission on the Draft 'South Australia's Waste Strategy 2015 – 2020'

The City of Marion welcomes the development of a new Waste Strategy for South Australia and acknowledges the ongoing action in developing strategic approaches to waste management and resource recovery in South Australia.

The City of Marion has taken a proactive role in waste management and has developed a number of policies and programs complementary to State and Australian Government objectives. This commitment and leadership is reflected in the strategic aspirations identified in the *City of Marion Community Plan: Towards 2040*.

The following comments are provided in response to the Draft Strategy:

1. Municipal solid waste targets:

The municipal solid waste target (MSW) of 60% landfill diversion rate by 2020 for kerbside collections is supported and in line with diversion rates being achieved by Marion's 3-bin collections. An audit of Council's 3-bin kerbside waste and recycling collections in 2012 showed a diversion rate of 59%, up from 41% in 2007 (APC, June 2012). An audit of Marion's kerbside system being conducted during April and May 2015 will confirm if these diversion rates are being maintained or if renewed effort needs to be directed towards improvements.

A landfill diversion target of 70% by 2020 for MSW that includes hard waste services, street sweepings, etc. will require additional focus to address the increasing demand for booked hard rubbish collections in Marion (13.25% increase from 2011/12 to 2012/13 and 11% increase from 2012/13 to 2013/14).

2. Public Education & Community Engagement – the role of Local Government:

The MSW landfill diversion target of 70% by 2020 proposed in the Draft Strategy puts an emphasis on education and awareness to support new recycling behaviours and influence attitudes.

Education is a crucial underpinning to the success of resource recovery and it is widely acknowledged that education is intrinsically linked to the provision of infrastructure that motivates sustainable behaviour.

The Recycle Right program developed by Zero Waste SA is an important element of capacity-building for consistent education across South Australian councils. This important program has seen state and local governments aligning goals and this has yielded a steady increase in rates of resource recovery and development of local business services. There is the need to focus on reducing contamination of recyclables, broadening householder and business participation, and

further development of product stewardship schemes. It is important that capacity-building education services currently supported by Zero Waste SA are continued.

3. Transition from Zero Waste SA to Green Industries SA:

It is noted that as of 30 June 2015 Zero Waste SA will cease to exist and that a new agency, Green Industries SA, will commence operation from 1 July 2015.

While there is some concern that the proposed funding is insufficient to meet the requirements of the proposed scope of the new agency, a greater focus on creation of business opportunities for re-manufacturing of locally generated 'waste' materials is supported.

The City of Marion has enjoyed a good working relationship with Zero Waste SA over a number of years and looks forward to providing comment on the draft legislation enabling the establishment and operation of Green Industries SA when it becomes available.

4. Priorities for Action:

A number of priorities for action over the next five years have been identified in the Draft Strategy that may have implications for the services delivered by local government.

- **Illegal Dumping:** When introducing landfill bans for specific materials it is important to ensure that easily accessible alternative disposal options are available to ensure that items no longer accepted at landfills do not end up as illegally dumped rubbish.
- **Energy from Waste:** With the changing composition of wastes being sent to landfill and increased diversion of materials that can be re-purposed, the viability of generating energy from waste seems questionable; this approach also seems to be at odds with the waste hierarchy that promotes waste avoidance as the highest priority option.

5. Challenges and Opportunities:

- Balancing the desired environmental and public health outcomes with the financial sustainability of service delivery will be a challenge as waste streams become more complex and community views and values around waste management and recycling change over time. Further analysis of how this balance can be achieved will be required.
- The 30-Year Plan for Greater Adelaide sets out a vision for higher density developments in some areas, particularly along transport corridors. Providing appropriate infrastructure to enable collections of household waste and recycling, particularly in multiple unit dwellings, will be critical to the success of waste avoidance and reduction programs and achievement of the targets established in the Draft Strategy.

The Draft Strategy represents an important step forward in the effective waste management across South Australia and the City of Marion looks forward to working collaboratively with Green Industries SA in the delivery of its objectives.

The comments presented in this submission have been reviewed by Elected Members and relevant staff and have been endorsed by Council. If you have any queries regarding the submission, please contact Ann Gibbons, Manager Environmental Sustainability, on ph: (08) 8375-6857 or email: ann.gibbons@marion.sa.gov.au.

Yours sincerely

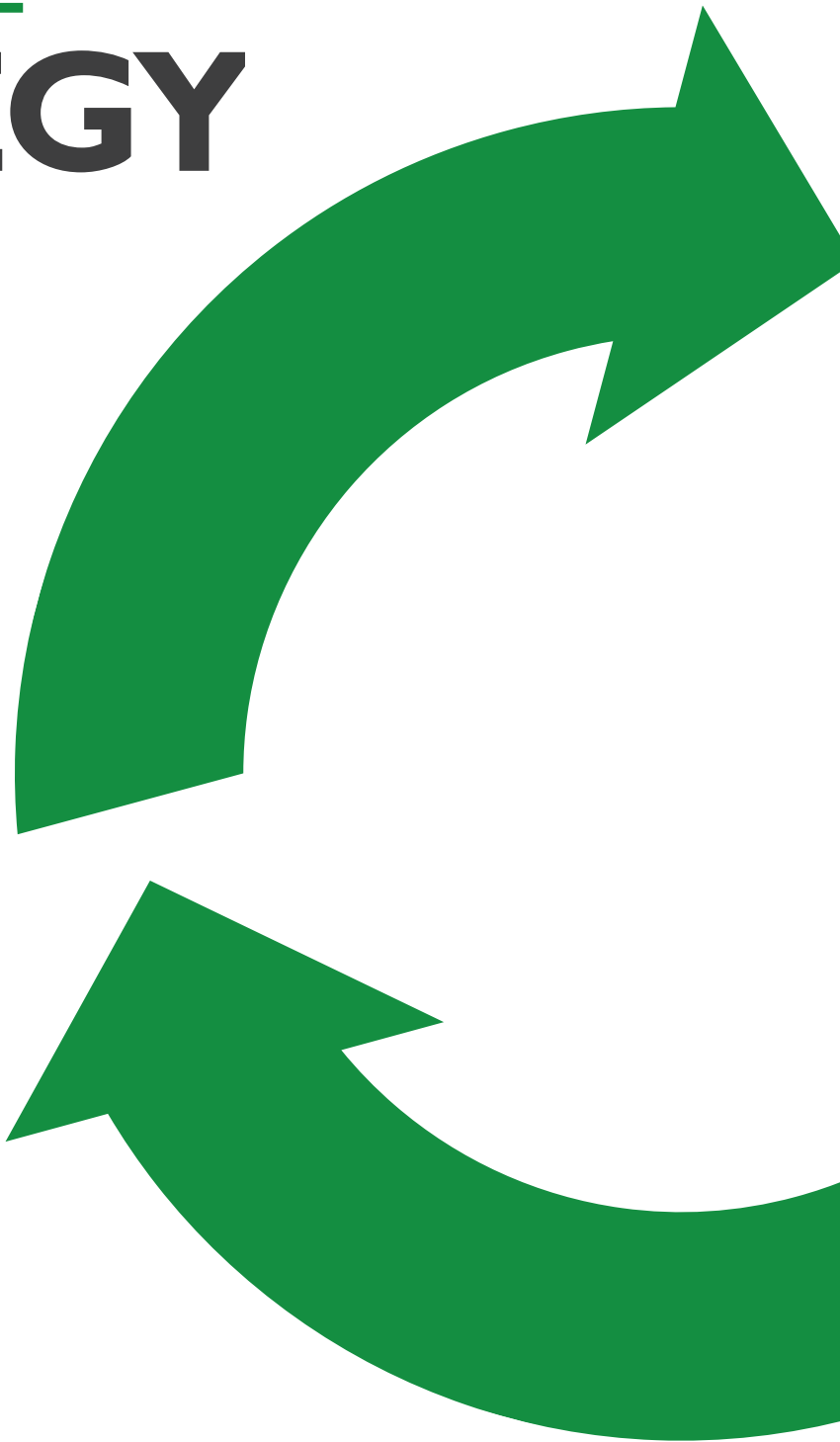
Geoff Whitbread
Acting Chief Executive Officer

Zero Waste SA

WASTE STRATEGY

2015-2020

CONSULTATION DRAFT



Government of South Australia
Zero Waste SA

AVOID • REDUCE • REUSE • RECYCLE

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FOREWORD

South Australians have high expectations that our environment will be sustained for future generations. Since the State's first Waste Strategy was released over 10 years ago, South Australians have demonstrated an enormous commitment to the environment, waste reduction and recycling.

As a result, our recycling rates are amongst the world's best.

However, if we are truly serious about creating a sustainable environment for future generations, we must now turn to more complex problems.

These include waste reduction because, while we have become better at disposing of and reusing our waste, we continue to generate too much of it. We must also continue to identify innovative solutions and new responses to waste management, and to more efficiently manage our scarce resources.

The good news is that there is enormous economic potential arising from new technologies and the trend towards re-manufacturing.

Realising the economic potential from innovation in technology is the overriding ambition of our third Waste Strategy.

Our aim must be to help South Australian businesses become even more resource efficient, resilient and competitive because this will help secure South Australia's economic advantage and maintain and grow our prosperity, while at the same time protecting the environment.

The waste and resources sector is already moving in this direction spawning the growth of innovative companies that are developing new technologies for re-manufacturing products from recovered waste materials. South Australia is perfectly placed to capitalise on overseas business opportunities by supplying our expertise, knowledge and technology.

We find ourselves at a unique time in South Australia's history as Zero Waste SA prepares to transition to a new agency, Green Industries SA, which will begin operation from July 2015.

Green Industries SA will be positioned to respond to the increasing challenges and complexities we face in maintaining South Australia's world-class leadership in environmental management.

In addition, the State Government will continue to attract investment, drive innovation and create jobs through transitioning to a local carbon economy and has committed to making our capital city the world's first carbon neutral city through the establishment of a carbon neutral "Adelaide Green Zone".

More so than ever before, the success and implementation of our Waste Strategy will require a shared responsibility across governments, business, industry and the community.

I have no doubt that by working together South Australia will maintain its leadership in this area and its reputation as a State willing to put policies in place that will improve our health, our environment and our economy.



Ian Hunter

Minister for Sustainability, Environment
and Conservation

Minister for Climate Change

“South Australians have **high expectations** that our environment will be sustained for **future generations**. To meet this expectation we all need to consider how to **reduce our rates of waste generation**.”

Invitation to comment

Zero Waste SA invites you to comment on this draft of *South Australia's Waste Strategy 2015–2020*.

Zero Waste SA has a statutory requirement to develop a waste strategy for South Australia. Section 18 (4) of the *Zero Waste SA Act 2004* requires Zero Waste SA to gather views and submissions and to take these into consideration before developing and adopting a waste strategy for South Australia.

This draft waste strategy establishes waste reduction goals and targets for South Australia and sets out a range of strategies and steps to achieve these goals and targets.

Comments from State and Local Government agencies, the waste management industry, businesses and the community will help Zero Waste SA to develop the waste strategy further and provide guidance for the way in which waste is managed in South Australia.

All submissions received by Zero Waste SA will be acknowledged. Submissions will be treated as public documents, unless received in confidence subject to the requirements of the *Freedom of Information Act 1991*, and may be quoted in full or part in subsequent Zero Waste SA reports.

You may agree or disagree with, or comment on, the general issues discussed in the draft waste strategy or the specific strategies or steps. Please provide reasons for your comments, supported by relevant data. You can make an important contribution by suggesting an alternative or more appropriate approach to waste management.

Points to keep in mind when preparing your submission

- list points so that issues raised are clear and include a summary of your submission
- if possible refer each point to the appropriate section, chapter or proposal in the document
- if you discuss different sections of the document, keep these distinct and separate, so there is no confusion as to which section you are considering
- attach any factual information you wish to provide and give details of the source.

Please include the following information with your submissions:

- your name, organisation and position in the organisation
- postal address
- contact details - telephone number, email address, fax number.

Written submissions must be lodged by 5pm, Monday 11 May 2015 to:

Zero Waste SA, GPO Box 1047
Adelaide SA 5001
Email: leigh.taylor@zerowaste.sa.gov.au
Fax 08 8204 1911

Queries should be directed to Ian Harvey, Director Operations:

Email: ian.harvey@zerowaste.sa.gov.au
Phone: 08 8204 1954
Fax: 08 8204 1911

SCOPE OF SOUTH AUSTRALIA'S WASTE STRATEGY 2015–2020

This draft of *South Australia's Waste Strategy 2015–2020* (the Strategy) is the basis for consulting with interested parties in the development of the Strategy. Zero Waste SA also want to hear your views about how best to implement this Strategy. The Strategy sets out objectives, targets, priorities for action and partnerships, recognising and building on the achievements delivered through previous waste strategies (2005–2010 and 2011–2015).

The Strategy reflects the principles in the Zero Waste SA Act, namely:

- the waste management hierarchy
- ecologically sustainable development
- best practice methods and standards
- policy development through open dialogue and consultation.

In addition, several government policy initiatives and commitments have informed the development of the Strategy, notably the South Australian Government's Economic Priorities - 'South Australia is the place where people and business thrive' and *South Australia's Strategic Plan 2011*. South Australia has shown that transitioning to a low carbon economy can attract investment, drive innovation and create jobs and in relation to our capital city the Government will establish carbon neutral "Adelaide Green Zone" – to make it the world's first carbon neutral city. The Strategy will contribute to these policy initiatives.

The *Review of South Australia's Waste Strategy 2011–2015* (the Review) is a major reference source for this Strategy. In 2013 Zero Waste SA engaged a team of international and Australian waste management experts to independently review the 2011–2015 Waste Strategy.

The key objectives of the Review were to:

- understand and analyse South Australia's waste strategy and programs
- review international best practice in waste management
- identify critical needs for the next strategy period (2015–2020)
- assess institutional delivery options to best meet these needs.

Strategy objectives

Taking into account the Review's findings, three objectives have been developed for the Strategy:

- a resource efficient economy where the best or full value is secured from products and materials produced, consumed and recovered across the state
- a stable and efficient market for investors through a clear policy framework providing a solid platform for investment decisions
- a culture enabling the South Australian community, businesses and institutions to continue and strengthen their role in implementing zero waste strategies and programs locally, nationally and internationally.

The existing institutional arrangements underpinning the Strategy will end on 1 July 2015 when Zero Waste SA is replaced by a new organisation, Green Industries SA. It will take custodianship of South Australia's Waste Strategy in recognition of the important economic contribution and role provided by the waste management and resource recovery industry.

It will take custodianship of **South Australia's Waste Strategy** in recognition of the **important economic contribution** and role provided by the waste management and resource recovery industry.

ACHIEVEMENTS OF THE PAST DECADE

To implement the Strategy with confidence it is important that the achievements of the past decade in waste management are understood so that we can build on our success and learnings. The achievements of this period are summarised below.

South Australia's Waste Strategy 2005–2010

The first strategy focussed on supporting local government and the waste and recycling industry to address existing issues and establish systems and infrastructure needed to meet longer term objectives. The 2005–2010 Waste Strategy guided a period of major change in waste management and resource recovery practices in South Australia. It was the first time there was an opportunity to guide and coordinate change through the use of targeted regulation and incentives. The work during this period included an economic cost benefit analysis of how well the 2005–2010 Waste Strategy was performing. This assessment demonstrated that investments and initiatives undertaken as part of the 2005–2010 Waste Strategy would deliver a net economic benefit for the State of South Australia.

Wingfield Waste Depot closure

The legislated closure of Adelaide City Council's Wingfield Waste Depot in December 2004 had significant impact on management arrangements for metropolitan Adelaide's waste. It was a key milestone in the development of South Australia's waste management sector. The Wingfield landfill was accepting 700,000 tonnes of waste and 700,000 tonnes of fill material per annum, three quarters of Adelaide's total waste stream. The closure of this site was a necessary shock to Adelaide's waste management system, opening up new competitive dynamics between landfill operators and recyclers for a share of Adelaide's waste supply.

Rural and regional initiatives

During the term of the first strategy, regional councils were increasingly expected to improve their approach to waste management. Regional and rural landfills needed to comply with landfill licence conditions of the Environment Protection Authority. Some councils decided to close landfills and join

with neighbouring councils. This resulted in regional planning processes and the development of regional landfill, transfer stations and improved resources recovery and recycling facilities.

Standardised kerbside recycling

Kerbside recycling by metropolitan councils used various systems. The 2005–2010 Waste Strategy promoted standardisation of kerbside recycling services across councils to a three-bin system (recyclables, organic compostable waste and residual). The 2005–2010 Waste Strategy also worked to increase the capacity of recycling and re-processing infrastructure. The development of South Australia's waste management system through source separation of different material streams was in motion.

Waste management hierarchy

The first strategy introduced the *Waste Management Hierarchy* as an overarching guiding tool to manage these changes. The adoption of the hierarchy helped to ensure that new initiatives focussed on the 'top end' (the most preferable) methods and introduced concepts of sustainable behaviour, avoiding and reducing waste, implementing policy instruments and cooperating successfully. The hierarchy is discussed further on page 21.

South Australia's Waste Strategy 2011–2015

South Australia's second strategy built on the previous period, deepening and extending the focus and scope of interventions. The 2011–2015 Waste Strategy provided a detailed plan for priorities for action, grouped under two strategic objectives:

- to avoid or reduce the amount of overall waste and
- to maximise the useful life of materials by making them last longer through re-use and recycling.

This placed focus on the top three tiers - waste avoidance, reuse and recycling in order to tackle the 'top end' most preferable methods of the waste management hierarchy.

The *Review of South Australia's Waste Strategy 2011–2015* (the Review) assessed whether the objectives and targets outlined in the 2011–2015 Waste Strategy were appropriate and realistic and considered similar objectives statements in policy and strategy documents interstate and internationally.

The Review concluded that a paradigm shift is taking place.

The economic value of the sector is becoming equally important to the policy-making process, if not more important than traditional environmental and public health considerations. This is a natural trend considering the shift of focus within the industry away from 'waste' and towards 'resources'. Based on the Review the 2015–2020 Strategy proposes new objectives that recognise and reflect the economic importance of the waste management sector.

The Review evaluated the targets in the 2011–2015 Waste Strategy and found these to be appropriate and set at realistic but challenging levels. Targets for the new strategy have regard to the Review findings, recycling activity survey data and other information obtained by Zero Waste SA. The Strategy targets can be found on pages 21–24 of this consultation draft.

Summary of achievements 2005–2015

Kerbside collection system: local council adoption of three-bin systems in all 19 metropolitan councils and 20 out of 49 regional councils, and excellent uptake by the community

Regional infrastructure investments: investment and economies of scale in service provision for regional councils

Recycling business: significant increases in recovered materials (from 62% in 2003–04 to 77% in 2011–12) and sales value, leading to new business and jobs

Composting industry: establishment of a thriving and demand-responsive organics recycling industry that operates with gate fees competing favourably with landfill base-costs

Industrial efficiency: reduced resource consumption and improved productivity, including waste/materials, water and energy efficiency

State-wide hazardous waste management: successful household and farm chemical drop-off events that avoid long-term chemical waste storage and long-term environmental and financial liability

Community information and awareness: a user-friendly, and widely appreciated, recycling information and advisory service, including Recycle Right, website information, and a range of other communication approaches, operating at a very low unit cost, across multiple user interfaces

Knowledge generation and research capability: the Zero Waste Centre for Sustainable Design and Behaviour, a \$2 million partnership between the University of South Australia and Zero Waste SA, undertaking innovative research of global relevance including success in winning Australian Research Council Grants for projects as diverse as: measuring, understanding and reducing food waste; how work, household and community life interact to affect environmental behaviour and outcomes; mathematical modelling and design of permeable pavements; and sustainable building and design.

Savings within government: Budget savings for State and local government through coordinated strategy delivery and procurement reforms such as waste management and sustainability programme in Department for Communities and Social Inclusion, Department of Health waste contract.

Industry competitiveness

Zero Waste SA's Industry Program has improved the productivity and competitiveness of South Australian industry through better resource use alongside efficiencies in material, water and energy management to produce more and better quality products at lower cost. Analysis of a representative range of projects implemented under the Industry Program reveals a net benefit of around \$7.8 million at a Benefit Cost Ratio of 6.7. In other words, for every dollar invested by State Government in resource efficiency, \$6.70 has been returned in direct cost savings for South Australian industry. There is scope for the work to be extended.

Infrastructure investment

The State Government, through support programs and co-investment, has been a catalyst for much of the infrastructure investment in the waste management, recycling and resource efficiency sector in South Australia. Analysis of Zero Waste SA support establishing the three-bin kerbside waste collection system across metropolitan councils indicates a net benefit of \$22 million at a Benefit Cost Ratio of 2.6. Similarly, analysis of three individual regional waste management and recycling infrastructure investment projects illustrates a net benefit of \$3.39 million at a benefit cost ratio of 1.4 to 11.5.

Growing the economy and creating jobs

Since the establishment of container deposit legislation (CDL) in 1977, South Australia's waste policy has been founded on source separation of waste streams. Strategic programs have expanded practical opportunities for source separation, put in place infrastructure to deal with waste streams, and helped to embed the practice as a cultural norm. Source separation, well established and widespread, has delivered economic benefits to South Australia. It provides a platform for more business opportunities in design, re-manufacturing and associated services. Zero Waste SA has supported an infant industry to become a demand-driven and highly productive sector of the South Australian economy. Helped by direct and indirect support, the South Australian composting industry has established its products in the consumer market place. There is considerable unexplored potential for industrial development in South Australia's green economy.

Saving government money

The size and importance of the state and local government sector within the South Australian economy means that interventions across government offer considerable potential for cost savings. For example, Zero Waste SA assisted a major government agency with advanced procurement of waste and recycling services at more than 300 facilities across South Australia. This intervention is forecasted to generate \$8–\$10 million in direct savings. Implementing resource efficiency programs across the whole of government has potential to generate significant savings and be an important catalytic driver of wider economic benefits.

Reducing cost of living

Effective recycling systems have helped to reduce the costs of kerbside collection for South Australians, usually passed on to ratepayers. Good planning and strategic investment in resource recovery infrastructure have further reduced the waste and recycling service costs. The waste and resources industry in South Australia is competitive, with diverse firms operating across the market. During the two waste strategies, South Australia has planned and implemented integrated waste management systems in a manner that has catalysed a step-change in performance, brought in new infrastructure and businesses, whilst guarding against fragmentation, duplication and over-capacity investment. This has ensured efficient investment that preserved market competition.

NEW DIRECTIONS FOR SOUTH AUSTRALIA

South Australia's Waste Strategy 2015–2020, under the custodianship of Green Industries SA, will form part of the framework of policies, strategies and plans intended to meet South Australia's priorities for economic prosperity and community well-being.

Green Industries SA

South Australia is facing economic challenges that need new responses. These must be built on economic diversity and capitalise on opportunities within the newly expanding markets in our region¹. Waste management and better use of resources is also a part of every government department's responsibility and every local council authority and the community.

Green Industries SA will commence operations from 1 July 2015. It will be responsible for many functions currently undertaken by Zero Waste SA and some new areas of endeavour (see Appendix 1).

Building on the success of Zero Waste SA, Green Industries SA will increase South Australia's capabilities and leadership in green industries. It will oversee implementation of South Australia's Waste Strategy, recognising the important economic contribution and role of the waste management and resource recovery industry (the waste sector).

The industry is a significant sector of the economy in South Australia. The waste sector has an annual turnover of approximately \$1bn, contributes \$500m to Gross State Product (directly and indirectly) and employs approximately 4,800 people. Nationally it was recently estimated that the waste sector was worth \$14.2bn per year².

Through investing more than \$80m from waste levy funds into the industry during the past decade, Zero Waste SA has built capacity, improved markets and assisted the development of new products and skills. Benefit cost ratios for funded projects that improve industry competitiveness achieve ratios of 6.7, and for infrastructure investment, between 1.4 and 11.5.

The South Australian State Government sees the opportunity to build upon these achievements, creating green jobs and developing new green business opportunities. These are areas of new industries and jobs which the member states of the European Union (EU) are actively developing³ in response to the loss of manufacturing jobs, the move to services industries and the financial challenges in the EU.

It is expected that Green Industries SA will be funded from the Solid Waste Levy. Currently 50% of the levy is transferred to the Waste to Resources Fund. Zero Waste SA uses a proportion of that fund as provided for in the *Zero Waste SA Act 2004*. Additional funds are allocated through the Government's budget process.

South Australia's economic priorities

The State Government released its economic priorities for South Australia in August 2014 with a vision, 'South Australia is the place where people and business thrive', and 10 priorities for action⁴:

- unlocking the full potential of South Australia's resources, energy and renewable assets
- premium food and wine produced in our clean environment and exported to the world
- a globally recognised leader in health research, ageing and related services and products
- the knowledge state – attracting a diverse student body and commercialising our research
- South Australia - a growing destination choice for international and domestic travellers
- growth through innovation
- South Australia – the best place to do business
- Adelaide, the heart of the vibrant state
- promoting South Australia's international connections and engagement
- South Australia's small businesses have access to capital and global markets.

¹ Premier of South Australia, address to CEDA luncheon, Adelaide 11 August 2014

² Inside Waste Industry Report 2014-15

³ EEA 2014. Resource-efficient Green Economy and EU policies. EEA Report No 2/2014 European Environment Agency July 2014

⁴ http://www.premier.sa.gov.au/images/feature_article/Economic_Priorities.pdf

South Australia's Strategic Plan

South Australia's Strategic Plan 2011 sets out key directions for government, and shows how policies, strategies and plans are integrated. It guides individuals, community organisations, governments and businesses to secure the wellbeing of all South Australians. The three foundations of a sustainable society, 'Our Community, Our Prosperity and Our Environment', are organising priorities for the Plan. The Plan also recognises that to nourish a sustainable society 'Our Health, Our Education and Our Ideas' are essential.

Seven strategic priorities

Aligned with South Australia's Strategic Plan, the State Government has developed seven priorities for South Australia's future. These priorities identify where the most difference can be made to the community and to the future prosperity of the State. These priorities recognise that South Australia works best when there is a strong government working with strong business and a strong community:

- giving our children every chance to achieve their potential in life
- keeping our communities safe and our citizens healthy
- building our reputation for premium food and wine
- growing advanced manufacturing as the way for the future
- realising the benefits of the mining boom for all
- creating a vibrant city that energises and excites
- keeping our high quality of life affordable for everyone.

It **guides individuals, community organisations, governments and businesses** to secure the **wellbeing of all South Australians.**

State Government policy links

South Australia's Waste Strategy 2015–2020 is part of the framework of policies, strategies and plans that link Australian, State and local government and other organisations.

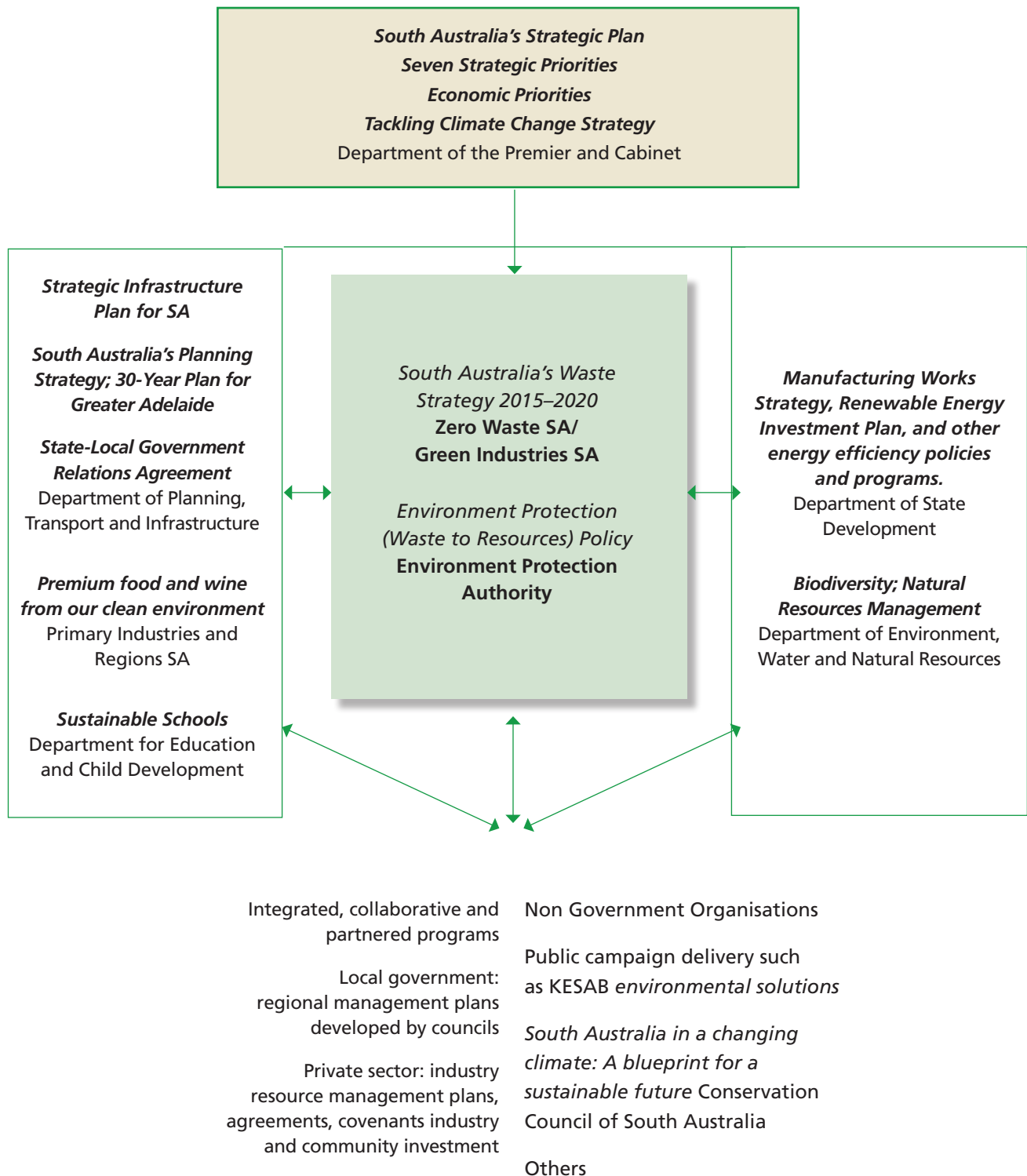


Figure 1 Key policy links for *South Australia's Waste Strategy 2015–2020*

CHALLENGES AND OPPORTUNITIES

Future policy challenges and opportunities

The waste management, resource recovery and resource efficiency sector is a complex and economically significant sector of the economy. Challenges in policy presented by the waste sector differ from other sectors of the economy. It has a wide range of stakeholders, complex materials supply and value chains, diverse material types and inherent health, safety and environmental aspects.

South Australia has effective waste management infrastructure and a culture of environmental responsibility that is second to none. However, there is still significant residual reliance on landfill and, set against the backdrop of recent introduction of mandatory resource recovery in the State, a new and extended network of resource recovery facilities will be needed.

Infrastructure investment

Investment demand for additional resources recovery infrastructure, for replacement of existing asset stock, and the progressive closure of landfill space, is significant. This investment demand is likely to be in the order of \$200-350 million over the next 10–15 years for municipal solid waste, potentially doubled when considering all materials/waste streams.

A well coordinated policy and strategic and tactical approach by State and local government will be needed to attract future investment to deliver regionally distributed facilities with good economies of scale, protecting against over-capacity while securing procurement at best value for money. Zero Waste SA is preparing a State waste infrastructure plan that will provide strategic direction and recommend priorities for action. Before its finalisation, a draft plan will be released for consultation with key stakeholders.

Opportunities in re-manufacturing

High performing waste management and resource recovery has significant investment and operational costs. The waste sector knows that its bottom line depends in large on the revenues it receives for the materials collected. Local markets offer ways to reduce operating costs and business risks while realising local job opportunities and environmental benefits.

This highlights business opportunities for re-manufacturing of locally harvested materials into desirable products. South Australia has a comparative advantage to attract and grow new, potentially high value added, re-manufacturing enterprises. The State has experience using a mix of support mechanisms over time that guided the fledgling compost manufacture industry from start-up to maturity.

The waste and resources sector is well positioned to deliver new, high technology and advanced industry. Establishing and creating an environment that attracts such economic growth within the state is a strategic imperative. The potential for growth in small and medium sized enterprises in the re-manufacturing sector in South Australia is worthy of policy attention and will be an area of focus for Green Industries SA.

Changing patterns of waste generation

Patterns of waste generation change, and so do the types of chemicals and materials used to make the products we buy. With increasing material complexity (bio-composites, conductive polymers, nanotechnology, electronics and more) current recycling processes cannot extract all the components from purchased products. We need industry innovation and investment to address this and the changing forms of manufacturing, such as home manufacturing made possible by 3D printing technology.

Developments may radically alter the nature of municipal waste generated in our homes and the distribution of waste-generating enterprises. Citizens will expect government, infrastructure and public services to keep pace with change. On-going education and awareness will need to support new recycling behaviours and influence attitudes.

Innovation in resource efficiency

There is considerable evidence that current practices of resource consumption are unsustainable. In its 2013 year book, the United Nations Environment Programme⁵ indicates that, while some progress towards sustainable development has been made in the past two decades, 2012 witnessed failures to protect the environment. This included increased greenhouse gases emissions and other air pollutants, growth in unsustainable consumption and production, biodiversity loss and other impacts.

The Global Footprint Network⁶ offers the analogy that today we use 1.5 Earths (equivalent) resources, including to absorb waste, and by the 2030s we may need 2.0 Earths (equivalent) to maintain this lifestyle.

There is an international paradigm shift from waste to materials management and South Australia has been influential in the global uptake of zero waste concepts.

There remains considerable work to do, shaping production and consumption practices and implementing resource efficiency through commerce, industry and levels of government. Resource efficiency means using materials, including scarce materials such as rare earth metals (used in electronics), as efficiently as possible.

Policy studies from other OECD countries estimate very considerable savings and productivity gains from improved resource efficiency. It is safe to assume that innovation in resource efficiency has potential to generate significant cost savings and productivity improvements throughout the economy.

Savings in public sector expenditure

Savings in public sector expenditure, at state and local government levels, is another important area of policy focus. Public sector expenditure in South Australia makes up quite a large share of the overall economic activity in the state. Recently Zero Waste SA sponsored re-evaluation of waste management contracting in SA Health, identifying potential for \$8–10 million of savings. Although these savings are not yet banked, the case indicates scope for considerable budgetary savings across the public sector through coordinated procurement and resource efficiency.

Waste management represents a considerable proportion of local council operating budgets, including infrastructure investment and operation, delivery, contract management, education and awareness. Increased collaboration and optimisation of resources and effort, made possible through more consistency across municipalities, could bring substantial savings.

For South Australia to be an attractive investment destination with global market participation and acceptance of products and services, it needs to be a leader within the public sectors too.

Working in a national context

It is likely that South Australia's directions will continue to be influenced by the 2009 *National Waste Policy: Less Waste, More Resources* (National Waste Policy). This has a 10-year framework of priorities and principles, tackling problems such as e-waste, hazardous materials, and product stewardship. South Australia will continue to be a strong advocate for better national systems as well as acting independently in the State's interests.

Local, national and global economies

The first five-year Strategy operated in a booming commodities market with increasing resource consumption, but then faced a global downturn. The prices of new and recovered/recycled commodities, particularly those like paper, metals and plastics that depended on world benchmarks, dropped by as much as 80% from their peaks. Responding to this, the 2011–2015 Waste Strategy was developed to be more flexible to adapt to changing conditions.

The 2015–2020 Strategy comes at a time that needs innovative solutions to strengthen the economy, build future resilience and underpin our future prosperity. In order to grow the economy, the Strategy must support local infrastructure investment and markets while reducing wasteful consumption.

5 United Nations Environment Programme. 2013. *UNEP Year Book – Emerging Issues in our Global Environment*, Kenya.

6 Global Footprint Network. <http://www.footprintnetwork.org/en/index.php/GFNI>

Managing climate change

Climate change is a global issue with significant local impacts. Australia continues to work on developing international responses and national policy, such as the Emissions Reduction Fund which allows businesses, State and Local Governments, community organisations and individuals to undertake approved emissions reduction projects and to seek funding from the Australian Government for those projects through a reverse auction or other purchasing process.

The State Government released *Tackling Climate Change: South Australia's Greenhouse Strategy 2007-2020* in May 2007. This set out South Australia's long-term response to climate change offering strategies and an action plan for agencies. The introduction of the *Climate Change and Greenhouse Emissions Reduction Act 2007* made South Australia the first Australian jurisdiction to enact specific climate change legislation that sets a long-term aspirational emissions reduction target and renewable energy targets.

The *Climate Change and Greenhouse Emissions Reduction Act 2007* contains a target 'to reduce by 31 December 2050 greenhouse gas emissions within the State by at least 60 per cent to an amount that is equal to or less than 40 per cent of 1990 levels as part of a national and international response to climate change'.

As a first step towards reducing emissions by 60% by 2050 a key priority of the Strategic Plan 2011 is limiting the State's greenhouse gas emissions to 108% of 1990 levels during 2008-12 in line with Australia's international commitments under the Kyoto Protocol⁷.

South Australia has more than met the target and averaged 91 per cent of the 1990 baseline during the period. In other words, in contrast to a target of 8 per cent above the baseline, South Australia has achieved 9 per cent below the baseline during the period 2008 – 2012. Over the same period (1990 to 2012), South Australia's Gross State Product rose by over 65 per cent, showing that emissions can be reduced with continued economic growth.

The South Australia Government has committed to the development of a new strategy for climate change action and will also be conducting a review of the *Climate Change and Greenhouse Emissions Reduction Act 2007* in 2015.

In addition, the State Government will continue to attract investment, drive innovation and create jobs through transitioning to a local carbon economy and has committed to making our capital city the world's first carbon neutral city through the establishment of a carbon neutral "Adelaide Green Zone".

The National Waste Policy suggests that the waste sector will contribute greenhouse emissions of around 15 million tonnes of carbon dioxide equivalent per year, of which approximately 11 million tonnes is from landfill.

As well as reducing methane emissions from landfill, collecting and recycling materials can save greenhouse gas, energy and water. When a recovered material is used, it saves the energy and other inputs used to extract and refine a virgin resource. Waste avoidance and recycling benefit the climate more than waste treatment technology, even where energy is recovered during the process. How we access, use and recover resources in future is part of adapting to climate change. Assessing the way building materials flow through the economy, for example, will help us to better manage density of living, expansion, energy efficiency and sustainable design. In the meantime, to help reduce greenhouse gas emissions we can continue to reduce wasteful consumption and inappropriate disposal.

The climate benefits of waste practices result from avoided landfill emissions, reduced raw material extraction and manufacturing, recovered materials and energy replacing virgin materials and fossil-fuel energy sources, carbon bound in soil through compost application, and carbon storage due to recalcitrant materials [such as plastic and wood waste] in landfills.

Waste and Climate Change, United Nations Environment Program (UNEP) report 2010

⁷ Government of South Australia. 2011. *South Australia's Strategic Plan 2011*. Government of South Australia, Adelaide. <saplan.org.au/>

Community views and values

The broader concepts of sustainability are now more widely understood, accepted and practiced in business and community life. To balance environmental outcomes with lifestyle, the community looks to government and industry for signs of change, such as South Australia's ban on check-out style plastic bags, updated container deposit legislation and high performing kerbside recycling systems, including kitchen scrap recycling in some council areas. The South Australian community has embraced initiatives such as household hazardous waste drop off events, electronic waste recycling and options for recycling soft plastics, batteries and light globes through retail partnerships, particularly where these initiatives are offered for free. For more problematic and difficult to handle wastes streams, such as e-waste, mattresses, gas cylinders, photo voltaic panels and so on, the community and / or industry may need to be willing to pay for responsible recycling outcomes. With increasingly complex waste streams, on-going government support is necessary in infrastructure and behaviour change through education and awareness.

Managing costs and prices

Cost is a main factor from the moment of waste generation, to its value as a recyclable commodity, to final disposal. Businesses and organisations that make, take, recycle and dispose of waste are sensitive to capital and operational cost. Costs affecting the recycling and reprocessing sector in South Australia are:

- distance from infrastructure and markets
- scale of demand and supply
- transport logistics
- operating costs such as fuel, energy, employment, government levies and charges.

It is unlikely that 100% recycling of most products and materials is currently feasible. Striving for an optimum level of recycling, using financial and non-financial instruments, policies, targets, and approaches is likely to be more cost effective and achievable.

The global financial crisis showed that the resource recovery industry is vulnerable to sharp drops in commodity prices, demand for resource types and available finance. However, the government can also apply market-based tools, such as:

- policy for setting landfill levies, advance disposal and recycling fees, and deposit-refund and subsidy schemes
- incentives, grants and loans to promote change and efficiency, enhance environmental performance and innovation, and reward desired behaviours
- producer responsibility measures, including future recycling costs in purchase prices, influencing buying decisions and supporting effective recovery of valuable resources.

Many Australian state governments use landfill levies as the main economic instrument tool to manage waste.

“Cost is a main factor from the moment of waste generation, to its value as a recyclable commodity, **to final disposal.”**

PARTNERSHIPS

Achieving the Strategy's objectives and targets needs sharing of responsibility and consulting, cooperating and partnering with a range of stakeholders.

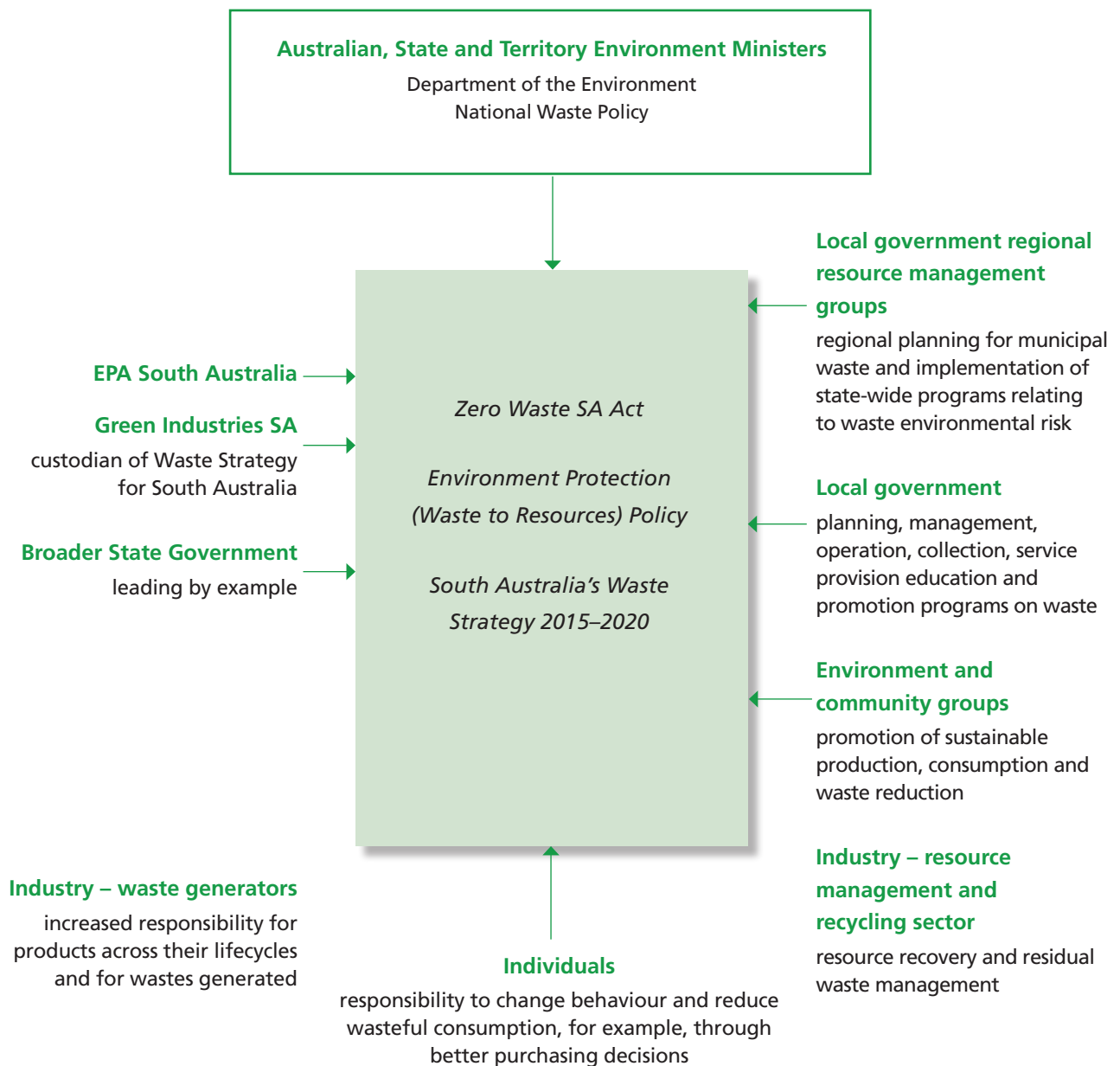


Figure 2 Roles and relationships in waste management in South Australia

Environment Protection Authority

The Environment Protection Authority (EPA) and Zero Waste SA work collaboratively to achieve innovative waste management regulation and policy. The EPA regulates the environmental impacts of waste in South Australia to avoid or minimise adverse effects on human health and the environment and promote resource recovery. It administers environment protection policies, codes of practice, licences, environment improvement plans, guidelines and enforcement tools. The EPA considers the Waste Strategy when determining matters related to licences and referred development applications.

In 2010, the EPA introduced the *Environment Protection (Waste to Resources) Policy*. The policy provides a regulatory basis to help achieve the State's waste management objectives through mechanisms such as mandatory resource recovery requirements and banning a wide range of materials from direct disposal to landfill.

State Government partnering agencies

Agencies that lead by example are the Department for Communities and Social Inclusion, Arts SA, Royal Adelaide Hospital, and the SA Convention Centre (Tourism SA). Zero Waste SA partners with these agencies and others to change the way they do business, recognising that a more sustainable approach has tangible benefits. Other government departments and stakeholders will help to achieve the new Strategy's objectives in their own work through collaboration and partnerships.

Local government, including regional waste and resource management authorities

Local government plans and manages:

- household waste and recycling services
- municipal systems for solid waste, recyclables and green organics
- transfer stations.

Local government is central to planning infrastructure needs, including industrial waste needs where municipal and industrial facilities combine. The community expects local government to provide waste services as a service covered by their rates.

Many councils also run education programs, develop environmental and sustainability strategies and work cooperatively with Zero Waste SA to establish regional waste management plans. These activities complement and support the Strategy.

Councils strive to meet community expectations, reduce costs, rehabilitate closed landfills, control illegal dumping and deal with hazardous and problematic waste.

Australian Government

The Australian Government oversees international obligations and, increasingly, industry seeks nationally coordinated and consistent policy on environmental regulation. The National Waste Policy was endorsed by Australia's environment ministers in 2009. The Department of the Environment leads this work, coordinating national product stewardship and extended producer responsibility schemes. It has established schemes for oil and packaging, computers and televisions, and tyres with used paint and handheld batteries also being developed.

Resource management and recycling industry

The waste management and resource recovery industry is a significant sector of the economy in South Australia. The sector has an annual turnover of around \$1 billion, contributes directly and indirectly more than \$500 million to Gross State Product ($\approx 0.6\%$ of GSP), and employs around 4,800 people across a wide spectrum of jobs. Putting this into perspective, the industry is similar in economic value to the fishing and aquaculture industry, and similar in terms of employment to the water industry.

The waste and resources industry also contributes to economic activity not yet routinely captured in statistics. Materials separated from the waste streams return to downstream re-manufacturing industries within South Australia and elsewhere, making new products that people buy, and in the process, further contributing to the economy and employment.

When making decisions, State Government values partnerships with the Waste Management Association of Australia, Australian Council of Recyclers, Business SA and the Australian Industry Group.

Private sector waste generators

Businesses are increasingly aware that managing waste is part of their productivity and efficiency. To reduce waste, some businesses need advice and support, from product design through to identifying recycling and reuse opportunities at the end of a product's life. Many industries see the need to manage their own waste and to act as stewards for their products, such as under the National Waste Policy stewardship initiatives. The industry partners that help to achieve the goals of the Strategy are:

- Australian Council of Recyclers
- Australian Food and Grocery Council
- Australian Industry Group
- Australian Retailers Association
- Australian Packaging Covenant
- Business SA
- Compost for Soils
- Hardware Association of South Australia
- Housing Industry Association
- Individual waste and recycling companies
- Master Builders Association
- Product Stewardship Australia
- Plastics and Chemicals Industry Association
- Property Council of Australia
- SA Retail Property Group
- SMEs and larger companies across South Australia
- State Retailers Association
- Waste Management Association of Australia (SA Branch) and others

Environment and community groups, non-government organisations and Indigenous communities

Diverse communities play a part in supporting the Strategy's objectives. These range from tiny rural volunteer organisations collecting recyclable materials to fund local activities, through to large organisations that coordinate national campaigns or actively advocate for change. Organisations like KESAB *environmental solutions* can use the values of the community to encourage behaviour change through activities such as school education, community engagement and litter and illegal dumping initiatives. South Australia's traditional owners hold or manage more than 40% of the state and are a significant proportion of the rural and remote population⁸. As land managers, Indigenous people have an important role in managing waste; in some areas, distance and access to recycling markets need innovative local solutions.

Individuals

South Australians have achieved the highest per capita recycling rate nationally, and our waste going to landfill has dropped⁹. But waste tonnage overall is growing with our economy and population. We consume and discard objects based on available options. We need to be even more responsible for the environmental and social impacts of our consumption choices. Individuals can avoid waste, recycle and reduce contamination of recyclables.

Tertiary education/research and development sector

Collaboration, research, data collection and monitoring will help us to manage resources more efficiently. The Zero Waste SA Centre for Sustainable Design and Behaviour looks at design and behaviour change across a range of disciplines, such as architecture and childhood development, and researches waste management and reduction, recycling and resource efficiency. Zero Waste SA also collaborates with local tertiary and research and development institutions such as Flinders University, the University of Adelaide, the South Australian Research and Development Institute (SARDI), and interstate and overseas research centres.

⁸ Government of South Australia. 2005. *Caring for Country*. Government of South Australia, Adelaide. <http://www.sapo.org.au/pub/pub4321.html>

⁹ Rawtec. 2013 South Australia's Recycling Activity Survey 2012-13 Financial Report. Zero Waste SA. Adelaide - note 2013-14 report is in preparation

WASTE STRATEGY FOR 2015–2020

Attaining sustainability

(Meeting the needs of current and future generations through positive environmental, social and economic changes)

South Australia's Strategic Plan provides an important blueprint for our state set around key organising principles.

South Australia's Waste Strategy 2015–2020 relates primarily to the organising principle: Our Environment, and in particular Target 67: Zero Waste, which aims to reduce waste to landfill by 35% by 2020 and reach a milestone of 25% reduction by 2014 (South Australia has met the 2014 target of 25%, achieving nearly 27%).

The successful implementation of the Strategy will also contribute to the following targets in South Australia's Strategic Plan:

- Our Prosperity – T35 Economic growth; T38 Business investment; T39 Competitive business environment; T47 Jobs and T56 Strategic infrastructure
- Our Environment – T59 Greenhouse gas emissions reduction; T62 Energy efficiency – Government buildings; T64 Renewable energy; T70 Sustainable land use and T75 Sustainable water use
- Our Ideas – T95 Industry collaboration, research and development commercialisation; T96 Public research expenditure; T98 Business research expenditure.

Vision

Achieving a resource efficient economy

In articulating a vision for the Strategy the range of terminology such as natural capital, resource efficiency, product stewardship, secondary materials, circular economy, re-manufacturing and even zero waste can be confronting.

The simple fact is that, as individuals and as a society, we process resources to make products that are made up of various materials, and these products are often discarded at the end of the product's life. We need to shift the focus from linear disposal pathways for products (and therefore the materials within them) to keep

these resources circulating within the economy if this provides benefits such as energy and/or water savings, reduced greenhouse gas emissions, intergenerational equity and so on.

However, recycling and re-manufacturing of secondary materials only reduces the demand for new resource inputs; material losses still occur through these processes. If we do not find ways to reduce the demand for natural resources then they will continue to be used up.

A resource efficient economy is a vision whereby the needs of society are provided with fewer inputs through a range of supporting strategies, measures and processes.

Mission

To achieve a resource efficient South Australia, by minimising South Australia's demand on primary resources, and maximising the reuse, recycling and recovery of materials, using the framework of the waste management hierarchy and the principles of ecologically sustainable development

Framework and principles

The Zero Waste SA Act sets out the framework and principles that guide us in developing the Strategy.

The framework is the waste management hierarchy. The principles are:

- ecologically sustainable development
- best practice methods and standards
- open dialogue with local government, industry and the community.

Waste management hierarchy

The waste management hierarchy is recognised internationally as an aspirational framework for sustainability.

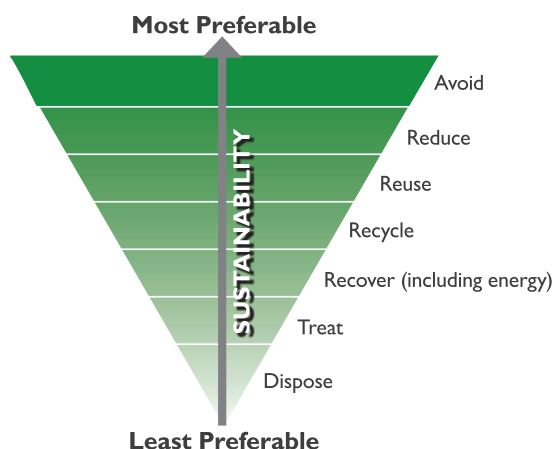


Figure 3 Waste Management Hierarchy

The framework stresses the need to:

- operate at the highest possible level of the hierarchy, considering social, environmental and economic practicalities
- make decisions for the mainstream using sound knowledge and education
- conserve materials and energy by acting to avoid waste and reduce wasteful consumption
- preserve the value of materials used, through source separation and reduced contamination.

The Strategy positions South Australia at the higher levels of the waste hierarchy, and emphasises sustainability and greater community engagement.

Ecologically sustainable development

Ecologically sustainable development means to:

- use, develop and protect the environment in ways that allow people and communities to provide for their health, safety, and economic, social and physical wellbeing
- sustain the potential of natural and physical resources to meet the needs of future generations
- safeguard the life-supporting capacity of air, water, land and ecosystem
- avoid, remedy or mitigate adverse effects of activities on the environment

- give proper weight to long-term and short-term economic, environmental, social and equity considerations in deciding matters that relate to environmental protection, restoration and enhancement.

Best practice methods, standards and innovation in managing waste and materials

As old waste infrastructure is renewed, we should apply best practice to:

- technical and regulatory innovation
- organisational structures and skills that reflect market and community expectations.

Open dialogue with local government, industry and the community

Our work with local government, industry and the community promotes trust in us to help them improve their waste management and continue to make positive changes.

Objectives

South Australia's Waste Strategy 2015–2020 has three objectives:

- a resource efficient economy where the best or full value is secured from products and materials produced consumed and recovered across the state
- a stable and efficient market for investors, essentially a clearly articulated policy framework that gives a solid platform for investment decisions
- a culture enabling the SA community, businesses and institutions to continue and strengthen their role in implementing zero waste strategies and programs locally, nationally and internationally.

Strategy targets

Setting a target with a number and a time allows people to visualise and measure objectives.

The *Review of South Australia's Waste Strategy 2011–2015* examined whether the strategic targets established in that strategy were appropriate and realistic in order to guide development of targets for *South Australia's Waste Strategy 2015–2020*.

The 2011–2015 Waste Strategy identifies priorities, actions and objectives by different waste streams. In addition to specific quantitative targets for municipal solid waste (MSW), commercial and industrial (C&I) and construction and demolition (C&D) waste streams, it includes qualitative measures and targets for problematic and hazardous waste, measures to combat disposal and illegal dumping, and priorities for research and development.

The Review's conclusions regarding targets is summarised below:

Landfill reduction target

South Australia should be able to achieve the target of 35% reduction by 2020 once recent fluctuations in contaminated soil are taken into account (see Figure 4).

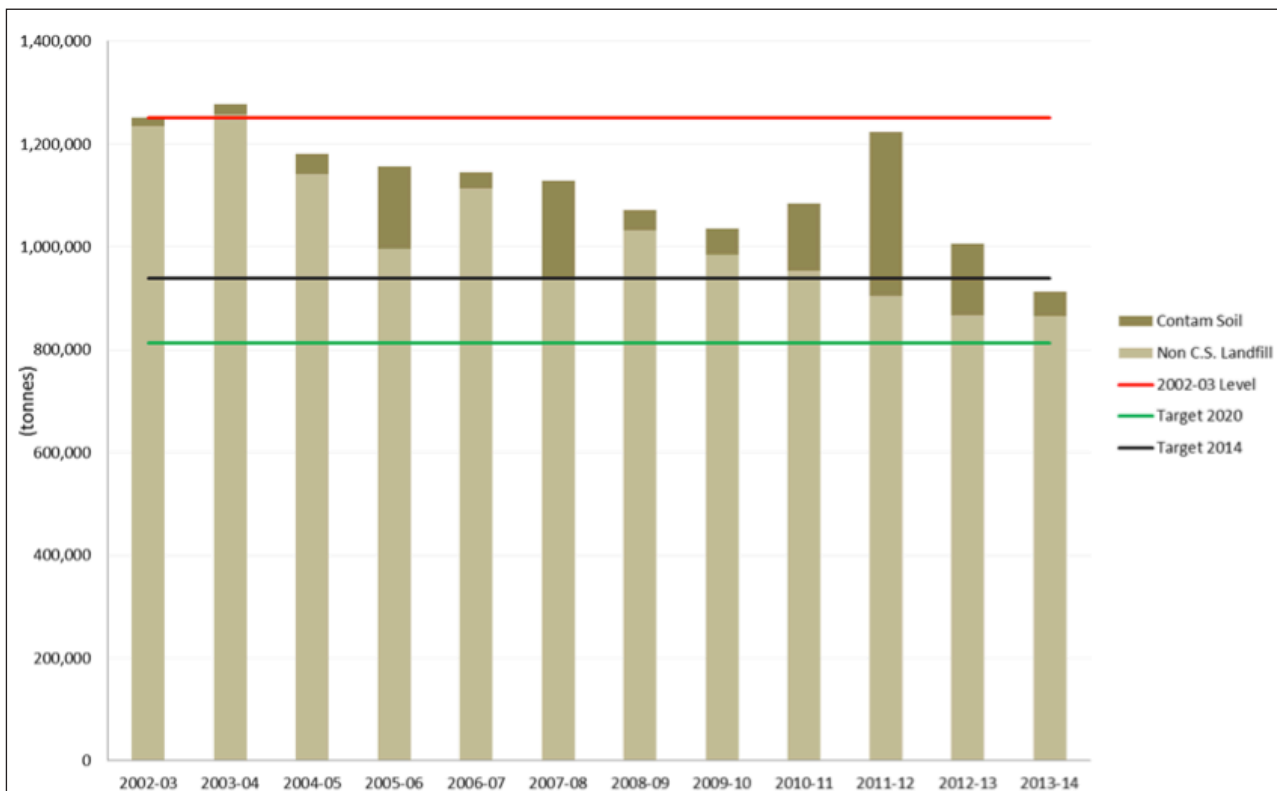


Figure 4 South Australia's solid waste to landfill trend (as at 31 August 2014) versus State Waste Strategy target for landfill reduction

Per capita waste reduction target

If the current downward trend in per capita waste generation continues, South Australia should be on track to achieve the 2015 target.

Metropolitan area targets

Municipal Solid Waste (MSW): the diversion rate of 59% fell just short of the 2012 target.

Commercial and Industrial waste (C&I): the 2012 target was achieved with a diversion rate of 75%.

Construction and Demolition waste (C&D): the diversion rate (80%) was below the 2012 target.

For the metropolitan diversion targets, the Review undertook additional analysis to establish trends to 2015. The Review analysis suggests that:

- MSW diversion in the metropolitan area is trending in line with the strategy targets, but it is difficult to predict if it will continue to match the higher rate of increased performance expected by the 2015 target.
- C&I diversion is already well above the 2015 metropolitan target.
- C&D diversion is fluctuating around the metropolitan target trajectory, but like MSW it is difficult to say that it will be able to continue to increase to achieve the 2015 target of 90%.

The Review suggested that all of the metropolitan diversion targets for 2012 have proven realistic, but the 2015 targets for MSW and C&D could be 'stretch' targets if on-going improvements are not sustained. Based on council MSW audit data it would appear that if most recyclables remaining in the waste stream and food organics were collected, 70% is achievable but will need continued consistent effort on education and food waste systems roll out.

The Review concluded that the targets in the 2011–2015 Waste Strategy are set at realistic but challenging levels, appropriate for the current strategy. The source sector diversion targets are comparable to those in other Australian jurisdictions, but are not state-wide. It is wise not to have set materials-specific targets within municipal solid waste category, as these are notoriously difficult to track.

The Review recommended the following for consideration:

1. Setting separate recycling and recovery targets within the overall landfill diversion target; however definitions would need to be clear.
2. In the future consider quantitative targets for regional areas.
3. It is important to continue to track progress towards meeting the 2015 per capita 5% waste reduction target.

In responding to these recommendations Zero Waste SA has adopted the following position for this consultation draft of *South Australia's Waste Strategy 2015–2020*:

1. Setting separate targets for recycling is not considered reliable as seasonal factors, economic development activity, geographic location and other factors influence recycling volumes. The absence of mandatory reporting requirements for recyclables and the difficulty in tracking material recycling and recovery flows are also problematic. More transparent reporting of data would assist in defining realistic targets for material types.
2. The 2011–2015 Waste Strategy set defined intentions rather than numerical targets for non-metropolitan areas largely because of views raised by local government during the consultation

period for that strategy. Particular challenges in non-metropolitan areas that support these views include location, distance, population base, community expectations, the quantities that can be collected for recycling and local relationships.

This consultation draft for the new Strategy has retained the view that numerical targets are not practical for most non-metropolitan areas although may be appropriate for major regional centres. Comments on this are welcome.

3. The *2012–13 Recycling Activity Survey* (Rawtec, 2013) reported that South Australia is on track to achieve the 2015 target for reduction in per capita waste generation, providing waste generation per capita does not increase dramatically before 2015.

Reducing overall waste generation continues to be a challenge and this consultation draft for the *South Australia's Waste Strategy 2015–2020* has retained the view that on-going efforts to reduce per capita waste generation rates are required. Reducing waste generation by one per cent per year over the five year life of this Strategy is retained.

It is Zero Waste SA's view that councils that provide fortnightly collection of green organics to all residents and provide food organics collection to all residents (as well as recycling and residual waste collection) can achieve up to 60% diversion rate. However, this does not include MSW quantities arising from hard waste services, street sweepings, waste collected at drop-off facilities, and council operated commercial services where opportunities for further diversion of materials also arise. In the *Recycling Activity Survey 2012–13* report¹⁰, MSW sources made up the majority (38%) of waste disposed to landfill. C&D and C&I sources constituted 36% and 26% of landfill volumes respectively.

Targets for MSW, C&I and C&D waste streams are based on detailed analysis undertaken for the *Review of South Australia's Waste Strategy 2011–2015*, annual recycling activity surveys and from Zero Waste SA's own internal analysis, which strongly suggests that the current targets are still applicable with minor adjustments suggested. However, the MSW target for the Strategy now comprises a 60% kerbside bin diversion target and other MSW waste for a combined overall 70% diversion target for MSW in the metropolitan area.

¹⁰ Rawtec. 2013. *South Australia's Recycling Activity Survey 2012-13 Financial Year Report*, Zero Waste SA, Adelaide.

In the future, the range of materials suited to the recycling bin is likely to increase as resource recovery infrastructure and technologies improve. Improvements in the collection, handling and processing of material arising from household hard waste collections will also lead to greater recovery rates.

Figure 5 summarises the goals and targets of the State's Strategic Plan and of *South Australia's Waste Strategy 2015–2020*. The targets are not binding and are a guide only.

South Australia's Strategic Plan (Department of the Premier and Cabinet)

> 35% reduction in landfill disposal from 2002-03 level by 2020¹¹
milestone of 30% by 2017–18

Per capita waste generation target

> 5% reduction in waste generation per capita by 2020 (from 2015 baseline)

Landfill diversion targets		
Year	Metropolitan (% diversion)	Non-metropolitan
<i>Municipal solid waste (MSW) landfill diversion targets</i>		
2009 (baseline)	55	Not applicable
2012	60	Maximise diversion to the extent practically achievable
2015	70	Maximise diversion to the extent practically achievable
2020	70*	Maximise diversion to the extent practically achievable
<i>Commercial and industrial (C&I) landfill diversion targets</i>		
2009 (baseline)	60	Not applicable
2012	65	Maximise diversion to the extent practically achievable
2015	75	Maximise diversion to the extent practically achievable
2020	80	Maximise diversion to the extent practically achievable
<i>Construction and demolition (C&D) landfill diversion targets</i>		
2009 (baseline)	80	Not applicable
2012	85	Maximise diversion to the extent practically achievable
2015	90	Maximise diversion to the extent practically achievable
2020	90	Maximise diversion to the extent practically achievable

*MSW target comprises 60% diversion from high performing bin systems contributing to an overall MSW target of 70%.

Figure 5 Summary of goals and targets for diversion from landfill and reduction in waste generation.

Energy from waste

South Australia has achieved significant landfill diversion outcomes through waste prevention, reuse and recycling during the past decade and will continue to enhance these efforts under the guidance of this Strategy. Through these efforts we have seen a generally consistent downward trend of residual waste to landfill, but residual waste inevitably exists, in particular mixed residual waste. In 2013–14, about 910,000 tonnes of residual wastes were sent to landfill in South Australia and more than three quarters of these residual wastes came from the Metropolitan Adelaide area.

Since the first waste strategy it has been recognised that we need to support new technologies and processes to manage residual waste streams effectively.

While being considered ‘recovery’ on the waste hierarchy, efficient recovery of energy from residual waste¹² has a valuable role to play both in diverting waste from landfill and in resource (energy) recovery. Energy from waste has the potential to deliver renewable or low carbon energy in a cost effective way. Because it is a constant (not intermittent) energy source, this supports energy security. Energy recovery can also support smaller decentralised energy generation.

In 2013 Zero Waste SA commissioned a Background Paper¹³ to examine new developments in energy from waste technologies globally, the associated investment profile and relevant policy developments. The study reported that in terms of landfill gas technology, Australia can be considered a world leader.

Use of fuels derived from agricultural and food processing wastes is also common in some states. However, there are very few examples of successful generation in Australia from residual solid waste from MSW and C&I waste streams compared to Europe, the US and Japan.

In South Australia, the first and second waste strategies encouraged landfill gas capture for energy production. Landfill gas flaring or capture for electricity generation now becomes an industry norm in the State. New business ventures and investment in energy from waste were also stimulated.

- The SITA-Resource Co facility at Wingfield is Australia’s first Refuse Derived Fuel (RDF) manufacturing plant which developed a RDF from commercial and industrial waste streams. It is being used as partial replacement of fossil fuels in the Adelaide Brighton cement kilns and the company is exploring RDF export interstate and overseas¹⁴.
- SA Water is also exploring expanded use of anaerobic digestion technology at its Bolivar wastewater treatment facility.

The Review recognised energy from waste technology as a technology that could dramatically transform the process, systems and economics of waste management and resource recovery in South Australia, in particular anaerobic digestion and energy from residual waste.

Waste infrastructure has a long lifetime. Energy from waste projects require significant capital investment and operating costs but with tight profit margins. Economy of scale (large amount of feedstock) is generally needed for financial viability. Changes in the composition and volumes of residual waste in the future must be considered in the development and selection of technologies now. Innovation, technology mix and flexibility must be encouraged and optimised to ensure the right long term capacity. The economic and environmental impacts of technologies must also be weighed in the balance.

For example, most of the energy from waste is traditionally produced in the form of electricity. Modern plants are also looking to use steam and heat as alternative or additional energy output to achieve higher overall efficiency (combined heat and power). They also look to value-adding by-products such as more advanced anaerobic digestion technology that can enhance energy production and produce higher value fertiliser from digestate.

South Australia has a relatively small population and economic base. Increasing source segregation and recycling will most likely continue to reduce the residual waste available for energy recovery. Therefore South Australia is unlikely to achieve the scale of energy from waste production seen in Europe, the US and Japan.

¹² ‘Residual waste’ has a broad meaning here, which means remaining waste that cannot be economically or practically recycled/recovered for reasons such as contamination, no market for the material or uneconomic to take to market, that is “waste at this point of time would otherwise go to landfill”.

¹³ Ricardo-AEA was engaged to undertake the study. Following the study, Zero Waste SA has also developed an Interim Consultation Position Paper on Waste to Energy.

Both papers have provided a knowledge/information basis for stakeholder consultation and debate on the issue.

¹⁴ South Australian EPA has published a Standard for the production and use of refuse-derived fuel (2010).

Anaerobic digestion presents an opportunity as a cost effective means of dealing with some organic wastes. Anaerobic technology is flexible and plants can be designed to meet local requirements for feedstock and outputs. It can be built on many different scales, from large sewage sludge and/or MSW treatment to small on-farm facilities. It can produce renewable energy and valuable soil conditioner or bio-fertilisers, supporting sustainable farming.

In line with the waste hierarchy, the South Australian Government supports efficient energy recovery from residual waste and niche waste streams through best available technologies that suit local conditions, can deliver environmental benefits and provide economic opportunities. The South Australian Government believes that energy from waste should support and not disregard any viable options for higher order beneficial uses.

There is a potential for the sector to grow further in the State. The Review identified that the development of energy from waste facilities to extract the full value from the remaining residual waste stream and grow the resource recovery sector is a critical future need. This would bring significant infrastructure investment and employment to the State.

In order to realise the potential of energy from waste in the State a number of priorities for action are proposed in this Strategy.

The Review identified that the **development of energy from waste facilities** to extract the **full value** from the remaining residual waste stream and grow the resource recovery sector **is a critical future need**.

STRATEGIC OBJECTIVES AND ACTION

<p>A resource efficient economy where the best, or full value is secured from products and materials produced and consumed across the state</p>	<p>A stable and efficient market for investors, a clearly articulated policy framework that gives a solid platform for investment decisions</p>	<p>A culture enabling the South Australian community, businesses and institutions to continue and strengthen their role in implementing resource efficiency strategies and programs locally, nationally and internationally</p>
<p>LONG-TERM STRATEGIC OBJECTIVES</p>		
<ul style="list-style-type: none"> • Promote green innovation (such as the development and uptake of new, cleaner technology) • Recognise the lifecycle of products and account for the resources used • Develop and adopt innovative products and services that help reduce our ecological footprint to create comparative economic advantage • Increase and maintain capacity of recycling systems and reprocessing infrastructure • Identify new opportunities through developing and promoting innovative solutions • Avoid and reduce wasteful use of resources in production processes and products, such as leaner production, design for the environment and extended producer responsibility • Encourage the greater use of products made from recycled materials • Support efficient energy recovery from residual waste and niche waste streams through best available technologies which are suitable to local conditions and can deliver environmental benefits and provide economic opportunities. 	<ul style="list-style-type: none"> • Increase and maintain capacity of recycling systems and reprocessing infrastructure • Implement regulation that drives progress and long term investment decisions • Monitor and evaluate the effectiveness of appropriate price signals and legislative instruments 	<ul style="list-style-type: none"> • Develop and adopt innovative products and services that help reduce our ecological footprint to create comparative economic advantage • Learn the importance of, and foster, attitudes and lifestyle choices that encourage us to live within nature's limits • Embed this new learning within our education systems • Support consumers to make informed purchasing choices • Implement regulation that drives progress and long term investment decisions • Identify new opportunities through developing and promoting innovative solutions • Generate new business opportunities through improving cross-industry resource efficiency (industrial symbiosis) • Support appropriate research and development

PRIORITIES FOR ACTION

Measurement, analysis, evaluation and reporting to support targets and assess the adequacy of the Strategy

Building our knowledge and data on waste and recycling

- Continue to develop and refine Zero Waste SA's environmental data and knowledge management and reporting system (ZEUS)
- Measure recycling activity
- Encourage councils to measure and record illegal dumping using ZEUS
- Record waste (tonnes) to landfill by waste stream (MSW, C&I, C&D)
- Require greater transparency in reporting of materials and mass flows from industry to enable new targets with respect to specific materials
- Collect and analyse litter data
- Capture and report industry and business experiences for use by others
- Work with others to allow businesses and organisations to be recognised for their effort
- Monitor community attitudes and behaviours
- Monitor infrastructure and identify gaps
- Record learnings and feedback
- Inform policy and design of projects with feedback
- Monitor industry investment, change in perceptions and importance of environmental issues
- Measure outcomes as these relate to greenhouse gas emissions, carbon, water, materials intensity
- Develop models that give feedback on individual and system performance
- Evaluate programs and initiatives

Each waste stream has been analysed to arrive at the following strategies and associated targets.

Municipal solid waste target: 70% diversion by 2020 Adelaide metropolitan only

Maximise diversion to the extent practically achievable (non-metropolitan only)

- Promote high material diversion rates through provision of consistent collection services and frequency of service across metropolitan Adelaide
- Promote food organics collection and treatment
- Promote food waste prevention measures
- Promote reduced contamination of source separated systems
- Encourage diversification in materials captured for recycling
- Advocate for national solutions to problematic wastes such as packaging and hazardous wastes
- Encourage better contracting and monitoring for household collection services, including application of technology such as Radio Frequency Identification (RFID) tags for wheelie bins and website applications which provide data to households.
- Encourage efficient use of waste services and facilities
- Support the implementation of the Environment Protection (Waste to Resources) Policy
- Monitor and review kerbside collection systems to ensure maximum performance.
- Support coordinated and integrated householder recycling education campaigns such as Recycle Right
- Use innovative approaches to inform households, increase awareness of wasteful consumption and effective recycling, and maintain awareness above 80%

Commercial and industrial waste target: 80% diversion by 2020 Adelaide metropolitan only

Maximise diversion to the extent practically achievable (non-metropolitan only)

- Encourage improved source separation, collection systems and sorting infrastructure
- Promote better waste management and recycling service delivery by the private sector
- Reduce barriers to the use, by industry and government, of recycled materials in projects or products
- Identify solutions to achieve diversion of C&I in regional areas
- Support the implementation of the Environment Protection (Waste to Resources) Policy
- Encourage use of recycling systems, resources and tools for workplaces to assist with ongoing awareness
- Work with economic development agencies to look at growing resource recovery sectors
- Encourage industry training and awareness
- Promote sustainable procurement
- Promote industry knowledge and awareness through web based publications and information dissemination
- Work with other agencies to implement resource efficiency measures
- Involve greater numbers of businesses, especially SME and retail sectors in work recycling and resource efficiency programs

Construction and demolition waste target: 90% diversion by 2020 Adelaide metropolitan only

Maximise diversion to the extent practically achievable (non-metropolitan only)

- Encourage the responsible use of secondary materials such as concrete, aggregates, fill materials etc.
- Promote source separation wherever feasible
- Support the implementation of the Environment Protection (Waste to Resources) Policy
- Promote waste reduction and management practices in tertiary education courses
- Encourage salvaging and re-use of building materials
- Ensure planning decisions take account of waste generation and waste reduction
- Promote sustainable procurement, especially in the government sector
- Promote better design of the built environment, practices and the adoption of new and more sustainable building materials

Per capita waste generation target

5% reduction in waste generation per capita by 2020 (from 2015 baseline)

- Promote green purchasing and waste avoidance
- Engage the community in opportunities involving resources and sustainability
- Encourage re-use of materials or items through refurbishment

Problematic and hazardous waste target: effective product stewardship schemes in place by 2020

- Encourage the recovery and treatment of oils, solvents and other valuable materials for re-use
- Reduce hazards through hazardous waste collection, recycling and appropriate disposal
- Encourage remediation of low level and high level contaminated soils for re-use
- Promote the adoption of Extended Producer Responsibility
- Reduce hazards through hazardous waste collection, recycling and appropriate disposal
- Encourage use of less toxic alternatives in industry and in households, reducing hazards, injuries and health impacts
- Provide convenient drop-off facilities for unwanted household and farm hazardous materials

Disposal and illegal dumping target: decreased incidences and tonnages (based on council data reported using ZEUS - Zero Waste Environmental User System)

Landfill, enforcement, use of levies and financial instruments

- Review levies and other financial instruments, penalties and on the spot fines to reflect real costs
- Support the implementation of the Environment Protection (Waste to Resources) Policy
- Support, encourage and, where possible, demand landfill gas recovery for energy production where this is consistent with EPA requirements
- Implement litter reduction and public place recycling
- Do not develop new landfills to service metropolitan Adelaide
- Apply financial instruments to drive change
- Provide education, enforcement action and disincentives for dumping
- Ban from landfill materials that could be disposed of through strongly performing markets – having regard to metropolitan and non-metropolitan context
- Identify and maximise opportunities to increase awareness, link environmental values with reduced litter, illegal dumping and associated impacts

Industry development

Work with businesses and others to realise the full potential of the green economy and help to keep South Australia at the forefront of green innovation

- Help businesses to find new overseas markets for their waste management knowledge and skills
- Help businesses to reduce their costs through more efficient use of raw materials, water, and energy
- Promote innovation in business sustainability
- Identify business leaders who can assist with industry education and enable change across sectors and through supply chains

Research and development

As we extend our knowledge and focus on sustainable use of resources, we begin to extend beyond known approaches to recycling and re-use. Research will underpin and inform how we address these new challenges of wasteful consumption, and change behaviours. Research priorities will be evaluated from time to time.

- Encourage industry to analyse the flow of materials and other resources in a product's lifecycle from raw material extraction and manufacturing, through a product's useful life and recycling, to final disposal
- Identify where in lifecycle, changes can make large positive impacts on energy, waste, materials use and greenhouse gas production
- Attract other funding partners, such as the Australian Research Council for research projects
- Consistent with the guidance provided by the waste hierarchy, support new technologies that either enhance performance or replace landfill as a disposal option
- Support research into durable goods and products that encourage re-use
- Understand how sustainable behaviour change is achieved and apply findings to waste avoidance, reduction, littering, illegal dumping, consumption and so on
- Find the information we need to make better decisions about what we buy and use
- Encourage the development of graduate and post-graduate capacity

Energy from waste

Realising the potential of energy from waste

- Consistent with the waste hierarchy, continue to monitor resource recovery enterprises that source waste materials for energy recovery to ensure optimal outcomes within the Green Economy
- EPA to enhance clarity of relevant regulatory framework to support investment decisions being made on energy from waste developments and to avoid unintended or unnecessary regulatory impediments, for example:
 - enhance clarity regarding any waste levy application
 - develop relevant technical specifications and assessment criteria for energy from waste proposals (particularly anaerobic digestion and thermal treatment)
 - help support the dissemination of sound information for stakeholders on the environmental and health implications of relevant modern energy from waste technologies to support evidence-based evaluation of proposal risks and benefits
- Energy sector to provide clarity of planning and grid connection requirements and processes for energy from waste development
- Support and encourage anaerobic digestion and other energy from waste technology demonstration programs at precinct/clusters level based on feasibility assessments
- Support and encourage energy from waste from niche waste streams pertaining to local conditions, for example in the South-East region opportunities exist for timber waste to be used as a feedstock or in the event of intensive agriculture manures can be used
- Support long term waste infrastructure planning and develop innovative funding mechanisms to help stimulate investment in waste infrastructure, including energy from waste
- Facilitate and stimulate market development and acceptance of outputs from energy from waste through support of:
 - product testing
 - development of product standards
 - effective and accurate measurement of renewable content of mixed wastes and waste derived energy
 - government procurement

help support the **dissemination of sound information** for stakeholders on the **environmental and health implications** of relevant modern energy from waste technologies to **support evidence-based evaluation** of proposal risks and benefits

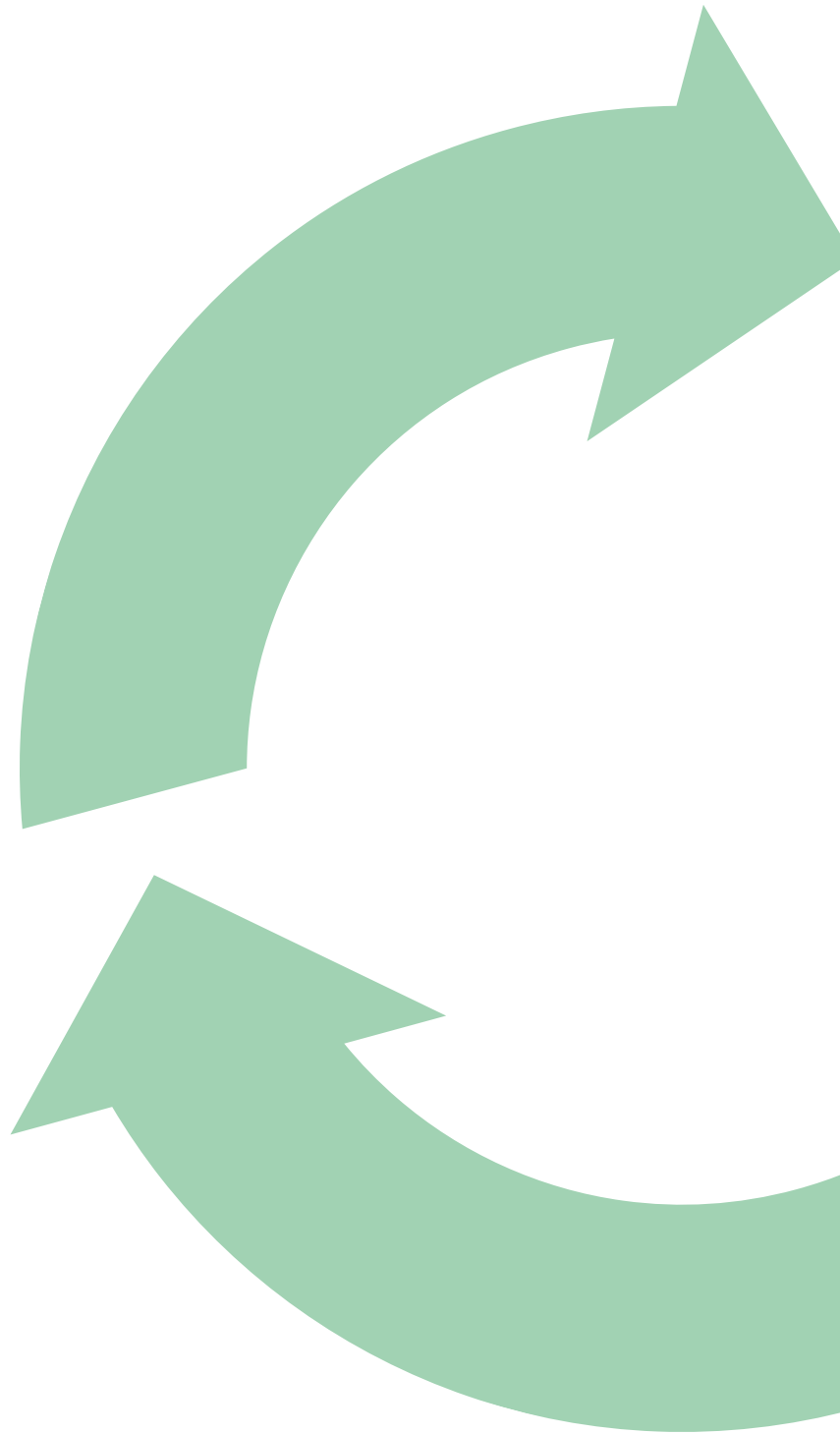
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APPENDIX 1: POLICY GOALS FOR GREEN INDUSTRIES SA

The Government's policy goals relating to Green Industries SA are:

- to work with businesses, governments and the environmental sector to realise the full potential of the 'Green Economy' and help to keep South Australia at the forefront of green innovation
- to build on the success of Zero Waste SA, as it has delivered on reduced waste to landfill and increased the State's capacity for recycling
- to recognise that waste management is a key environmental issue, and presents an opportunity to contribute to the State's economic growth
- that the organisation will:
 - help businesses to find new overseas markets for their waste management knowledge and skills
 - help businesses to reduce their costs through more efficient use of raw materials, water, and energy
 - administer grants to local government and industry to explore new technologies
 - be required to report against targets to ensure South Australia continues to reduce waste to landfill and achieve water and energy efficiencies
 - be established as a statutory corporation governed by its own legislation, with a board with representatives from State and Local Government, industry, and the environmental sector. It will be operational from 1 July 2015, coinciding with the winding up of Zero Waste SA.



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Government of South Australia
Zero Waste SA

**CITY OF MARION
GENERAL COUNCIL MEETING
12 MAY 2015**

Originating Officer: Ann Gibbons, Manager Environmental Sustainability
Director: Kathy Jarrett
Subject: Metropolitan Seaside Councils' Committee
Report Reference: GC120515R06

REPORT OBJECTIVES:

The purpose of this report is to seek nominations from Elected Members to act as Council's representative for the Metropolitan Seaside Councils' Committee (MSCC) for the current term of Council.

EXECUTIVE SUMMARY:

Elected Members are involved as Council liaisons or representatives to a range of external bodies which comprise community groups, school councils, management committees etc. Liaison and representation with such external bodies is an important role for Elected Members in that it provides leadership within the community, and helps build the community's capacity and resilience.

One of these external Committees is the Metropolitan Seaside Councils' Committee comprising all Councils along the metropolitan Adelaide coast. Due to the 2014 Local Government Election Council's nominated representatives to the MSCC now require review. The Metropolitan Seaside Councils Committee (MSCC) has written to the City of Marion seeking confirmation of the City of Marion's representatives to the Committee (Appendix 1).

RECOMMENDATIONS (1)

DUE DATES

That:

- | | |
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| 1. Councillors and (proxy) and the Manager Environmental Sustainability be appointed to act as Council's representatives on the Metropolitan Seaside Councils Committee for the duration of the current term of Council. | 12 May 15 |
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BACKGROUND

At the 22 July 2014 General Council Meeting (GC220714R05) the following resolution was endorsed unanimously:

That:

- 1. The Report titled "Proposed Changes to the Future Structure of the Metropolitan Seaside Councils Committee" be received and noted; and*
- 2. The Council supports the proposal to change the structure of the MSCC from an incorporated association to an unincorporated group; and*

3. *The Council endorses the draft Memorandum of Understanding and Terms of Reference and authorises the Chief Executive Officer to take all necessary steps to execute the Memorandum of Understanding on behalf of the Council, including undertaking any necessary negotiations to determine the order in which Host Councils are to be appointed under the MOU.*
4. *In line with the proposals outlined in this Report, Council authorizes the CEO to:*
 - a. *Invoice the MSCC for an amount of \$2,815.00. This amount represents an administrative fee that together with the same amount for all Constituent Councils, will collectively amount to 100% of the final funds of the MSCC, less any costs associated with the winding up of the Association.*
 - b. *Make a financial contribution of \$2,815.00 (noting that this amount is equivalent to the administrative fee detailed above) to the Host Council for the unincorporated MSCC as a form of 'start-up' funding.*

A letter from the Metropolitan Seaside Councils' Committee was sent to Mr Geoff Whitbread, Acting Chief Executive Officer, dated 08 April 2015 requesting that, following the recent Local Government elections, Council nominate an Elected Member and Council Officer to represent Council on the Committee (refer to Appendix 1).

The MSCC provides a valuable forum for councils to develop a common response to shared concerns, to facilitate collaboration to source funding to address priority concerns across council boundaries, <https://www.google.com.au/maps/place/Minter+Ellison/@-34.9244559,138.6009324,20z/data=!4m2!3m1!1s0x6ab0ced653ea7d7b:0xb299c64594d32f3> and to raise the profile of our coastal environments. Other benefits to councils include preparation of submissions on coastal issues during public consultation on government initiatives which specifically relate to the coastal environment.

The MSCC comprises the Cities of Salisbury, Port Adelaide Enfield, Charles Sturt, West Torrens, Holdfast Bay, Marion and Onkaparinga as well as a representative of Adelaide Shores. The Local Government Association and Coast Protection Branch also regularly attend meetings.

The MSCC is to be hosted by the City of Charles Sturt for the next four years. A copy of the Committee's Terms of Reference is attached at Appendix 2.

ANALYSIS:

The purpose of this report is to seek two Elected Member nominations for Council representative (including one proxy) and to acknowledge the Council Officer (staff member) for the MSCC.

The City of Marion hosted the MSCC during the last term of Council and former Councillors Cheryl Connor and Frank Verrall (proxy) were the Elected Member representatives on the Committee. Historically the representatives have come from the ward covering the City of Marion's coast line (i.e. the 'Coastal Ward').

It is recommended that Ann Gibbons, Manager Environmental Sustainability, be the Council Officer appointed to the Committee.

Financial Implications

Following payment of costs associated with the winding-up of the MSCC Inc. the amount invoiced by each member Council was revised down from \$2,815.00 to \$2,300.00. These funds will represent the City of Marion's contribution to 'start-up' funds for the unincorporated MSCC as per resolution 4. b. above.

There are currently no additional annual membership fees or other fees associated with the MSCC. The Committee has its own budget that is used for expenses such as catering, guest speakers and the like.

Should additional funds be required for the MSCC's operation in the future, a report from the MSCC will be presented to each Member Council outlining options for the raising of funds. Such options might include a further once off contribution, or an annual contribution.

Resource (capacity) Impact

Attendance at MSCC meetings and contribution to the successful operation of the MSCC can be provided within existing resources.

CONCLUSION:

The Metropolitan Seaside Councils' Committee provides a valuable opportunity for Councils to collaborate on a range of issues and opportunities relating to the management of the metropolitan Adelaide coast.

Elected Member involvement as a Council representative in the MSCC provides an ideal opportunity to keep informed of coastal issues relevant to the metropolitan Adelaide coast and important interaction with State Government agencies and the Coast Protection Board.

APPENDICES (2):

- 1. Letter from Metropolitan Seaside Councils Committee**
- 2. Metropolitan Seaside Councils Committee Terms of Reference**



8 April 2015

Geoff Whitbread
Acting Chief Executive Officer
City of Marion
PO Box 21
OAKLANDS PARK SA 5046

Dear Mr Whitbread

Metropolitan Seaside Council Committee 2015 - 2018

The City of Charles Sturt will be hosting the next term of meetings for the Metropolitan Seaside Council Committee from 2015 through to 2018.

We would like to invite you to formally nominate and/ or confirm your representatives to sit on the Committee. We attach a list of current membership for your reference and will be scheduling quarterly meetings in the near future.

To progress establishment of the Committee under the revised terms of reference, we will need the Chief Executive Officers of all participating Councils to sign a Memorandum of Understanding. Once we receive confirmation of your continuing membership, we will forward the document for signing I have attached a copy for your reference. We will subsequently invoice all Councils for \$2,300 should you wish to continue with the membership.

We believe there is value in continuing the group as we move forward and consider issues associated with climate change and sea level rise, both policy development and on ground issues. A collaborative approach to the management of the coast is paramount and the group can be influential in the future development and management of such issues.

Subject to confirmation of your membership, we have scheduled the first meeting for Thursday 23 April from 10am - 12pm. If you could please confirm your involvement and contact details of your members as soon as possible, we can then schedule the meeting dates for 2015 and beyond. For reference, the previous MSCC met quarterly on a Thursday morning for approximately one and a half to two hours. Future meetings times and days would be subject to ratification at the first meeting of the MSCC.

Please contact me if you wish to discuss.

Yours faithfully

A handwritten signature in blue ink that reads 'Allison Bretones'.

Allison Bretones
Manager Open Space, Recreation and Property
Encl

METROPOLITAN SEASIDE COUNCILS COMMITTEE – New Members for 2015 confirmed

?	NAME	ORGANISATION	POSITION	ADDRESS	EMAIL	PHONE
	Cr Peter Jamieson	City of Port Adelaide Enfield	Councillor	13 Merle Marten Dr, NORTH HAVEN 5018	peter.jamieson@portenf.sa.gov.au	8248 3133
Yes	Mr Andy Walker	City of Port Adelaide Enfield	Project Officer - Parks and Gardens	PO Box 110, PORT ADELAIDE 5015	Andy.walker@portenf.sa.gov.au	8405 6600
Yes	Mr Peter Gehling (Proxy)	City of Port Adelaide Enfield		PO Box 110, PORT ADELAIDE 5015	Peter.geling@portenf.sa.gov.au	8405 6600
	Mr Robert Tiggemann	City of Port Adelaide Enfield	Acting Director, Technical Services	PO Box 110, PORT ADELAIDE 5015	Robert.tiggemann@portenf.sa.gov.au	8405 6734
Yes	Mr Peter Smith	City of Holdfast Bay	Manager, Contracts & Strategic Projects	PO Box 19, BRIGHTON 5048	psmith@holdfast.sa.gov.au	8229 9949 or 0434 078 790
	Cr Peter Dixon	City of Holdfast Bay	Councillor	PO Box 19, BRIGHTON 5048	pdixon@holdfast.sa.gov.au	8294 5673
	Ms Tanya Roe (Proxy)	City of Holdfast Bay	Co-ordinator Environment & Coastal Assets	PO Box 19, BRIGHTON 5048	troe@holdfast.sa.gov.au	8229 9901
	Cr Bill Jamieson	City of Onkaparinga	Councillor	13 Neville Ave, CHRISTIES BEACH 5165	wjamieson@onkaparinga.sa.gov.au	8382 8600
	Mr Salvador Jurado	City of Onkaparinga	Asset Planner - Coastal	PO Box 1, NOARLUNGA CTR 5168	saljur@onkaparinga.sa.gov.au	8384 0735
	Cr Sharon Nash (Proxy)	City of Onkaparinga	Councillor	16 Jordan Ave, HAPPY VALLEY 5159	snash@onkaparinga.sa.gov.au	0417 855 163
	Cr Robert Randall	City of Charles Sturt	Councillor	19 Lexington Rd, HENLEY BEACH STH 5022	rrandall@charlessturt.sa.gov.au	0400 858 930
Yes	Ms Allison Bretones	City of Charles Sturt	Manager, Open Space, Recreation & Property	PO Box 1, WOODVILLE 5011	abretones@charlessturt.sa.gov.au	8408 1203
	Ms Kelly Mader (Proxy)	City of Charles Sturt	Natural Resource Management Officer	PO Box 1, WOODVILLE 5011	kmader@charlessturt.sa.gov.au	8408 1208
		City of Marion	Councillor			
		City of Marion				
Yes	Ms Ann Gibbons	City of Marion	Manager, Environmental Sustainability	PO Box 21, OAKLANDS PARK 5046	Ann.gibbons@marion.sa.gov.au	8375 6857

METROPOLITAN SEASIDE COUNCILS COMMITTEE – **New Members for 2015 confirmed**

?	NAME	ORGANISATION	POSITION	ADDRESS	EMAIL	PHONE
Yes	Cr Garth Palmer	City of West Torrens	Councillor	165 Sir Donald Bradman Dr, HILTON 5033	gpalmer@wtcc.sa.gov.au	0416 292 498
Yes	Cr Rosalie Haese (Proxy)	City of West Torrens	Councillor	165 Sir Donald Bradman Dr, HILTON 5033	rhaese@wtcc.sa.gov.au	0439 284 278
Yes	Mr Angelo Catinari	City of West Torrens	General Manager, Urban Services	165 Sir Donald Bradman Dr, HILTON 5033	acatinari@wtcc.sa.gov.au	8416 6248
Yes	Mr Joseph Ielasi	City of West Torrens	Manager City Assets	165 Sir Donald Bradman Dr, HILTON 5033	jielasi@wtcc.sa.gov.au	8416 6333
Yes	Mr Lyall Thomas	City of Salisbury	Manager Civil and Waste	120 Cross Keys Rd, SALISBURY SOUTH 5016	lthomas@salisbury.sa.gov.au	8406 8436 0401 987 269
Yes	Cr Chad Buchanan	City of Salisbury	Councillor	13 Norfolk Ave BRAHMA LODGE SA 5109	cbuchanan@salisbury.sa.gov.au	0403 677 807 or 8431 1755
	Mr Murray Townsend	Adelaide Living Beaches DEWNR	Manager, Public Land and Coastal Conservation	GPO Box 1047, ADELAIDE 5001	Murray.Townsend@sa.gov.au	8204 1910
	Mr Rob Tucker	Adelaide Living Beaches DEWNR	Project Manager	GPO Box 1047, ADELAIDE 5001	robert.tucker@sa.gov.au	8124 4878
	Mr George Deliyannis	Adelaide Living Beaches DEWNR	Coastal Protection	GPO Box 1047, ADELAIDE 5001	George.deliyannis@sa.gov.au	8204 1910
Yes	Mr Dominic Fitzsimons	Adelaide Shores	General Manager, Major Projects & Stakeholder Mgmt	Adelaide Shores, Military Rd, WEST BEACH 5045 (PO Box 69, GLENELG)	dominic.fitzsimons@adelaideshores.com.au	8355 7340 0423 296 800
Yes	Ms Kate Fulton (Proxy)	Adelaide Shores	Property Officer	Adelaide Shores, Military Rd, WEST BEACH 5045 (PO Box 69, GLENELG)	Kate.fulton@adelaideshores.com.au	8355 7356
Yes	Ms Julia Wallace (Proxy)	Adelaide Shores		Adelaide Shores, Military Rd, WEST BEACH 5045 (PO Box 69, GLENELG)	Julia.wallace@adelaideshores.com.au	8355 7317
	Mr Adam Gray	Local Government Association (LGA)	Director, Environment	GPO Box 2693, ADELAIDE 5001	Adam.gray@lga.sa.gov.au	8224 2055 0409 908 191
	Ms Caroline Taylor (maternity leave)	DEWNR Adelaide & Mt Lofty Ranges Region	Coastal Project Co-Ordinator	205 Greenhill Rd, EASTWOOD 5063	Caroline.taylor@adelaide.nrm.sa.gov.au	8273 9116

METROPOLITAN SEASIDE COUNCILS COMMITTEE – **New Members for 2015 confirmed**

?	NAME	ORGANISATION	POSITION	ADDRESS	EMAIL	PHONE
Yes	Mr Tony Flaherty	DEWNR Adelaide & Mt Lofty Ranges Region	Manager, Coast and Marine	205 Greenhill Rd, EASTWOOD 5063	Tony.flaherty@sa.gov.au	8273 9125
Yes	Mr Damian Moroney	DEWNR Adelaide & Mt Lofty Ranges Region	Coastal Projects Co-ordinator	205 Greenhill Rd, EASTWOOD 5063	Damian.moroney@sa.gov.au	
	Ms Emma Stephens	Adelaide & Mount Lofty Ranges NRM Board hosted by the City of Holdfast Bay	Metro Coast Estuary and Marine Officer.	PO Box 19, BRIGHTON SA 5048	estephens@holdfast.sa.gov.au	8229 9826
	Mr Stephen Cornish	Surf Life Saving South Australia	Development Manager	PO Box 117, WEST BEACH 5024	stevec@surfrescue.com.au	8354 6900
	Mr Shane Daw	Surf Life Saving South Australia	Lifesaving Services Manager	PO Box 117, WEST BEACH 5024	Shaned@surfrescue.com.au	8354 6900

Metropolitan Seaside Councils' Committee

Working together for tomorrow's Coasts

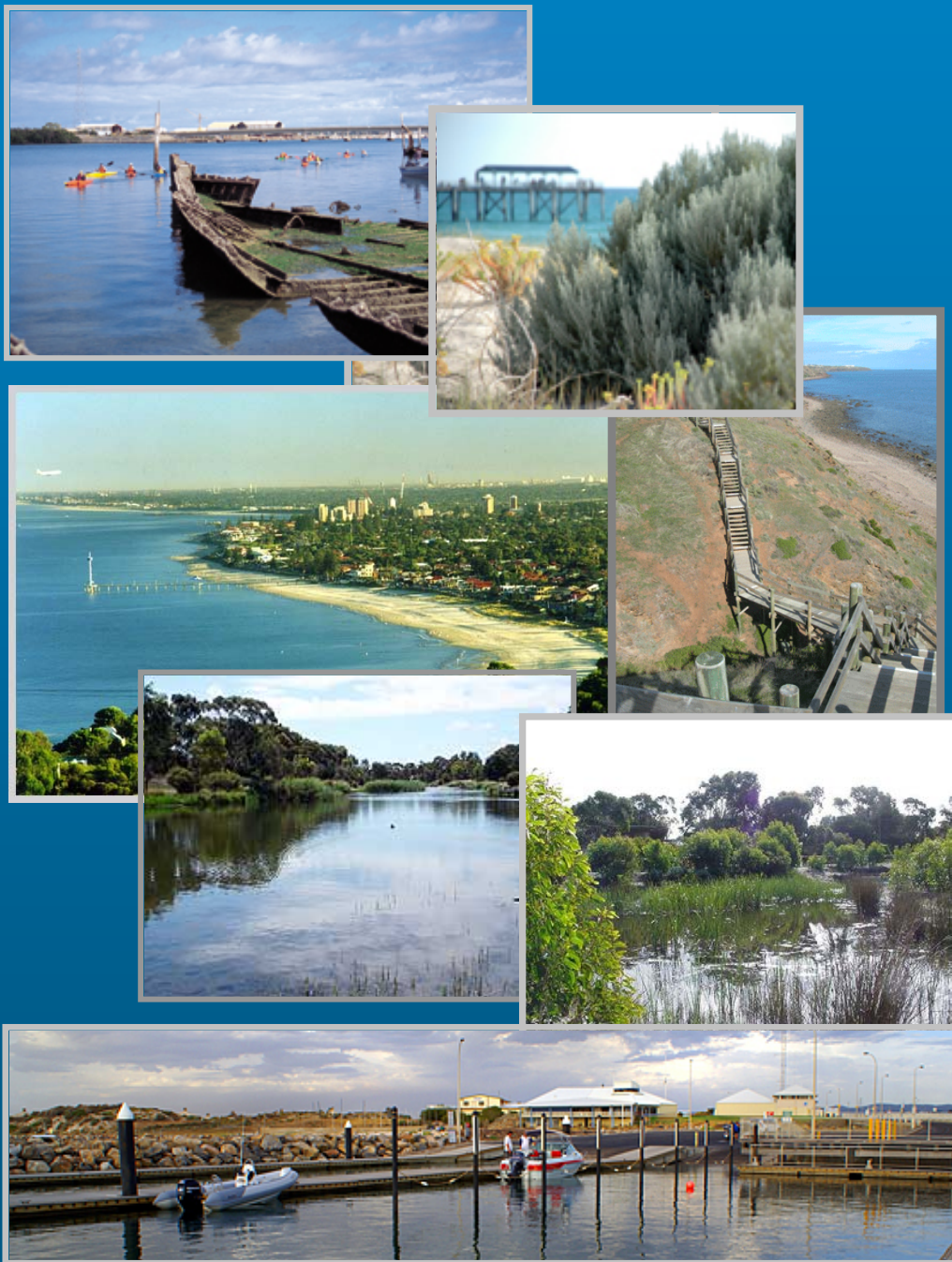


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About the Metropolitan Seaside Councils Committee

The Metropolitan Seaside Councils Committee (MSCC) is a successor unincorporated body to the former MSCC Inc. and is a body of Local Government representatives of long standing, pre-dating the Coast Protection Act of 1972, which established the Coast Protection Board.

Concern by metropolitan councils over increasing storm damage led to a predecessor of the current MSCC commissioning the University of Adelaide to undertake a study of metropolitan beaches. The outcome of this study – The Culver Report 1970 – proposed both the modern sand replenishment strategy and a Coast Protection Act.

The MSCC has existing links to the Coastal Protection Board, through the Chair of the MSCC being an advisory member of the Board, Natural Resources Adelaide and Mount Lofty Ranges Region and Adelaide Shores (West Beach Trust). Council staff representatives are drawn from parks, engineering and planning departments, at middle to senior management level.

The MSCC provides a valuable forum for councils to develop a common response to shared concerns, to facilitate collaboration to source funding to address priority concerns across council boundaries, and to raise the profile of our coastal environments. Other benefits to councils include preparation of submissions on coastal issues during public consultation on government initiatives which specifically relate to the coastal environment.



TERMS OF REFERENCE

1. PRELIMINARY

1.1. Name

The name of this unincorporated association is the "Metropolitan Seaside Councils' Committee".

1.2. Interpretation

In these Terms of Reference unless the contrary is apparent:

- 1.2.1. "Act" means the *Local Government Act 1999* (SA).
- 1.2.2. "Council" means a council constituted under the Local Government Act 1999 and any other authority of a local government nature constituted or established under South Australian legislation.
- 1.2.3. "Representative" means a representative appointed by a Member Council for the purposes of these Terms of Reference to represent a Member Council at meetings of MSCC.
- 1.2.4. "Elected Member" means any councillor of a Council.
- 1.2.5. "Host Council" means the Member Council that is chosen to be the Host Council for the MSCC for the term of 4 years.
- 1.2.6. "Member Council" means a Council which is a signatory to the MSCC Memorandum of Understanding.
- 1.2.7. "MSCC" means the Metropolitan Seaside Councils Committee.
- 1.2.8. "Suitable advisory organisation" means a Government entity or other association which meets the requirements of the MSCC for membership.
- 1.2.9. Words importing the masculine gender include the feminine gender and vice versa.
- 1.2.10. Words importing the singular include the plural and vice versa.



2. AIMS AND OBJECTS

2.1. Aims

The principal aims of the MSCC are to:

- 2.1.1. Ensure the maintenance and improvement of coastal environments;
- 2.1.2. Re-establish and rehabilitate coasts areas where possible;
- 2.1.3. Determine the present and future conditions of the Adelaide metropolitan coast, and the best method of preserving and improving the foreshore and beaches.
- 2.1.4. Develop strategic partnerships to protect, enhance and promote the coast.

2.2. Objects

The Primary Objects of the MSCC are to:

- 2.2.1. Promote cooperation between Member Councils and advisory organisations and stakeholders, and coordinate actions on issues of regional significance regarding the sustainability of the urban coastal environment.
- 2.2.2. Ensure the co-operation and co-ordination of all the Member Councils and advisory organisations and stakeholders to take any action necessary for the improvement and betterment of facilities, amenities and conveniences in order to provide enjoyment and recreation to the public.
- 2.2.3. Represent the Member Councils and advocate on issues relating to the sustainability of coastal and estuarine environments to regional, state and federal bodies.
- 2.2.4. Facilitate the sustainable and integrated planning and management of natural and built coastal and estuarine assets.
- 2.2.5. Identify and address emerging issues affecting metropolitan coasts and estuaries, including any human impacts upon St Vincent's Gulf, through research and project development.
- 2.2.6. Facilitate knowledge and tools development and exchange to enhance community awareness and engagement on sustainability of coasts and estuaries.
- 2.2.7. Develop strategic partnerships with other appropriate organisations to devise, prioritise and implement protection strategies and address emerging issues which affect the metropolitan coast.



3. POWERS OF THE MSCC

- 3.1. To associate with other associations (both incorporated and unincorporated), clubs and organisations having similar objects to those of the MSCC.
- 3.2. To seek funding through the Host Council for suitable coastal management projects.
- 3.3. To publish material such as reports and papers.
- 3.4. To do things which are conducive to the Objects of these Terms of Reference and to further the interests of the MSCC.
- 3.5. To as required, with the assistance of the Host Council, raise funds at any time from Government Grants or other external sources as required to carry out the aims and objectives of the MSCC.
- 3.6. To as required, utilise the funds of the MSCC held by the HOST Council as necessary to carry out the aims and objectives of the MSCC.

4. MEMBERSHIP AND VOTING

4.1. Eligibility for Membership

- 4.1.1. A Council shall be eligible for membership if the Council has a coastal boundary as defined by the Coast Protection Board's Metropolitan Coastal Protection District and has signed the MSCC Memorandum of Understanding.
- 4.1.2. Eligible Member Councils and suitable advisory organisations shall each be represented by two Representatives from each organisation - one elected member and one officer of a Council, or two staff of an advisory organisation.

4.2. Appointment of Representatives

- 4.2.1. The recording of the names and contact details of all Representatives, the date of appointment and the Member Council they represent shall be the responsibility of the Host Council.
- 4.2.2. The appointment of additional Representatives to the MSCC shall be at the discretion of, and in a manner determined by, the Member Council's.
- 4.2.3. The office of a Representative shall become vacant if:
 - 4.2.3.1. The Representative resigns by letter addressed to the Council which appointed him/her;
 - 4.2.3.2. The Representative is replaced by his/her Council at any time.
 - 4.2.3.3. The Representative ceases to remain an Elected Member or staff member of that Council.
- 4.2.4. Where the office of a Representative becomes vacant, the Council concerned may appoint another Representative.



4.3. Voting

- 4.3.1. Each Member Council will have one vote per Representative;
- 4.3.2. Advisory organisations invited by the MSCC to participate in its meetings will not have voting rights;
- 4.3.3. The Chairperson shall have a deliberative vote only.

4.4. Opportunity and respect

- 4.4.1. All Members of the MSCC will be provided with equal opportunity in an atmosphere of equal respect in discussions and voting.

5. INDEMNITY AND INSURANCE

- 5.1. The Representatives of each Member Council will be protected by the general protections for Council members and employees as provided for in the Act.

6. HOST COUNCIL

- 6.1. The Representatives shall at the Meeting following the Local Government elections elect a Host Council from amongst the Member Councils of the MSCC which have indicated a willingness to accept that position and role.
- 6.2. The Host Council will maintain that position for a term, being the four years between Local Government periodic elections.
- 6.3. A Host Council shall not be elected to this position for any more than two consecutive terms.
- 6.4. The Host Council will provide administration services and support to assist in the ongoing management of the MSCC, as well as hosting the MSCC's meetings.
- 6.5. The Host Council will maintain an account to hold the funds of the MSCC and will provide access to those funds when requested.
- 6.6. The Host Council will pursue funding on behalf of the MSCC when required.
- 6.7. The Host Council shall keep and retain proper books of accounts and records of accounting records and meeting proceedings to correctly record and explain the financial transaction and financial position of the MSCC.
- 6.8. The Host Council will receive and bank all monies and issue receipts for the same, pay all accounts which have been passed by the MSCC and shall keep a proper record of all such receipts and payments in such a manner as an auditor may determine.
- 6.9. The Host Council shall prepare or have prepared a full financial statement and balance sheet annually.



7. CHAIRPERSON

- 7.1. The Representatives shall appoint a Chairperson from the Representatives of the Host Council as well as a Vice Chairperson from the other Representatives of the MSCC.
- 7.2. The Chairperson or in his/her absence, a Vice Chairperson shall preside at all meetings of the MSCC.
- 7.3. The Chairperson and Vice Chairperson shall hold office for a period of 4 years.
- 7.4. The Chairperson and Vice Chairperson may be removed from office at any time by a resolution carried by two thirds of the MSCC Representatives.
- 7.5. If at any stage the office of Chairperson or Vice Chairperson becomes vacant a replacement Chairperson may be appointed by the MSCC to hold office for the balance of the term of the original appointment.

8. MEETINGS

- 8.1. Meetings of the MSCC shall be held at regular quarterly intervals. The MSCC may also choose to hold additional meetings throughout the year.
- 8.2. 14 days' notice of a meeting will be given to all Members. The notice shall set out where and when the meeting will be held, and particulars of the nature and order of the business to be transacted at the meeting.
- 8.3. The notice may be delivered by email or by post.
- 8.4. Meetings of the MSCC will be held at the Host Council's offices which will be the official address of the MSCC or at an agreed location as notified.
- 8.5. The quorum of any meeting of the MSCC shall be the attendance of at least one Representative from a minimum of half the Member Councils plus one.
- 8.6. If there are insufficient Members present to constitute a quorum, the meeting shall take place but no decisions will be made.
- 8.7. An ordinary resolution is a resolution passed by a simple majority at a meeting.

9. MINUTES

- 9.1. Minutes of all proceedings of meetings of the MSCC shall be entered within one month after the relevant meeting in minute books for the purpose.
- 9.2. The minutes kept pursuant to this rule must be confirmed by the Representatives at a subsequent meeting.



- 9.3. The minutes kept pursuant to this rule shall be signed by the Chairperson of the meeting at the succeeding meeting at which the minutes are confirmed.

10. ALTERATION TO THE TERMS OF REFERENCE

These Terms of Reference may be amended by a resolution of two thirds of all the Member Council's.

11. DISSOLUTION

- 11.1. The MSCC may be dissolved or wound up by resolution of two thirds of all the Member Council's.
- 11.2. If after the winding up of the association there remains 'surplus funds', these funds are to be distributed amongst the Member Councils in an equal proportion.



**CITY OF MARION
GENERAL COUNCIL MEETING
12 MAY 2015**

Originating Officer: Ann Gibbons, Manager Environmental Sustainability

Director: Kathy Jarrett

Subject: Contribution to the regional Resilient South Program Coordinator

Report Reference: GC120515R07

REPORT OBJECTIVES:

The purpose of this report is to seek Council approval of funds to support the ongoing employment of a regional Resilient South Program Coordinator shared between the Cities of Holdfast Bay, Mitcham, Onkaparinga and Marion.

EXECUTIVE SUMMARY:

Resilient South is a partner program between the cities of Marion, Mitcham, Holdfast Bay and Onkaparinga.

The Resilient South Regional Climate Change Adaptation Plan (Regional Adaptation Plan) was adopted by each of the partner Councils in August 2014 (GC260814R06). At this time the Councils agreed to continue the Resilient South project by updating the Heads of Agreement, developing a new Sector Agreement with the South Australian Government, and engaging with regional stakeholders to develop an implementation plan.

A regional Resilient South Program Coordinator (Program Coordinator) who reports to the Program Management Committee (PMC) supports delivery of the Resilient South Program across the four partner Councils. This is a part-time (0.8 FTE) position and is jointly funded by the partner Councils until 30 June 2015. The position is employed and hosted by the City of Onkaparinga.

To support implementation of the Regional Adaptation Plan, \$23,555.50 (ex GST) is being sought as the City of Marion's contribution to the Program Coordinator for 2015/16.

RECOMMENDATIONS (1)

DUE DATES

That Council:

- 1. Refer the once-off amount of \$23,555.50 (ex GST) to support the continued employment of the regional Resilient South Program Coordinator in 2015/16, to the 2015/16 Annual Business Plan and Budget process for further consideration and prioritisation.**

12 May 2015

BACKGROUND

At the 26 August 2014 General Council Meeting (GC260814R06) it was resolved that Council:

1. *Adopt the Resilient South Regional Climate Change Adaptation Plan noting that:*
 - *It is a regional plan that establishes the preferred pathways to build the resilience of the southern Adelaide region to the impacts of a changing climate; and*
 - *Implementation will require the support and commitment of all levels of government, business, communities and individuals.*
2. *Support the continuation of the Resilient South Project in 2014/15, noting the following project objectives for this period:*
 - *Update the Resilient South Heads of Agreement between the four Partner Councils for the period 2014/15 to be signed by each Chief Executive;*
 - *Engage Partner Councils and the South Australian Government in a process to prioritise and cost the Regional Adaptation Plan's regional and local adaptation options; and*
 - *Develop a new Sector Agreement with the South Australian Government to progress priority adaptation options and assist in accessing new grant funding to support implementation of the Plan.*

A shared Resilient South Program Coordinator (Program Coordinator), who reports to a Program Management Committee (PMC), is jointly funded by the partner Councils until 30 June 2015. The Regional Program Coordinator position is 0.8 FTE (four days/week) and is employed by the City of Onkaparinga, with each of the partner Councils contributing funding for one day of the position.

Since endorsement of the Regional Adaptation Plan the Program Coordinator has focussed on the following activities:

- Amending the Heads of Agreement to reflect the implementation phase of the project; this has been signed by the CEO of each partner Council and runs until 30 June 2019.
- Delivering a series of workshops with stakeholders from across the region during March 2015 to provide input into a four-year implementation plan. This plan will be provided to each of the partner Councils mid-2015 for endorsement.
- Targeted briefings and presentations to key partners (e.g. Premier's Climate Change Council, Southern Zone Emergency Management Committee, Flinders University, etc.) and, on request, program champions.
- Working with City of Onkaparinga's spatial systems team to enhance the useability of a GIS database called 'Resilient Maps' developed for Resilient South to support informed decision making and provide visual representation of adaptation options and priorities.
- Preparation of a number of grant applications to support implementation of the Regional Adaptation Plan; none were successful.
- Negotiating a new Sector Agreement with the State Government to be signed by the Minister for Climate Change. Once state government processes have been finalised the updated Sector Agreement will be presented to each of the partner Councils for endorsement and an official signing event will be arranged.

Having a shared resource to coordinate development and delivery of Resilient South has been critical to its success during the planning phase. This coordination and resource sharing between the four partner Councils has created efficiencies when engaging with program partners and in preparation of regional plans and documents. This approach has placed the region in a leadership position in the sector in relation to climate change adaptation.

ANALYSIS:

Key regional service delivery responsibilities of the Program Coordinator now continue beyond June 2015. They include:

- Undertaking program and project work relevant to the position including the identification of new opportunities to develop and implement innovative climate change policies and programs.
- Ensuring the achievement of agreed outputs and outcomes consistent with the Resilient South Heads of Agreement between the Councils and the other funding partners.
- Developing partnerships with other service providers to assist the delivery of the program and implementation of its outcomes.
- Identifying and securing external funding to implement the four-year implementation plan.
- Providing executive officer support to the Program Management Committee, which includes management representatives from each of the partner councils.

The City of Onkaparinga, as employer of the Program Coordinator, is seeking confirmation from each of the partner Councils for financial contributions to this role for 2015/16.

Legal / Legislative and Risk Management: There is a risk that the momentum and regional focus gained during the planning phase will be lost should one or more of the partner councils discontinue support for the regional Program Coordinator.

The Cities of Holdfast Bay, Mitcham and Onkaparinga have all confirmed their contributions to the Program Coordinator, subject to final approval of their Annual Business Plans and Budgets.

The City of Marion's contribution to this role is included as one element in the list of unfunded/unprioritised items, however timing for consideration of these items by Council will not enable provision of advice regarding contributions to the City of Onkaparinga in time to meet their human resources obligations to the incumbent.

Financial Implications: The Program Coordinator (0.8 FTE) is funded through an equal contribution of per partner Council per year. This once-off contribution will be \$23,555.50 (ex GST) for 2015/16. It is proposed that this amount be referred to the 2015/16 Annual Business Plan and Budget process for further consideration and prioritisation.

Future funding requirements beyond 2015/16 to deliver priorities in the Regional Adaptation Plan will need to be considered by the partner Councils when the Implementation Plan is finalised. Alternative funding opportunities such as grants will be actively sought.

Resource (capacity) Impact: Should the regional Program Coordinator role not be continued, the four Councils can continue to work as a region to guide implementation of regional adaptation priorities through the Program Management Committee (PMC). Participation in the PMC is governed by the Heads of Agreement and is within existing resources.

Resource requirements to deliver specific priority projects in the Regional Adaptation Plan will need to be considered by each of the partner Councils when the four-year Implementation Plan is finalised.

CONCLUSION:

Resilient South is a regional partnership program of the Cities of Marion, Mitcham, Holdfast Bay and Onkaparinga. A part-time regional Program Coordinator is employed to progress agreed priorities and outcomes identified in the Regional Adaptation Plan. Each of the partner Councils contributes funding towards this shared resource. It is proposed that a once-off amount of \$23,555.50 (ex GST) to support continued employment of the regional Program Coordinator is referred to the 2015/16 Annual Business Plan and Budget process for further consideration and prioritisation.

**CITY OF MARION
GENERAL COUNCIL MEETING
12 MAY 2015**

Originating Officer: Colleen Madsen, Executive Assistant Mayor
Corporate Manager: Kate McKenzie, Manager Governance
Director: Kathy Jarrett
Subject: Financial Assistance Grants to Local Government
Report Reference: GC120515R08

REPORT OBJECTIVES AND SUMMARY:

This report seeks a resolution of Council that supports a national campaign instigated by the Australian Local Government Association (ALGA) and supported by the Local Government Association of South Australia (LGA) that aims to advocate for the continuation and importance of the Commonwealth Financial Assistance Grants (FAGs) as a vital revenue source for Council (\$2,736,897 in 2014/15).

Mayor Troy Pickard, President of ALGA and Mayor David O'Loughlin, President of the LGA, wrote to Council on 10 April 2015 and 16 April 2015 regarding the Commonwealth FAGs funding program. Copies of both letters are attached at Appendix 1 and 2.

In these letters ALGA and the LGA have asked that Council carry a resolution that advocates for the maintenance of FAGs and restoration of indexation¹; and ensure the importance of FAGs received is formally acknowledged, by Council resolving to promote these grants and the projects they fund in various publications. The effect of such by 560 local government authorities nationally, may influence the Commonwealth to restore the indexation to be frozen for a three year period as advised in the Commonwealths 2014 Budget.

RECOMMENDATIONS (4)

DUE DATES

That Council:

- | | |
|---|-------------|
| 1. Acknowledges the importance of federal funding through the Financial Assistance Grants program for the continued delivery of councils services and infrastructure; | 12 May 2015 |
| 2. Acknowledges that the City of Marion have received \$2,736,897 in 2014-15. | 12 May 2015 |
| 3. Will ensure that this federal funding and other funding provided by the Federal Government under relevant grant programs, is appropriately identified as Commonwealth grant funding in council publications, including annual reports. | 12 May 2015 |
| 4. Write to Dr Andrew Southcott MP, Mr Matt Williams MP and Amanda Rishworth MP highlighting specific implications of the FAGs indexation freeze. | 12 May 2015 |

¹ In 2013/14 the Federal Government released its budget papers proposing to freeze indexation until 2017/18 to bring the federal budget back to surplus. The impact of this indexation freeze for the City of Marion is estimated to be a total of \$1,067,389 during this time.



AUSTRALIAN LOCAL
GOVERNMENT ASSOCIATION



Local Government Association
of South Australia

10 April 2015

Mayor Kris Hanna
City of Marion
PO Box 21
OAKLANDS PARK SA 5046



Dear Mayor Hanna

Financial Assistance Grants to Local Government

Local councils across Australia have recently received the third quarterly payment of Commonwealth Financial Assistance Grants (FAGs) to local government for this financial year. FAGs are an important untied payment to councils from the Australian Government which are invested in essential community infrastructure and services ranging from local roads and parks to swimming pools and libraries. Councils will receive \$2.3 billion from the Australian Government in 2014-15 under this important program.

ALGA welcomes the payment of FAGs to local government, and acknowledges the importance of this direct funding link between the Commonwealth and local government. However, it is also important that the level of funding provided to councils, the sphere of government closest to the community, is adequate to ensure infrastructure and services are provided at a reasonable level in all communities.

FAGs funding is not currently keeping pace with demand for services and infrastructure in local communities, and the freeze of indexation will worsen this. Freezing FAGs at their current level until 2017-18 will result in a permanent reduction in the FAGs base by 13%.

ALGA, in its 2015 Federal Budget submission, has called for FAGs indexation to be restored immediately and for the Federal Government to consider the adequacy of the quantum of FAGs and the indexation methodology in the future.

While the FAGs are paid through each state's Local Government Grants Commission, the funding originates with the Commonwealth and it is important it is recognised as such. We are asking your council, and every other council in Australia, to pass a resolution acknowledging the importance of the Commonwealth's Financial Assistance Grants in assisting councils to provide important community infrastructure. We are also asking councils to acknowledge the receipt of Financial Assistance Grants from the Commonwealth in media releases and council publications, including your annual report.

The FAGs are paid quarterly and it would help to illustrate the importance and impact of the grants if councils identified an individual project of a similar size to their annual or quarterly FAGs payment and highlighted this to the media and your local Federal Member and Senator in a positive story on the grant funds.

SCANNED

Falling levels of Financial Assistance Grants threaten the provision of important services in all local communities. The financial sustainability of local government is of utmost importance for our communities, and we urge you to support the campaign to maintain Financial Assistance Grants and restore indexation of the grants by passing a resolution similar to draft resolution attached. Once your council has passed this resolution, please advise ALGA by emailing alga@alga.asn.au. This will allow us to compile a national list.

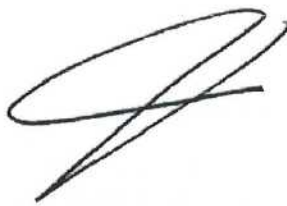
Full details on FAGs payments for the current financial year are available on the Department of Infrastructure and Regional Development website at www.regional.gov.au/local/assistance.

Thank you for your commitment to the local government sector and your assistance in our campaign to restore the indexation of Financial Assistance Grants.

Yours sincerely



Mayor Troy Pickard
President
Australian Local Government Association



Mayor David O'Loughlin
President
Local Government Association of
South Australia

SCANNED

Attachment

Council Resolution

That the Council:

- 1. Acknowledges the importance of federal funding through the Financial Assistance Grants program for the continued delivery of councils services and infrastructure;*
- 2. Acknowledges that the council will receive \$X.Y million in 2014 - 15; and*
- 3. Will ensure that this federal funding, and other funding provided by the Federal Government under relevant grant programs, is appropriately identified as Commonwealth grant funding in council publications, including annual reports.*

Rationale

FAGs are a vital part of the revenue base of all councils, and this year councils will receive \$2.3 billion from the Australian Government under this important program.

The Government's decision in the 2014 Federal Budget to freeze the indexation of FAGs for three years beginning in 2014-15 will unfortunately cost councils across Australia an estimated \$925 million by 2017-18.

ALGA and the state local government associations are seeking the support of Council for advocacy to have the Federal Government reverse the decision to freeze the indexation of FAGs.

While the FAGs are paid through each state's Local Government Grants Commission, the funding originates with the Commonwealth and it is important it is recognised as such. Council, and every other council in Australia, have been asked to pass a resolution acknowledging the importance of the Commonwealth's Financial Assistance Grants in assisting Council to provide important community infrastructure.

Council is also being asked to acknowledge the receipt of Financial Assistance Grants from the Commonwealth in media releases and council publications, including our annual report and to highlight to the media a council project costing a similar size to the FAGs received by Council so that the importance and impact of the grants can be more broadly appreciated.

SCANNED



AUSTRALIAN LOCAL
GOVERNMENT ASSOCIATION



Local Government Association
of South Australia



16 April 2015

Mayor Kris Hanna
City of Marion
PO Box 21
OAKLANDS PARK SA 5046



Dear Mayor Hanna

Financial Assistance Grants to Local Government

We wrote to you recently to seek Council's support in the fight to restore indexation to the Financial Assistance Grants (FAGs) from the Commonwealth Government.

These untied grants are a vital part of Local Government's revenue base, allowing the provision and maintenance of community infrastructure such as local roads, swimming pools and libraries. However, the Commonwealth Government's 2014 Budget decision to freeze indexation for this critical funding source will result in a permanent base reduction of about 13% once the freeze ends.

The Australian Local Government Association (ALGA) is writing to your local Member of Parliament, Dr Andrew Southcott MP, drawing attention to the impact on the electorate. We are asking for strong support for the restoration of indexation of the grants and for the matter to be raised with the Treasurer. We would also appreciate your support through your own complementary advocacy.

The eight councils within the electorates of Hindmarsh and Boothby will receive combined FAGs payments of \$22,920,182 from the Australian Government this financial year. However, if all councils feel the full impact of the indexation freeze, they could see electorate-wide losses of up to \$8,938,871, by the time the freeze ends in 2017-18.

The impact on your council could be just as significant. This financial year you will receive \$2,736,897.00 in FAGs payments. It is important to note that the full impacts of the indexation freeze will not be felt until the final year, by which time we estimate City of Marion alone will have lost as much as \$1,067,389.83. This loss cannot help but impact on the quality of local services and infrastructure you currently provide.

Today we urge you to take up this issue with your MP, to highlight the specific implications of the FAGs indexation freeze. Your Federal MP needs to know the specific services and/or infrastructure that may be at risk as a result.

If you could copy LGASA and ALGA into any such correspondence with your local Federal MP we will continue to build a national record of the specific impacts of this Commonwealth decision, which we can use in our ongoing advocacy work on this matter.

Yours sincerely

Mayor David O'Loughlin
President
Local Government Association of South Australia

Mayor Troy Pickard
President
Australian Local Government Association

**CITY OF MARION
GENERAL COUNCIL MEETING
12 May 2015**

Question Received from: Councillor Ian Crossland

Subject: Equitable Services Across Council

Ref No: GC120515Q01

QUESTIONS:

As Council moves towards providing equitable services across the city please could you confirm the number of residents living south of Sturt Road when compared with the number of residents living north of Sturt Road.

Using Sturt Road as the divide between north and south how many community halls are provided in each area. If there is inequity what does Council propose to redress this balance.

Using the same parameters how many Council subsidised Kindergartens are available in the north and south. If there is a clear inequity what does council propose to redress this inequity.

COMMENTS: Fiona Harvey, Manager Strategy

As at 2011 (ABS Census) there were 46,032 residents north of Sturt Road (or 55.5% of the total population of the City of Marion) and 36,959 south of Sturt Road (or 44.5% of the total population). This is a difference of 9,073 residents or 10.9% of the total population of the City of Marion.

The numbers of community halls and kindergartens north and south of Sturt Road are as follows:

- Community Centres/Halls – 19 north of Sturt Road, 11 south of Sturt Road
- Kindergartens – 6 north of Sturt Road, 1 south of Sturt Road.

Council owns and manages assets to provide services to the community, and therefore it is important to assess equity across the City in terms of service provision. In order to assess service equity a range of criteria may be considered including current demographics, community needs and aspirations, regional service provision and benchmarks for services.

Fit-for-purpose assets to support service provision may then be considered in terms of scale, size, functionality, utilisation, strategic alignment, ownership and management model options, upfront and whole of life costs and whether non-asset service solutions are available.

Consideration of these types of criteria may support Council to consider service and asset provision at a strategic level rather than an individual level, eg although Toc H Hall and the new Cove Civic Centre are both represented as one community facility north and south of Sturt Road respectively, they provide significantly different amenity and opportunity for service provision.

In relation to the consideration of a process to consider the provision of community halls, there are a range of opportunities and tools Council may wish to consider as part of the process. This may include bringing an item to the Strategic Directions Committee to consider equitable service provision across the City of Marion at the strategic level. There are also a number of policy tools that may assist Council in a process including the Asset Management Policy, the Asset Management Plans, consideration of asset acquisition, disposal or upgrades, and service reviews.

There are seven kindergarten services situated on City of Marion council land and on 9 September 2014 Council resolved to entered into lease agreements with the Minister for Education and Child Development at each of these sites (GC090914R06). The Minister for Education and Child Development operates the kindergarten services and is responsible for the operation, maintenance and upgrade costs as set out in the Council Report. As part of its resolution on 9 September 2014 Council also resolved to conduct a *'review at the expiration of the first year of the term over the following seven properties (with each of the kindergartens listed)'*. The review will commence an assessment of options from 1 June 2015, including potential ownership models and leasing fees for Council's consideration.

**CITY OF MARION
GENERAL COUNCIL MEETING
12 May 2015**

Question Received from: Councillor Nathan Prior

Subject: Renewable Infrastructure

Ref No: GC120515Q02

File No: 5.65.1.49

QUESTION:

1. How much solar power infrastructure does the CoM own? Where is it?
2. If we have any, do we have any figures showing performance over the time we have owned it?
3. Do we have any other renewable infrastructure? Wind power, etc?
4. Do we have any infrastructure which we have planned in for new buildings, eg the new Depot or the Cove Civic Centre?

COMMENTS: Ann Gibbons (Manager Environmental Sustainability)

Questions 1 and 2

The City of Marion has two small photovoltaic systems on Council-owned and/or operated properties:

- Marion Cultural Centre – 10 x 200 watt photovoltaic panels (2kW system); installed in 2009; generation capacity estimated to be 8.8kW per day; systems to monitor performance over time have not been set up for this array.
- Coomera – 10 x 190 watt photovoltaic panels (1.9kW system); installed in 2011; generation capacity estimated to be 6kW per day; performance data can be accessed via a password protected online system. Information relating to performance will be placed on the Elected Members' Extranet in the coming weeks.

Question 3

The City of Marion does not own any other renewable energy infrastructure such as wind power generators, etc.

Solar systems have been installed by leaseholders on the following Council-owned leased facilities: Active Elders, Ascot Park (40 x 250 watt panels; 10kW system); Marion RSL (120 x 250 watt panels; 30kW system), and Park Holme Community Hall (30 x 200 watt panels; 6kW system).

Question 4

Small photovoltaic arrays are planned for both City Services (9.36kW system) and Cove Civic Centre (5kW system). A number of passive treatments (e.g. daylighting, efficient lighting systems) have been incorporated into the design of both the City Services redevelopment and Cove Civic Centre to reduce energy demand.

**CITY OF MARION
GENERAL COUNCIL MEETING
12 May 2015**

Notice Received from: Councillor Ian Crossland
Subject: Community Safety Vehicles
Ref No: GC120515M01
File No: 9.24.1.4 & 9.33.3.30

MOTION:

That:

1. A Community Safety Vehicles are professionally sign written with Marion Council logo and wording across the side of the vehicle (including any appropriate graphic) to provide recognition and re-assurance to the community.
2. One of the Community Safety Vehicles is fitted with a flashing light bar.
3. Vehicles currently within 12 months of being replaced will be exempt from this motion.
4. Any cost associated with this motion will be funded from existing budgets.

COMMENTS: Councillor Ian Crossland

Many Councils already use marked vehicles to promote their brand and service. The benefits of utilising marked Community Safety vehicles:

- Promotes council's primary aim which is to educate and act as a deterrent. Not to carry out covert enforcement.
- Inspectors can be seen when investigating a complaint.
- Staff can now safely monitor areas especially if they are taking photographs particularly around schools or driving across reserves.
- Promotes a less confrontational role. Staff are easily identifiable when they deal with incidents.
- Unmarked vehicles are rarely required (maybe once a week or once a fortnight). Council has a pool of unmarked vehicles used by managers and these are utilised if required.
- A light bar should be fitted to one of the vehicles to provide a safe working environment on the road at night. Currently only one vehicle is used at night.

The use of marked vehicles within other councils has led to more positive outcomes when dealing with the public with less confrontations. Staff are more approachable with many enquiries dealt with by Community Safety Inspectors, rather than ongoing customer service requests.

The cost to add signage to each vehicle is expected to be around \$2,500 and the light bar will cost around \$750 to purchase and install. The unit currently has five vehicles which are kept for 3 years.

COMMENTS: Anna White, Team Leader Community Safety Inspectorate

The Community Safety Team operates five vehicles which assists the Inspectors in being able to carry out their duties and service the community. The fleet currently consists of three Volkswagen Caddys and two Holden Utes. All vehicles have the standard lighting and the City of Marion logo (13.5cm x 11.5cm) on both doors which are consistent with the City of Marion Style Guide and remainder of the Council fleet.

Community Safety Inspectors currently wear the City of Marion's corporate uniform and high visibility vests or jackets when working out on the road. In addition, it is a requirement of the Local Government Act and the Dog and Cat Management Act that authorised officers clearly wear their identity badges of delegated authority when undertaking any duties. The team takes an educative personal approach with the community and therefore most work is conducted away from the vehicle.

Liaison with several metropolitan Councils in regards to signwriting and lighting of their equivalent vehicles has been conducted and is tabled below:

Council	Vehicle signage	Additional vehicles lights
Onkaparinga	Yes(Large Logo)	Yes (Fixed)
Unley	Yes (Logo)	Yes (Fixed)
Mitcham	Yes (Logo and text detailing service)	Yes (Fixed on one af ter hours vehicle)
Charles Sturt	Yes (Logo and C ouncil Text)	Yes (Internal orange LED's)
Holdfast	Yes (Logo and Patrol Text)	Yes (Fixed)
West Torrens	Yes (Logo)	Yes (Fixed)

All councils detailed in the table have some form of additional lighting and signage on their vehicles. In some cases text is also included to identify the council and the purpose of the vehicle in use.

Various councils indicated that increased visibility provides some positive outcomes. It was highlighted that maintaining a professional and official looking vehicle was paramount. A number of councils have adopted different levels of lighting and signage to meet their specific needs. For example, extensive beach patrols have increased the need for one council to be more easily identifiable by pedestrian traffic and therefore equipped their beach patrol vehicles with the necessary sign writing and lighting.

There are advantages and disadvantages to both approaches to either leaving the vehicles as they are or making modifications to enhance the signage and lighting of the vehicles. Some positive outcomes of increased livery and lighting could include enhanced safety whilst dealing with emergency situations, increased recognition and identification of the work conducted by the City of Marion and potentially an increased perception of safety in the community.

Whilst an increase in visibility in certain situations could have a positive impact, in other situations this could be detrimental, for example investigations into sensitive complaints, community perceptions of an authoritarian approach and potential increase of abuse towards inspectors. It has been identified that a subtle low profile vehicle is as important.

Duties that require a less intrusive approach require a lower profile. This is due to the nature of work carried out, the potential impact on sensitive investigations and the safety of the Inspectors using the vehicles. For example, investigation into barking dogs and attending to complaints where the complainant wishes to remain anonymous. In this situation a prominent sign written vehicle could be a hindrance to the investigation. Other options such as the use of another organisation pool vehicle are limited as they are not suitably equipped for transporting dogs or available afterhours. This would limit the team's response to these types of complaints during these times.

The current day-to-day duties of the City of Marion Community Safety Inspectors rarely require Inspectors to stop or park in unsafe conditions and in most situations Inspector vehicles are parked safely before attending to their duties, most of which takes place from the footpath. In other situations that are assessed as being at a higher level of risk on the road, technology allows the Inspector to remain in the vehicle.

Information obtained from Work Zone Traffic Management and the Local Government Association (LGA) indicated that there is no legal requirement for vehicles to be fitted with additional lighting other than the standard vehicle lights. Hazard lights were deemed sufficient in all aspects. All Community Safety Inspector vehicles are equipped with hazard lights and a non-fixed magnetic flashing orange light that is used for dealing with roadside emergencies.

The current sign writing of the logo is comparable to other City of Marion fleet vehicles that have a similar profile in the community. The current logo is in keeping with the City of Marion Style Guidelines which was endorsed by Council on the 22nd June 2010 (GC220610R09). The logo is sufficient recognition of the Community Safety Inspectors whilst they are carrying out current duties.

Summarised below are the identified options and costs of what currently exists and options suggested in this Motion:

Summary Table of Options and Costs:

Option	Lighting – one vehicle only
1. No change	No additional cost
2. Additional lighting	\$750.00

Option	Signwriting – five vehicles
1. No change	No additional cost
2 a – Text and logo (only)	\$5,000 (total for 5 vehicles)
2 b - Photo (only)	\$4,500 (total for 5 vehicles)
2 c - Wrapping (including text and logo)	\$19,800 (total for 5 vehicles)
Removal of new signage	\$1,000 per vehicle

A further option in addition to the above could include keeping one vehicle as is, that would be dedicated to dealing with those complaints that are sensitive and require discretion.

Should Council choose to support this Motion the relevant costs involved would need to be referred to the 2015/16 Annual Business Plan and Budget process for further consideration and prioritisation.

Accordingly the following alternative motion is recommended to Council:-

“That:

1. All Community Safety Vehicles are professionally sign written with Marion Council logo and wording across the side of the vehicle (including any appropriate graphic) to provide recognition and re-assurance to the community.
2. One of the Community Safety Vehicles is fitted with a flashing light bar.
3. Vehicles currently within 12 months of being replaced will be exempt from this motion.
4. That all relevant costs involved with this motion be referred to the 2015/16 Annual Business Plan and Budget process for further consideration and prioritisation.”

**CITY OF MARION
GENERAL COUNCIL MEETING
12 May 2015**

Notice Received from: Councillor Bruce Hull

Subject: Telecommunications Facility, South Road, Edwardstown

Ref No: GC120515M02

File No: 9.24.1.4 & 9.33.3.27

MOTION:

"that Council take punitive action against Crown Castle and Telstra in relation to the [804-820 South Road](#), Edwardstown - Telecommunications Facility by 28 June 2015 should they fail to return that portion of the tower that does not intrude into prescribed airspace to its original 'light grey hue' (as pictured) as specified in the 'Variation of Decision' notice issued by the Commonwealth Department of Infrastructure and Regional Development on 22 April 2015."

COMMENTS: Councillor Hull

Nil

COMMENTS: Donna Ferretti

Follow-up investigations and discussions with Adelaide Airport were undertaken to determine the status of a request to vary the obstacle marking on the telecommunications tower in the manner described in the motion. The relevant authority – the Commonwealth Department of Infrastructure and Regional Development (DIRD) – has now responded to this request and issued a "Variation of Decision" notice that requires only that portion of the tower which intrudes into prescribed airspace be obstacle marked.

Telstra and Crown Castle have been notified of this decision and have indicated that works to return that part of the tower below prescribed airspace to its original 'light grey hue' will commence shortly.

**CITY OF MARION
GENERAL COUNCIL MEETING
12 May 2015**

Notice Received from: Councillor Bruce Hull

Subject: Expiation or Prosecution of Food Outlets in the City of Marion

Ref No: GC120515M03

File No: 9.24.1.4 & 9.33.3.27

MOTION:

"That the City of Marion release all information to our community relating to any expiation or prosecutions of food outlets in the City of Marion and that an accessible list of breached food outlets be placed on the City of Marion website"

COMMENTS: Councillor Bruce Hull

Appendix 1 attached. Also available to download: <http://www.adelaidenow.com.au/news/south-australia/adelaide-food-outlets-fined-by-adelaide-city-council-named-and-shamed/story-fni6uo1m-1227300072342>

COMMENTS: Sharon Perin, Unit Manager Community Health and Safety

The City of Marion contributes to public health and safety by administering the Food Act 2001 to ensure that businesses sell food that is safe and suitable for human consumption.

Environmental Health Officers investigate complaints under the Act and take a proactive role in monitoring food premises to ensure appropriate levels of hygiene are maintained and take samples to ensure the food is safe and to prevent the spread of disease. They also take a proactive role in educating people who handle food, about safe techniques.

The inspection of premises is an opportunity for EHOs to take preventative action by educating business proprietors. In the event of non-compliance, EHOs have a range of options they can take depending on the breach. The following table outlines their work:

	2011/12	2012/13	2013/14
Number of food outlets in Marion	361	372	447
Number of inspections	350	294	292
Number of follow up inspections	65	37	73
Inspection resulting from complaints	23	21	17
Action taken			
Written warning	29	34	5
Improvement notice	1	1	6
Prohibition order	0	0	0
Expiation	6	2	1
Prosecution	0	0	0

In deciding what action to take, EHOs consider level of risk to the public and consumers of the food, the compliance history of the food business and the number and type of issues and breaches of the Act detected. The aim is for businesses which have breached an aspect of the Act to remedy the issue and prevent the issue from further occurring. A food business may breach the Act and be issued a warning, expiation, notice or order and the matter may be rectified the same day or within a short period of time, thereby not putting the community at risk.

Public notification

The City of Marion does not currently release information to the community about individuals or businesses which have breached the Act. The Sunday Mail story (Appendix 1) in which Adelaide food outlets were reportedly “named and shamed” was the result of a Freedom of Information application.

SA Health has a “Food Prosecution Register” on its website where the details of individuals or businesses that have been successfully prosecuted in court are listed for two years. Details of individuals or businesses who have received a warning, improvement notice, expiation notice or prohibition order are not listed.

The City of Marion could list any successful prosecutions on its website in a similar fashion to SA Health and publish a table similar to the above on its website and in the annual report.

In deciding if the City of Marion should release the names of businesses that have been expiated, it is recommended that Council consider:

- The possibility that businesses may no longer work co-operatively with EHOs and may no longer seek advice from EHOs, which may lead to further breaches of the Act, thereby leading to food that is not safe for consumption by members of the community.
- The fairness of publicly naming a business when there may no longer be an issue as the business has rectified a breach of the Act and the impact that this may cause to the business.
- Obtaining legal advice to determine if there are any legal issues and ramifications that may arise from publicly releasing information about individuals or businesses who have not been convicted of an offence in a public court.

Adelaide food outlets fined by Adelaide City Council named and shamed

by: *ANDREW HOUGH, ANTHONY TEMPLETON* , From: *Sunday Mail (SA)* April 11, 2015 9:00PM



Hungry Jack's on West Terrace, one of several restaurants fined by the Adelaide City Council for failing food safety inspections. Source: News Limited

BUSINESSES within the Adelaide central business district fined for failing food inspections today can be named and shamed.

Adelaide City Council has fined a dozen businesses over hygiene breaches, including Next Generation Gym, several restaurants in Gouger St and Chinatown, Hungry Jack's West Tce store and Bacchus Karaoke Bar, Grote St.

Council documents obtained by *The Sunday Mail* under Freedom of Information provisions show several businesses were fined at least twice over the past three years.

A State Ombudsman test case in 2009 ruled that local authorities could no longer keep secret the identities of restaurants fined for breaking health rules.

The Mongkok, BBQ City Restaurants and Café Kowloon, all located in Gouger St, had multiple fines of between \$500 and \$2500.

Fines were issued for poor hygiene, storage or cleanliness, having animals or pests present and for failing to comply with previous warnings under the Food Standards Code. Together, the fines totalled \$15,000.

No business was prosecuted in the past four years but more were fined for breaching food laws, Orders issued to improve standards had almost tripled in three years.

About 1500 food safety inspections occurred annually but less than one per cent resulted in fines.

Authorities said they had a zero tolerance on poor hygiene standards but negotiating with the 1000-plus city food outlets also often achieved a high level of public safety.

The council's city safety and customer services program manager, Sean McNamara, said repeat offenders would face increased scrutiny.

"Clearly, food safety is absolutely critical because if you get that wrong, people can get sick," he said.

"It is quite concerning when we have a business with multiple (fines) but they don't always relate to food-handling practices. For example, one could be the result of the condition of the building and another could be to do with waste disposal."

Council has wideranging powers to enforce food safety standards, including an order that effectively shuts down offenders.

"We do also get people ringing up to complain about certain businesses, which is normally about 200 complaints a year, and we are compelled to investigate," he said.

A spokesman for Next Generation, which is due to embark on a rebranding from Tuesday, declined to comment.

Other businesses named by the council either did not return calls or management was unavailable for comment.

FOOD FAILURES

	Location	Date fined	Breach
Time Supermarket	Grote St	Feb, 2012	Breach Food Act s50
A1 Seafood	Moonta St	April, 2012	Animals and pests
Mongkok Chinese Restaurant	Gouger St	April 2012, August 2013	Breach Food Act s50, cleanliness
Next Generation	War Memorial Drive	June, 2013	Breach of Food Act s21
Cafe Kowloon	Gouger St	May, 2013, June, 2013	Health & hygiene of food handlers breach
Hungry Jack's	West Tce	March, 2013	Breach of Food Act s21
BBQ City Restaurant	Gouger St	November, 2012, April, 2014	Poor food storage, health & hygiene of food handlers breach
Bacchus Karaoke Bar	Grote St	July, 2013	Animals and pests
A1 Chinese Food	Moonta St	September, 2013	Poor food storage, breach of Food Act s50
Wild Thyme Organic Market Cafe	Melbourne St	April, 2014	Cleaning and sanitising
Noodle Kingdom	Gouger St	May, 2014	Breach of Food Act s50
Love Pho	Rundle Mall	May, 2014	Breach of Food Act s21

” FOOD SAFETY IS ABSOLUTELY CRITICAL – IF YOU GET THAT WRONG, PEOPLE CAN GET SICK ”

SEAN MCNAMARA – CITY COUNCIL



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**CITY OF MARION
GENERAL COUNCIL MEETING
12 May 2015**

Notice Received from: Councillor Jason Veliskou

Subject: Community Facilities Partnership Program

Ref No: GC120515M04

File No: 9.24.1.4 & 9.33.3.17

MOTION:

1. That the Community facilities funding partnership program eligibility be extended to include funding for the renewal, upgrade and purchase of council assets as decided by council.
2. That the current goal of encouraging organisations leasing council facilities to seek partnership funding for required renewal and upgrades continue.
3. That this CFFPP funding become a cash reserve starting for all allocations in future budgets within the long term financial plan.

COMMENTS: Councillor Veliskou

The CFFPP began with good intentions as council sought to maximise the money it could attract to essentially renew and to some extent upgrade its leased facilities by (predominantly sports and community) organisations.

The cost of asset renewal, for ratepayers, would be reduced as these organisations would in theory be attracting funding for other sources along with council funds. However to attract funding there had to be money to match it available through council; hence the CFFPP had begun.

The guidelines for accessing this money had certain requirements and whilst theoretically sound has in practice, failed to attract many eligible participants.

The reasons this has not been accessed includes: clubs not being able in a position; either through insufficient time to administer the requirements to attract grants; too busy to running the clubs to try; clubs not having the expertise to apply for the grants elsewhere; clubs not knowing about the program or unsure of eligibility. However a growing number of these organisations have a demonstrated need for renewal and even expansion of their facilities.

I have personally advocated a case management approach for such organisations and one has been trialled with the support given to Morphetville Park Sports club, which may be bearing fruit in addressing some of their immediate and long term needs through possible

avenues of external funding. It has appeared to me that before this trial the approach was quite hands off from council and pointing people in the right direction as opposed to supporting them to become successful.

So maintaining a more involved and supported CFFPP approach with clubs is important.

However the need for available funding for asset renewal, grade and even purchase may become a short term requirement as the council may seek to leverage some partnership funding of its own to address some of those asset needs throughout the city. That is why I propose we allow this source of funds to be opened up to this purpose.

The change to this fund from accounting to cash also guarantees the money is there if needed and does not create a perverse reward for the budget bottom line if the renewal/upgrade or partnerships program do not deliver as budgeted in any given financial year. The money in reserves would still provide and interest and/or offset dividend to council.

The council would decide how the money is spent, but would know it is there this year and beyond.

The council's commitment to structural savings, along with other possible savings or one off or ongoing revenue opportunities, through service reviews will allow us to revisit the amounts and sources of funding at a later date. Council may also want to totally revisit asset funding in the short to medium term and this motion does not exclude this happening.

COMMENTS: Heather Montgomerie

Following the Audit Committee's consideration of the Draft Annual Business Plan & Budget 2014/15 and Long Term Financial Plan 2014/15 to 2023/24 (AC270514R7.1), the Committee requested a review of the Acquisition and Disposal of Land Assets Policy (A&DLA Policy) and Community Facilities Partnership Program (CFPP) to address concerns it recorded about the deferral of asset disposals – in particular the surplus land at the City Services Depot Redevelopment site – and potential infrastructure funding gaps.

Subsequently, Council developed and adopted an Asset Management Policy (GC120814R04) to guide the development of its Asset Management Plans, which places a priority on maintenance of assets to optimise their lifespan, then like-for-like renewal of assets that are required for service delivery before investing in new or upgraded assets.

To reflect this asset management approach, and in accordance with the Audit Committee's request, reports addressing the CFPP and A&DLA Policy were presented to the Audit Committee on 14 April 2015 (AC14042015R6.4 and AC14042015R6.5, respectively). In addition, a report summarising the development of Asset Management Plans was presented (AC14042015R6.3).

Reports relevant to the future of the CFPP included:

AC140415R6.3 – Asset Management Plans Preliminary Report

Work is progressing well toward delivering AMPs by the end of 2014/15, as resolved by Council (GC100614R01). Estimates were provided as to Council's overall position based on the information currently to hand, which is summarised in the table below. It was noted that building renewal plans were not in place for all of Council's buildings, however that work is to be undertaken over the next two years to develop these building renewal plans – in the meantime it was recommended that an amount equivalent to accumulated depreciation on Council buildings be included in LTFP forecasts for building renewals.

LTFP Projections for operations, maintenance & renewal (excluding building renewal)	\$229.5 million
LTFP Projections for approved new stormwater works	\$24.1 million
Less Draft AMP forecasts for Operations, Maintenance & Renewal (excluding building renewals) + new stormwater works	(\$239.0 million)
Less proposed provision for Building Renewals	(\$49.0 million)
Projected funding shortfall based on currently adopted LTFP & draft AMP, including provision for building renewals	(\$34.4 million)

This report referred to the separate agenda item regarding the CFPP recommending that funding projections currently forecast for the CFPP in the LTFP be returned to 'Building Renewal', which would substantially reduce the forecast funding shortfall. The report also noted that any downward variation of rates/ revenue will further impact on available funding and necessitate review of Council's works and approach to its assets, as the LTFP projections in the table above were based on the currently adopted LTFP.

The Audit Committee commented favourably on the progress that had been made and the report was noted by the Audit Committee.

AC140415R6.4 – Community Facilities Partnership Program

The report summarised the history of the CFPP, including its origin as 'building renewal' funding in the 2009/10 LTFP. The report noted the proposed development of building renewal plans over the next two years which would provide clarity as to funds necessary to support like-for-like renewal of Council's building assets and priority works, as well as assisting to identify surplus assets which may offer potential for disposal.

Discussion transpired about the use of the CFPP for upgrade or new works placing additional pressure on Council's AMPs and LTFP due to generally increased operating, maintenance and renewal funding.

It was proposed that, in an environment where many community facilities are in a poor state of repair or likely to require work in the foreseeable future, CFPP funds be designated specifically for like-for-like building renewal to allow allocation of funds to occur according to priority need, and as existing assets reach the end of their useful lives. The report further noted that building renewal funding could potentially be used to leverage grant funding for building upgrades, at the point in time where renewal funding is designated for a particular building that has reached the end of its asset life (based on condition and utilisation).

During discussion on this item it was noted that Council would – as a matter of course – seek partner funding for major building renewals in conjunction with the occupants of those buildings, particularly where upgrade (rather than like-for-like renewal) was sought. The Audit Committee asked that consideration be given to a process whereby building occupants could continue to bring forward priority projects, while acknowledging that decisions of this nature would need to be made in full knowledge of whole of life costs and the impact on Council's broader asset management objectives.

In closing, the Committee noted that the matter of the CFPP was a Policy that required discussion by Council prior to any decisions being made regarding its continuation or retirement.

Noting the discussion at the Audit Committee and the intent of the Motion With Notice to continue to provide the opportunity for projects to be brought forward from building occupants, the following alternatives are offered that would still allow Council to consider

upgrade or new projects brought forward by building occupants whilst minimising the potential impact on Council's ability to fund its longer term asset management:

- In the event that building renewal is not yet due, Council could consider whether to reprioritise the 'like-for like renewal' funding component for a particular building to contribute to a project (in which case other works may need to be deferred); or
- Excess funds that may be available in the Asset Sustainability Reserve (above the minimum balance of \$2million to be retained to respond to a major infrastructure failure or fund an infrastructure gap identified in periodic asset audits) might offer an alternative funding source for community/club driven projects.

The Asset Sustainability Reserve is funded through Council's audited savings or planned surpluses in the LTFP and its use is controlled by specific Council resolutions or may be identified as part of the approved Annual Business Plan and Budget.

The following alternative motion is therefore proposed:

1. Council notes that like-for-like building renewal funding may be utilised to leverage grant or other third party funding for the purposes of upgrading building assets; and
2. Upon receiving requests from occupants of Council facilities for building upgrades or new infrastructure, Council consider:
 - a. In the event that building renewal is not yet due, whether to reprioritise the 'like-for-like renewal' funding component for a particular building to contribute to a project (in which case other works may need to be deferred); or
 - b. Whether excess funds are available in the Asset Sustainability Reserve (above the minimum balance of \$2million to be retained to respond to a major asset failure or fund an infrastructure gap identified in periodic asset audits) that could be used to fund such projects.

**CITY OF MARION
GENERAL COUNCIL MEETING
12 May 2015**

Notice Received from: Councillor Hutchinson
Subject: Dogs By-Law Amendment
Ref No: GC120515M05

MOTION:

That Council:

1. Acknowledges its commitment to:
 - a. public safety and an environment in which community members can traverse streets and use public places free of canine nuisance;
 - b. alleviating the escalating public concern of canines being a danger to others; and
 - c. responsible animal ownership and its inherent link to living harmoniously in the City of Marion.
2. Requests that administration identify a list of “Dog Exercise Areas” as described through the “Dogs By-Law”, with a list to be approved by council at 26 May 2015 General Council Meeting and subsequently published to the community.
3. Amends section 5 “Dogs on Leash Areas” of the City of Marion “Dogs By-Law” to simply state:
“A person must not allow a dog that is under their control or ownership to be present in any public place unless the dog is secured by a strong leash not exceeding 2 metres in length which is either tethered securely to a fixed object capable of securing the dog or held by a person capable of controlling the dog and preventing it from being a nuisance or a danger to other persons.”
4. Asks administration to take a zero tolerance approach to animal management enforcement, particularly where dogs are found in a public place without a leash. (Wandering at large).
5. Doubles the financial penalty for person’s breaching the “Dog on Leach Areas” and where an owner fails to register a dog.
6. Undertakes an educative campaign, to be included in the next edition of City Limits.
7. Continues its program to educate and encourage owners to microchip canines via discounted registration fees.

COMMENTS: Councillor Hutchinson

Overtime I have become aware of several situations in which members of our community have been on the receiving end of an encounter with a dog in a public place that has been either a close call or an uncomfortable one.

I believe with a few small changes to our policy we can provide a level of encouragement for dog owners to be both conscious of others in public places and respect their right to mutual enjoyment of the amenity council provides.

“Dog Exercise Areas” have been defined in council’s “Dogs By-Law” however have not been clearly identified. “Dogs on Leash Areas” currently don’t provide enough breadth and include too many exceptions.

This motion seeks to provide a clear and simple framework; where dogs are to be on a leash except for the nominated “Dog Exercise Areas”.

COMMENTS: Anna White, Team Leader Community Safety Inspectorate

1. *Acknowledges its commitment to:*
 - a. *public safety and an environment in which community members can traverse streets and use public places free of canine nuisance;*
 - b. *alleviating the escalating public concern of canines being a danger to others; and*
 - c. *responsible animal ownership and its inherent link to living harmoniously in the City of Marion.*

The City of Marion Animal Management Plan 2012 – 2017 endorsed by Council at the General Council meeting on the 14th of June 2011 (GC140611R08) supports this approach.

2. *Requests that administration identify a list of “Dog Exercise Areas” as described through the “Dogs By-Law”, with a list to be approved by council at 26 May 2015 General Council Meeting and subsequently published to the community.*

Currently the City of Marion does not have any areas set aside for the sole purpose of exercising dogs. Under the current By-law No. 4 Dogs, every reserve in the City of Marion is a ‘dog exercise area’ apart from those areas under the By-law which have been specifically declared ‘dog on leash areas’. Dog on leash areas under By-law No. 4 include:

- public roads, footpaths and public places, except parks unless specified by council By-laws
- on any park or reserve when organised sport is being played
- within 5 metres of children’s’ playground equipment
- in any wetland

‘Dog on leash areas’ require the dog to be secured by a strong leash not exceeding 2 meters in length which is either tethered securely to a fixed object capable of securing the dog, or held by a person capable of controlling the dog and preventing it from being a nuisance or a danger to other persons.

As a result at its General Council Meeting (GC140611R08) Council endorsed ‘that two additional dog parks be created within the City of Marion within the next five years’. Currently a concept plan is being developed for a dog park at Reserve Street Reserve, Trott Park. This will be the first formal dog park in the City of Marion and is being made possible by funding from the State Government for \$100,000. This will be a ‘dog exercise area’.

3. Amends section 5 “Dogs on Leash Areas” of the City of Marion “Dogs By-Law” to simply state:

“A person must not allow a dog that is under their control or ownership to be present in any public place unless the dog is secured by a strong leash not exceeding 2 metres in length which is either tethered securely to a fixed object capable of securing the dog or held by a person capable of controlling the dog and preventing it from being a nuisance or a danger to other persons.”

It should be noted that consultation conducted as part of the Animal Management Plan and then the Dog and Cat By-law review indicated strong community support for maintaining the current system where dogs can be exercised in any reserve on a leash or under effective control.

When the complete review of all By-laws was subsequently conducted in 2014, the community was consulted on “that dogs be kept on a lead in any reserve where there is playground equipment” (GC100614R04). Through this consultation process significant community concerns were raised with the requirement in proposed By-law No.4 Dogs, “that dogs be kept on a lead in any reserve where there is playground equipment”. The response indicated that this would severely impact the shared use of these areas, as reserves are mainly unfenced within the City of Marion, and therefore few would be suitable for exercising a dog off leash.

To alleviate these safety concerns, raised in the complete By-law review, whilst providing areas where dogs can be exercised off leash, the By-law which came into effect on the 1st of January 2015, was amended to extend the dog on leash area from three meters to five meters around childrens’ playground equipment. This also met the requirement under the Dog and Cat Management Act to provide areas where dogs can be exercised off leash.

Should Council endorse an amendment to the By-law, the following review process incorporating the legislated requirements must occur:

- The By-law must be referred to the Dog and Cat Management Board for comment in accordance with the Dog and Cat Management Act 1995 and Council must consider any recommendations made by the Board in relation to the Dog By-law.
- Community Consultation must be undertaken for no less than 21 days.
- After public consultation the proposed By-law will be reviewed and all feedback considered.
- A certificate of Validity is then required from Council’s legal advisor to certify that the By-law can be made by virtue of the powers available to the Council under the Act and that the By-law is not in conflict with the Act.
- Certified copies of the By-laws are to be forwarded to the Legislative Review Committee of State Parliament, together with a report concerning any National Competition Policy implications of the By-laws. These reports are prepared by Council’s legal advisor.
- The By-law may then be made during a meeting of the Council where two thirds of the members of Council are present, and where an absolute majority supports the associated resolution.
- Penalties applied under the By-law should also be reviewed at this point.
- Copies of the By-law must then be published without delay in the Government Gazette and the By-law will commence four months from the date of Gazettal. A notice of the creation of the By-laws must also be published in a newspaper circulating within Council’s area.
- Council must arrange for the By-law to be delivered to the Legislative Review Committee within six parliamentary sitting days after the By-law has been adopted.

It is anticipated that the review of the Dog By-law will cost approximately \$3,000. There is no provision for this in the current budget. Should Council wish to support this aspect of the motion, the relevant costs involved will need to be referred to the 2015/16 Annual Business Plan and Budget process for further consideration and prioritisation.”

4. *Asks administration to take a zero tolerance approach to animal management enforcement, particularly where dogs are found in a public place without a leash. (Wandering at large).*

A zero tolerance approach can be taken, however, in certain circumstances this type of approach would not be appropriate. For example, when there is a storm or if a person's property has been broken into and the dog escapes. The use of discretion in extenuating circumstances is important. Taking appropriate action based on the circumstances is an effective way of getting positive outcomes for the community.

5. *Doubles the financial penalty for person's breaching the "Dog on Leash Areas" and where an owner fails to register a dog.*

The current penalty for breaching the By-law is \$187.50. The penalties charged for By-law offences are contained within the City of Marion's Fees and Charges register. The Council could choose to double the penalty for breaching the 'Dog on Leash Areas' and this could be amended for the new financial year, subject to approval by Council's adoption of the fees and charges schedule, as part of the 2015/16 Annual Business Plan & Budget process.

The fine for an unregistered dog is \$80.00. This is a statutory fine set by the South Australian State Government and is not a penalty that Council has authority to amend.

6. *Undertakes an educative campaign, to be included in the next edition of City Limits.*

The use of the City Limits magazine would be a useful tool to provide dog ownership education to the general public and this can be done should Council wish to do so.

The City of Marion currently provides education to dog owners through various mediums, which includes advertisements in the newspaper, educational banners, information on the internet, hardcopy education material, use of the Dog and Cat Management Boards interactive display and mail outs to all registered dog owners.

7. *Continues its program to educate and encourage owners to microchip canines via discounted registration fees.*

The City of Marion will continue to educate and encourage responsible dog ownership as outlined in the Animal Management Plan. Discounted registration fees are legislated for dogs that are desexed, microchipped and trained under the Dog and Cat Management Act.

**CITY OF MARION
GENERAL COUNCIL MEETING
12 May 2015**

Notice Received from: Councillor Tim Gard

Subject: Water Management and Flood Mitigation Measures and Needs

Ref No: GC120515M06

File No: 9.24.1.4 & 80887

MOTION:

1. That Council be briefed in full concerning the current disposition of the City in regard to water management and flood mitigation measures and needs.
2. That recommendations be made within the next six months concerning the short, medium and long term initiatives required, including coordination with other municipalities, to ensure the future safety of residents and their properties and businesses within and beyond the City of Marion's boundaries.

COMMENTS: Councillor Tim Gard

Recent rainfall in the Eastern States has broken all records for already very wet regions of Australia. This emphasises the ever-increasing threat that all States are facing due to changing weather patterns, but also due to 25, 50 and 100 year events.

If the effects of global warming expand, and trends suggest they will, then the predictability of very high rainfall in very short timeframes will also expand. If those effects do not eventuate, the figures for extreme rainfall events recorded in years gone by still reflect high risk to life and property, especially due to the developed nature of our metropolis that has evolved in recent decades.

Predictions have been that the tropical line across Australia will gradually move some 200 kms southwards in this century and that consequently the sub-tropics will do so. The result would be lower rainfalls in southern South Australia, especially in the winter and spring, but most probably higher rainfalls in the summer.

Irrespective of the total rainfall figures over a period of time, the real issue is fall **rates**, which determine the potential for flooding due to the inability of infrastructure to handle volumes, as opposed to more manageable steady rain for longer periods.

Some South Australian figures taken from records on the internet reveal some exceptionally high fall rates in various parts of the State. Such rates are more common in areas such as the Flinders Ranges but do occur all over the State:

1925 ADELAIDE 2 HOURS PERIOD = 120 MM (NEARLY 5 INCHES)

1941 HINDMARSH VALLEY 3 DAYS PERIOD = 1/3 METRE

1942 ADELAIDE 2 MINUTES PERIOD = 11 MM

1974 INNAMINKA 3 DAYS PERIOD = 1/3 METRE

1986 MYPONGA BEACH 20 MINUTES PERIOD = 68 MM (2.5 INCHES)

If any of these quite dramatic fall rates were to be repeated in the metropolis under current conditions, the result would be unpleasant to say the least, and quite probably a threat to large numbers of properties.

Clearly Councils must work in unison firstly to quantify the present implications of such events and secondly to determine the future means for mitigation.

COMMENTS: Ann Gibbons (Manager Environmental Sustainability)

Should Council adopt this resolution, a briefing on Marion's water management and flood mitigation measures and needs can be arranged.

This briefing could include information on existing and planned water management and flood mitigation programs and initiatives including, but not limited to:

- Resilient South Program – an overview of the climate change scenario for Southern Adelaide and information on regional adaptation options relating to water management and flood mitigation identified in the regional Resilient South Climate Change Adaptation Plan (GC260814R06);
- Stormwater Management Planning – information on current plans (e.g. Marion and Holdfast Bay Stormwater Management Plan – GC121013R05; Hallett Cove Creeks Stormwater Management Plan – GC110214R02) and future requirements to reduce the risk of flooding to homes and businesses across Marion;
- Development Policy – how flood mapping is used to identify sites/areas at risk of inundation so that an assessment can be undertaken of a proposed development, amendments sought to the plans (if required) and conditions applied to mitigate the impact of flood waters (both depth and velocity) on the subject property and neighbouring properties;
- Partnerships to support and enable coordination across Council boundaries in relation to water management and flood mitigation.

**CITY OF MARION
GENERAL COUNCIL MEETING
12 May 2015**

Notice Received from: Councillor Ian Crossland

Subject: Nursery Operations

Ref No: GC120515M07

MOTION:

That Council ceases its Nursery Operations by the 1st September 2015.

COMMENTS: Councillor Ian Crossland

The City of Marion currently requires plants with a commercial retail value of around \$136,000 each year. The Councils Nursery currently supplies a significant proportion of these plants. Council sources the remaining plants, such as mature trees, from various commercial nurseries.

I can confirm that plants with provenance can be sourced from commercial nurseries and the closure of the nursery will not impact on this area of Council business.

The cost to run the Nursery in 2014/2015 is estimated to be \$231,000. After a planned reduction in costs the proposed 2015/2016 budget shows an operating cost for the nursery of \$195,000. (see p73 of the draft budget). At \$181,432 staff wages make up a significant proportion of the nursery costs. Unfortunately with historical wage increases of 4.5% these costs will continue to increase at a much faster rate than inflation.

If Council were to go out to the market and source these plants through a tender process it is likely that the annual cost of the plants would be \$115,000. This would mean an annual saving of at least \$80,000.

As you are aware the Nursery is due for re-location later this year. Council has determined that the relocation costs will be around \$82,000. As part of the development of the new workshops the power and water to the existing site will be disconnected on the 1st of September 2015

By agreeing to close the nursery, savings of \$162,000 will be achieved in the 2015/2016 financial year and around \$80,000 in subsequent years.

I am aware that Council currently has vacancies within its Open Space Department which would be able to accommodate the two members of staff currently employed within the Nursery.

COMMENTS: Peter Patterson – Manager Open Space and Facilities

Based on current year to date actual expenditure, the forecast operating expenditure for Council's nursery for 2014/15 is expected to be approximately \$195k including estimated water charges relating to the nursery. The Draft 2015/16 annual budget forecasts operating expenditure of \$211k for the nursery, inclusive of estimated water charges of \$15k that is not directly allocated to the nursery budget. A significant portion of the nursery budget includes staff wages for two full time equivalent staff.

In recent years, Council's nursery has propagated approximately 27,000 plants per year and based on external commercial retail pricing, these 27,000 plants would have an estimated average commercial average retail value in today's market of approximately \$136k.

Prior to Council deciding on whether or not it would like to cease the nursery operations it would be appropriate and prudent to conduct a detailed market assessment of what it is likely to actually cost Council to source these plants through a contractor. In this decision making process Council should also consider that the nursery has been effectively used as transition mechanism for the return to work for outdoor workers who have sustained workplace injuries.

If Council chose to cease its nursery operations and assuming a market cost of purchasing the plants from a contractor in the order of \$136k per annum, annual operating expenditure savings would equate to approximately \$75k (\$211k - \$136k), providing that the two existing nursery staff could be suitably placed into other available roles in Council. The Open Space Department currently has vacancies available that could accommodate the two staff members that are currently employed within the nursery and therefore the full potential operational savings of closing the nursery can be achieved.

As part of the City Services re-development, the power and water to the existing nursery site is expected to be disconnected by September 2015. The planned relocation of the nursery to the Southern Depot is planned for completion by February 2016 at an estimated cost of \$82k. In the event the nursery operations were to cease from 1 September 2015, a small secure plant stock holding bay would be required at the Southern Depot, with an estimated establishment cost of \$4k. This holding bay would be utilised for all future planting programs as needed and would require some basic security fencing along with shade cloth to protect plants from the elements.

If the nursery was to cease operations by 1 September 2015, there would be an expected initial prorated operating expenditure saving in 2015/16 in the order of \$118k over the remaining 10 months of the 2015/2016 financial year (being \$40k prorated operational expenditure saving + \$82k for not having to relocate the nursery - \$4k to establish the plant holding bay). In subsequent years, it is expected an approximate annual operational expenditure saving in the order of \$75k could be achieved. However, this would need to be appropriately substantiated through market testing of externally sourced plant purchase prices. It is important to note that there is potentially further operational expenditure savings that could be achieved in 2015/16 through the utilisation of any remaining plant stock currently available in Council's nursery. To establish the value of any remaining plants, a nursery stocktake would need to occur.

**CITY OF MARION
GENERAL COUNCIL MEETING
12 May 2015**

Notice Received from: Councillor Jason Veliskou
Subject: Replacing Wooden Power Poles
Ref No: GC120515M08
File No: 9.24.1.4 & 9.33.3.17

MOTION:

That council approach SA power networks in order to get all wooden beams on power poles replaced with metal in Plympton Park as an urgent safety issue.

That council seek the immediate replacement of all potentially faulty wooden beams with metal, followed by the replacement of all wooden beams on high capacity poles in short term and eventual replacement of all other wooden beams in the medium term.

That council work with local MPs to further this issue and the approach trialled in Plympton Park is then rolled out throughout the council area on a needs basis.

COMMENTS: Councillor Veliskou

The area of Plympton Park has a high amount of old weathered cross-beams on power poles upon which power lines are mounted. Residents have advised me that these have broken in the past causing live wires to fall on the roads.

The suburb is also experiencing some significant infill leading to increased wiring on power poles but the beams are still old weathered and potentially capable of failure.

By addressing this issue in one suburb we address a high risk and also trial an approach that can be rolled out throughout the city after the trial had begun.

It also makes the initial request of SA power network more achievable and less likely to be put off due to potential scale.

COMMENTS: Mathew Allen (Manager Infrastructure)

Should Council adopt this resolution, correspondence to SA Power Networks requesting the replacement of timber cross arms can be arranged in accordance with the motion. In addition, correspondence can be forwarded to local MP's in regard to this matter.