His Worship the Mayor
Councillors
CITY OF MARION

NOTICE OF GENERAL COUNCIL MEETING

Council Chamber, Council Administration Centre
245 Sturt Road, Sturt

Tuesday, 11 February 2020 at 06:30 PM

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

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 Centre on Sturt Road, Sturt.



Adrian Skull
Chief Executive Officer

CITY OF MARION

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OPEN MEETING

KAURNA ACKNOWLEDGEMENT

We acknowledge the Kaurna 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.

ELECTED MEMBER'S DECLARATION OF INTEREST (if any)

CONFIRMATION OF MINUTES

Confirmation of the minutes for the General Council Meeting held on 28 January 2020

Originating Officer Governance Officer - Angela Porter

Corporate Manager Manager Corporate Governance - Kate McKenzie

Report Reference: GC200128R01

RECOMMENDATION:

That the minutes of the General Council Meeting held on 28 January 2020 be taken as read and confirmed.

ATTACHMENTS:

#	Attachment	Type
1	GC200128 - Final Minutes	PDF File

MINUTES OF THE GC200128 - GENERAL COUNCIL MEETING - 28 January 2020

Tuesday, 28 January 2020 at 06:30 PM

Council Administration Centre, 245 Sturt Road, Sturt

PRESENT :

Elected Members

Mayor - Kris Hanna, Councillor - Ian Crossland, Councillor - Jason Veliskou, Councillor - Bruce Hull, Councillor - Nathan Prior, Councillor - Raelene Telfer, Councillor - Luke Hutchinson, Councillor - Kendra Clancy, Councillor - Maggie Duncan, Councillor - Joseph Masika, Councillor - Sasha Mason

DATE :

Tuesday, 28 January, 2020

VENUE :

Council Chamber

In Attendance

Chief Executive Officer - Adrian Skull	General Manager City Development - Ilia Houridis
General Manager Corporate Services - Sorana Dinmore	General Manager City Services - Tony Lines
Manager Corporate Governance - Kate McKenzie	Governance Officer - Victoria Moritz

OPEN MEETING

The Mayor opened the meeting at 06:30 PM

KAURNA ACKNOWLEDGEMENT

We acknowledge the Kaurna 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.

ELECTED MEMBER'S DECLARATION OF INTEREST (if any)

The following interests were disclosed:

- Councillor Hull declared a perceived conflict of interest in the item *Tarnham Road Reserve GC200128R17*

CONFIRMATION OF MINUTES

Confirmation of the minutes for the General Council Meeting held on 10 December 2019

Report Reference: GC200128R01

Moved **Councillor - Raelene Telfer** **Seconded** **Councillor - Joseph Masika**

1. That the minutes of the General Council Meeting held on 10 December 2019 be taken as read and confirmed.

Carried Unanimously

COMMUNICATIONS

Emergency Management Response Staff

Report Reference GC200128R02

Moved **Councillor - Nathan Prior** **Seconded** **Councillor - Joseph Masika**

1. That Council acknowledges the support provided to the Local Government sector during the recent emergency management events and thanks our staff for the support and assist during these times.

Carried Unanimously

Procedural Motion

Moved **Councillor - Nathan Prior** **Seconded** **Councillor - Bruce Hull**

1. That the following communication reports be received and noted en bloc:

- Mayoral Communication Report GC200128R03
- CEO and Executive Communication Report GC200128R04

Carried Unanimously

Mayoral Communication Report

Name of Elected Member Mayor - Kris Hanna

Report Reference GC200128R03

Details

DATE	EVENT	Comment
27/11/19	5049 Community Public Forum re: Boundary Changes	Represented Marion
28/11/19	Southern Business Connections End of Year Celebration	Attended
29/11/19	Healthy South Summit	Attended
30/11/19	Glenelg Rebels Club Day and Breast Cancer Awareness round	Attended

2/12/19	Positive Ageing and Inclusion Volunteer Xmas Thankyou Event	Attended
2/12/19	Mayor's End of Year Business Event	Hosted
4/12/19	Meeting with Premier and Minister Speirs re: Coastal Walkway	Attended
4/12/19	Glandore Community Centre Carols in the Park	Attended
5/12/19	Meeting with Morphettville Park Football Club	Hosted
6/12/19	Meeting with Mayor of Onkaparinga	Attended
7/12/19	Welcome To Australia Event at SA Aquatic Centre	Attended
7/12/19	Southbank Tennis Club End of Year Celebration	Attended
9/12/19	GAROC workshop on Planning and Design Code/Climate Risk Management	Attended
10/12/19	Graffiti removal/Cooinda Volunteers Christmas Lunch	Attended
10/12/19	Marion Probus Club Christmas Lunch	Attended
11/12/19	Tonsley Connections event	Attended
11/12/19	Mayor's Multicultural Event at Marion Outdoor Pool	Hosted
12/12/19	Christmas Party for the Volunteers of Edwardstown Meals on Wheels	Attended
13/12/19	Australian Friends of Palestine end of year event	Attended
16/12/19	Shamrock Road Reserve opening	Attended
16/12/19	Community Grants Cheque Presentation Evening	Attended
17/12/19	Cr Sasha Mason swearing-in ceremony	Swore in new Woodlands Ward Councillor
17/12/19	Mayor's end of year Christmas Function	Hosted
19/12/19	Lord Mayor's Christmas Reception	Attended, took gift
20/12/19	Opening Day Exhibition- Greek Museum of Adelaide Inc	Attended
6/1/20	Meeting with BAE Systems	Hosted
18/1/20	Elected Member Planning Day	Attended

Moved **Councillor - Nathan Prior** **Seconded** **Councillor - Bruce Hull**

1. That the Mayoral Communication Report be received.

Carried Unanimously

CEO and Executive Communications Report

Date of Council Meeting 28 January 2020

Report Reference GC200128R04

Date	Activity	Attended By
27 November 2019	5049 Community Public Forum re: Boundary Changes	Adrian Skull Ilia Houridis Sorana Dinmore
27 November 2019	Searchlight Forum - information session	Sorana Dinmore
27 November 2019	Meeting | Cross Council Fleet Procurement Meeting. City of Marion, City of Port Adelaide Enfield and City of Charles Sturt	Tony Lines Sorana Dinmore Ilia Houridis
28 November 2019	Meeting | Adrian Skull (City of Marion),Simon Shepherd and Tania Sargent (Westminster)	Adrian Skull
28 November 2019	Meeting | Sorana Dinmore and Ben Cowling (Civica)	Sorana Dinmore

29 November 2019	ESRI cloud project City of Marion and City of Charles Sturt	Sorana Dinmore
2 December 2019	Meeting | Warriparinga Development Group	Tony Lines
2 December 2019	Meeting | Ilia Houridis and Sally Smith re Coastal Walkway	Ilia Houridis
4 December 2019	Meeting | City of Marion, City of Onkaparinga, SAEDB and Department of Employment, Skills, Small and Family Business	Adrian Skull Ilia Houridis
5 December 2019	LG Professionals, SA GM Network Forum: From Surviving to Thriving	Sorana Dinmore Ilia Houridis Tony Lines
6 December 2019	Meeting | Western Adelaide Consultative Group (WACG)	Adrian Skull
6 December 2019	Meeting | SAEDB	Adrian Skull Ilia Houridis
6 December 2019	2019 Emerging Leaders Program Presentation and Graduation	Ilia Houridis
11 December 2019	Meeting | Council Ready Governance Group	Tony Lines
12 December 2019	Meeting | Cross Council Initiatives – CEOs City of Port Adelaide Enfield, City of Charles Sturt and City of Marion Update with Erika Comrie	Adrian Skull
12 December 2019	Meeting | Cross Council Executives City of Port Adelaide Enfield, City of Charles Sturt and City of Marion	Adrian Skull Tony Lines Sorana Dinmore Ilia Houridis
16 December 2019	Shamrock Road Reserve Reopening	Adrian Skull Ilia Houridis
17 December 2019	Cross Council Collaboration Project Meeting with City of Marion, City of Port Adelaide Enfield and City of Charles Sturt & Erika Comrie	Sorana Dinmore
17 December 2019	Meeting with CoM & ESMRG	Ilia Houridis
18 December 2019	Presentation from SAJC | Morphettville Redevelopment	Adrian Skull Ilia Houridis
6 January 2020	Meeting | City of Marion and BAE Systems with Mayor Hanna	Adrian Skull
6 January 2020	Meeting | Adrian Skull and Steve Nolis (LGA)	Adrian Skull
16 January 2020	Tennis SA Local Council Forum	Adrian Skull Ilia Houridis

20 January 2020	Meeting | St Martin de Porres School relating to Spinnaker Reserve East	Tony Lines
21 January 2020	Cross Council ICT Program Board - City of Port Adelaide Enfield, City of Charles Sturt and City of Marion	Sorana Dinmore
22 January 2020	Meeting | City of Marion, Scentre Group and new Westfield Marion investors SPH REIT	Adrian Skull Ilia Houridis
22 January 2020	Meeting | Marion Hotel relating to Quick Road Streetscaping	Adrian Skull Tony Lines
23 January 2020	Meeting | Adrian Skull and Jayne Stinson MP	Adrian Skull
23 January 2020	Event | LG Professionals Informal Gathering of members to discuss gender equity	Sorana Dinmore
23 January 2020	LG Professionals GM Network - Working Group Meeting	Sorana Dinmore
23 January 2020	Meeting | Zone Emergency Management Committee (ZEMC)	Tony Lines
24 January 2020	Meeting | Adrian Skull and Ian Tanner (DEW)	Adrian Skull
24 January 2020	Meeting | Cross Council Initiatives – CEOs City of Port Adelaide Enfield, City of Charles Sturt and City of Marion Update with Erika Comrie	Adrian Skull
24 January 2020	Planning Reforms Discussion | DPTI & City of Marion	Ilia Houridis
26 January 2020	City of Marion Australia Day Awards and Citizenship Ceremony	Sorana Dinmore
28 January 2020	Meeting | City of Marion and KPMG re Smart Cities	Ilia Houridis

Moved **Councillor - Nathan Prior** **Seconded** **Councillor - Bruce Hull**

1. That the CEO and Executive Communication Report be received.

Carried Unanimously

Elected Member Communications Report

Date of Council Meeting 28 January 2020
Elected Member Details Councillor – Raelene Telfer

Date	Event	Comment
27 November 2019	Planning and Design Code	Commissioner Dwyer at public forum Club Marion
28 November 2019	Coast FM	On air
28 November 2019	Southern Business Connection	Breakup at Patritti
28 November 2019	Sage 25 birthday	Tonsley
1 December 2019	Dover Dog Club	Christmas lunch
2 December 2019	Positive Ageing and Inclusion	Cooinda volunteers lunch
2 December 2019	Warriparinga Development	Group meeting
3 December 2019	Infrastructure and Strategy	Committee
4 December 2019	Glandore Christmas	Carols
7 December 2019	Welcome to refugees	State Aquatic hosting with St Elizabeth
8 December 2019	Marion Life EoY	Awards, representing Mayor
10 December 2019	Joint volunteers get together	Recognized service
10 December 2019	Warriparinga Ward	Briefing
11 December 2019	Morphettville Weight Watchers	luncheon
11 December 2019	Greening Marion	Pilot interview
11 December 2019	Seaview High	Governing Council
11 December 2019	Mitchell Park Sports	Community Centre Committee
14 December 2019	Community Grants	Cheque Presentation
16 December 2019	Cr Sacha Mason	Swearing in
16 December 2019	Mayor's Function	Elected Members
16 December 2019	Mitchell Park Sports and Community	Upgrade workshop
17 December 2019	Cosgrove Hall	Committee
20 December 2019	Staff Christmas	Party
18 January 2020	EM Planning	Day
21 January 2020	Mitchell Park Sports and Community	Upgrade workshop

ELECTED MEMBER VERBAL COMMUNICATIONS

In accordance with the *Code of Practice - Procedures at Council Meeting 2017/18* an Elected Member has the right to speak for up to two minutes in the second meeting of Council every second month from February (with the exception of caretaker period).

Nil

ADJOURNED ITEMS - Nil

PETITIONS

Carparking Issues - Wingate Street, Edwardstown

Subject: Carparking Issues - Wingate Street, Edwardstown

Report Reference: GC200128P01

Moved **Councillor - Joseph Masika** **Seconded** **Councillor - Sasha Mason**

That Council:

1. Notes the report.
2. Supports the installation of 2P parking controls (between 8am and 5pm Monday to Friday) on the southern side of Wingate Street.
3. Authorises administration to advise the petition organiser of Council's decision.

Carried Unanimously

DEPUTATIONS

Deputation - Delaine Avenue Edwardstown

Report Reference: GC200128D01

Mr Ben Jaeger gave a five minute deputation to Council regarding the petition for Delaine Avenue Edwardstown.

Order of Agenda Items

The Mayor sought and was granted leave of the meeting to bring forward the item *Petition - Delaine Avenue, Edwardstown (GC200128P012)* and consider this next on the agenda.

Petition - Delaine Avenue, Edwardstown

Subject: Petition - Delaine Avenue, Edwardstown

Report Reference: GC200128P02

Moved **Councillor - Kendra Clancy** **Seconded** **Councillor - Sasha Mason**

That Council:

(Option 2)

1. Notes the petition.

2. Prior to implementing the decision of 26 November 2019, namely that:

   1. *The Driveway Link in Delaine Avenue, Edwardstown be removed as per the request of residents.*

   2. The work to be undertaken (as soon as possible) within the 2020/21 financial year as part of the Capital Works Program.

   3. That $47,000 be allocated with the 2020/21 Annual Business Plan (Transport).

undertakes further investigation work on the following:

- Traffic noise and traffic data
- Feedback from affected residents
- Analyse alternative options
- Consider the installation of alternative traffic calming

3. Notes that a further report on the outcomes of the investigation will be presented to the 28 April 2020 Council meeting.

4. Authorises administration to advise the head petitioner of Council's decision.

The vote was Tied
the Mayor made a Casting Vote and voted in favour of the motion

Carried

Division called by **Councillor - Ian Crossland**

Voting For: Councillor - Nathan Prior, Councillor - Luke Hutchinson, Councillor - Kendra Clancy, Councillor - Maggie Duncan, Councillor - Sasha Mason

Voting Against: Councillor - Ian Crossland, Councillor - Jason Veliskou, Councillor - Bruce Hull, Councillor - Raelene Telfer, Councillor - Joseph Masika

The vote was Tied
the Mayor made a Casting Vote and voted in favour of the motion

Carried

COMMITTEE RECOMMENDATIONS

7.07pm Councillor Veliskou left the meeting
7.09pm Councillor Veliskou re-entered the meeting

Seconded **Councillor - Luke Hutchinson** **Seconded** **Councillor - Nathan Prior**

That the following Committee Recommendations be moved en bloc:

- Confirmation of minutes of the Finance and Audit Committee Meeting held on 10 December 2019 - GC200128R05
- Confirmation of minutes of the Special Urban Planning Committee Meeting held on 21 January 2020 - GC200128R06

Carried

Confirmation of minutes of the Finance and Audit Committee Meeting held on 10 December 2019

Report Reference GC200128R05

Moved **Councillor - Luke Hutchinson** **Seconded** **Councillor - Nathan Prior**

That Council:

1. Receives and notes the minutes of the Finance and Audit Committee meeting held on 10 December 2019.

2. Notes that separate reports will be brought to Council for consideration of any recommendations from the Finance and Audit Committee.

Carried

Confirmation of minutes of the Special Urban Planning Committee Meeting held on 21 January 2020

Report Reference GC200128R06

Moved **Councillor - Luke Hutchinson** **Seconded** **Councillor - Nathan Prior**

That Council:

1. Receives and notes the minutes of the Special Urban Planning Committee meeting held on 21 January 2020.

2. Notes that separate reports will be brought to Council for consideration of any recommendations from the Urban Planning Committee.

Carried

CONFIDENTIAL ITEMS

Cover Report - Confirmation of Confidential Minutes of the Finance and Audit Committee Meeting held on 10 December 2019

Report Reference GC200128F01

Moved **Councillor - Nathan Prior** **Seconded** **Councillor - Raelene Telfer**

1. That pursuant to Section 90(2) 3(d) (i) and (ii) of the Local Government Act 1999, Council orders that all persons present, with the exception of the following persons: Adrian Skull, Tony Lines, Ilia Houridis, Sorana Dinmore, Kate McKenzie, Ray Barnwell and Victoria Moritz be excluded from the meeting as Council receives and considers information relating to Confirmation of Confidential Minutes of the Finance and Audit Committee meeting held on 10 December 2019, upon the basis that 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, the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party and would on balance be contrary to the public interest.

Carried Unanimously

7.10pm the meeting went into confidence

Moved **Councillor - Maggie Duncan** **Seconded** **Councillor - Ian Crossland**

That Council:

1. Receives and notes the confidential minutes of the Finance and Audit Committee meeting of 10 December 2019 (Appendix 1).

2. Notes that separate reports will be brought to Council for consideration of any recommendations from the Finance and Audit Committee.

Carried Unanimously

Moved **Councillor - Ian Crossland** **Seconded** **Councillor - Ian Crossland**

That Council:

1. In accordance with Section 91(7) and (9) of the Local Government Act 1999 the Council orders that this report, *Confirmation of Confidential Minutes of the Finance and Audit Committee Meeting held 10 December 2019,* and any appendices arising from this report having been considered in confidence under Section 90(2) and (3)(a), be kept confidential and not available for public inspection for a period of 12 months from the date of this meeting. This confidentiality order will be reviewed at the General Council Meeting in December 2020.

Carried Unanimously

7.27pm the meeting came out of confidence

Order of Agenda Items

The Mayor sought and was granted leave of the meeting to consider the item *Deputation - Planning and Design Code* next on the agenda.

Deputation - Planning and Design Code

Report Reference: GC200128D02

Ms Davidson gave a five minute deputation to Council regarding the Planning and Design Code.

CORPORATE REPORTS FOR DECISION

Living Kaurna Cultural Centre Management Model - Status Update

Report Reference GC200128R07

Moved **Councillor - Ian Crossland** **Seconded** **Councillor - Nathan Prior**

That Council:

1. Notes the report.

2. By the end of May 2020 requests that KYAC provide Council with a proposal for its preferred management model for the Warriparinga / LKCC site, including structural, operational, and financial aspects, and that any proposal be submitted with the signed endorsement of all relevant Kaurna bodies

3. Suspends further development of a Kaurna management model, including Warriparinga Development Group meetings, until such a proposal is received.

4. If no proposal is received by the due date Council will automatically commence an EOI. KYAC will be also be able to submit an expression of interest whether or not they make a submission to Council before the due date.

5. Notes that any successful EOI must include an ongoing partnership with the Kaurna people at the LKCC.

Procedural Motion

Moved **Councillor - Joseph Masika** **Seconded** **Councillor - Jason Veliskou**

That a request from Auntie Suzanne Russell and Auntie Georgina Williams (Ngankiburka-Mekauwe (Senior Woman-of Water)) to speak for five minutes at the Council Meeting in relation to the Living Kaurna Cultural Centre Management Model be allowed.

Carried Unanimously

Auntie Suzanne Russell and Auntie Georgina Williams gave a five minute verbal presentation to Council.

Amendment to the Motion

Moved **Councillor - Raelene Telfer** **Seconded** **Councillor - Jason Veliskou**

That Council:

1. Notes the report.

2. Invites KYAC to provide Council with a proposal for its preferred management model for the Warriparinga / LKCC site, including structural, operational, and financial aspects, and that any proposal be submitted with the signed endorsement of all relevant Kaurna bodies.

3. Suspends further development of a Kaurna management model, including Warriparinga Development Group meetings, until such a proposal is received.

4. Continues to operate the Warriparinga / LKCC site until a KYAC proposal is received, developed and adopted.

The amendment to become the motion was Lost

The original Motion was Carreid

Division called by **Councillor - Bruce Hull**

Carried

Voting For: Councillor - Ian Crossland, Councillor - Luke Hutchinson, Councillor - Kendra Clancy, Councillor - Maggie Duncan, Councillor - Joseph Masika, Councillor - Sasha Mason, Councillor - Nathan Prior

Voting Against: Councillor - Jason Veliskou, Councillor - Bruce Hull, Councillor - Raelene Telfer

Carried

Planning Reforms and Communications Update

Report Reference GC200128R08

8.11pm Councillor Masika left the meeting
8.14pm Councillor Masika re-entered the meeting

Procedural Motion

Moved **Councillor - Ian Crossland** **Seconded** **Councillor - Nathan Prior**

That:

1. Formal meeting procedures be suspended to discuss the item *Planning Reforms and Communications update.*

Carried Unanimously

8.16pm formal meeting procedures suspended
8.30pm formal meeting procedures resumed

Moved **Councillor - Ian Crossland** **Seconded** **Councillor - Nathan Prior**

That Council:

1. Notes the report 'Planning Reforms Update'.

2. Notes that the review of the Planning and Design Code will be presented to the General Council meeting 11 February 2020.

3. Approves funding of up to $46,500 for communications about the potential impacts of the State Government’s Planning and Design Code for South Australia. Funding will be from savings within existing budgets.

Carried Unanimously

Local Government Movement and Transport Planning Network

Report Reference GC200128R09

Moved **Councillor - Nathan Prior** **Seconded** **Councillor - Luke Hutchinson**

That Council:

1. Endorses the Manager Engineering and Field Services submitting an Expression of Interest to the LGA to be a Council Employee Representative on the LGA's 'Local Government Movement and Transport Planning Network'.

Carried Unanimously

Appointment of Council representative to SRWRA Board

Report Reference GC200128R10

Moved **Councillor - Ian Crossland** **Seconded** **Councillor - Joseph Masika**

That Council:

1. Appoints the Chief Executive Officer, Mr Adrian Skull as Council's representative on the Board of the Southern Region Waste Authority, until the 30 June 2020.

2. Appoints the General Manager Corporate Services, Ms Sorana Dinmore as Council's representative on the Board of the Southern Region Waste Authority from 1 July 2020.

3. Appoints Mr Ray Barnwell, Manager Finance as Council's Second Deputy (to Cr Bruce Hull) to the Board of the Southern Region Waste Resource Authority.

Carried Unanimously

Local Government Association General Meeting 2020

Report Reference GC200128R11

Moved **Councillor - Raelene Telfer** **Seconded** **Councillor - Nathan Prior**

That:

1. Council notes the report "Local Government Association General Meeting 2020"

2. The nominated Council Voting Delegate for this meeting is The Mayor and that the Proxy Delegate for this meeting is the Deputy Mayor.

3. Council submits the following Notices of Motion to the Local Government Association by 7 February 2020 for consideration at the 2020 Local Government Association General Meeting:

- *That the Ordinary General Meeting requests the LGA to lobby the State Planning Commission to extend the consultation and implementation periods for the Draft Planning and Design Code for South Australia to:*

    - *31 April 2020 for consultation*
    - *30 June 2020 for provision of updated code for review by councils*
    - *1 September 2020 for implementation*

4. On submitting Notices of Motion to the Local Government Association, the Chief Executive Officer be authorised to amend the wording (without changing the meaning or purpose of the motion) if required.

Carried Unanimously

Request for Review of Decision - Closure of Diagonal Way (Section 270 Report)

Report Reference GC200128R12

Moved **Councillor - Bruce Hull** **Seconded** **Councillor - Joseph Masika**

That:

1. Council appoints an independent investigator to undertake the Review of Decision regarding the decision of Council to close Diagonal Way.

Carried

Edwardstown Revitalisation Project - options to deliver a creative design co-working space in Edwardstown

Report Reference GC200128R13

8.38pm Councillor Veliskou left the meeting

Moved **Councillor - Joseph Masika** **Seconded** **Councillor - Bruce Hull**

That Council:

1. Endorse administration to undertake an Expression of Interest process seeking an operator to establish a creative design co-working space at Edwardstown with total funding of up to $35,000 per annum for the first 3 years available. The Expressions of Interest will be brought back to Council for consideration before progressing to a select tender or direct selection.

2. Reserve the right to end the Expression of Interest process at any time.

Carried Unanimously

8.40pm Councillor Veliskou re-entered the meeting

Travers Street Reserve - Revocation of Community Land Classification

Report Reference GC200128R14

8.42pm Councillor Crossland left the meeting
8.44pm Councillor Crossland re-entered the meeting

Moved **Councillor - Luke Hutchinson** **Seconded** **Councillor - Raelene Telfer**

That Council:

1. Notes the outcome of the community consultation process undertaken for the revocation of the community land classification for Travers Street Reserve, Sturt at Lot 482 in D95697, Certificate of Title Volume 6158 Folio 572 and for the potential disposal of 679 square metres of the Reserve (the Land).

2. Declares that the retention of the Land does not contribute to Council's strategic objectives and is surplus to Council's requirements.

3. Authorises the lodgement of the proposal to dispose of the Land to the Minister for Planning in accordance with Section 194 of the Local Government Act 1999;

- with a report on all submissions made as part of the public consultation process;

- a request to approve the revocation of the Community Land Classification on the basis that the Community Land Classification over the balance of the reserve being retained by Council will automatically be reinstated upon creation of the residential allotment of 679 square metres.

4. Notes a report will be presented to Council upon receipt of the determination from the Minister for Planning in relation to the Land. Subject to Ministerial approval, the proceeds from the sale will be paid into the Open Space Reserve Fund for the development of open space as approved by Council.

Carried

Division called by **Councillor - Bruce Hull**

Voting For: Councillor - Ian Crossland, Councillor - Jason Veliskou, Councillor - Nathan Prior, Councillor - Raelene Telfer, Councillor - Luke Hutchinson, Councillor - Kendra Clancy, Councillor - Maggie Duncan, Councillor - Joseph Masika

Voting Against: Councillor - Bruce Hull, Councillor - Sasha Mason

Carried

Grand Central Avenue Roundabout

Report Reference GC200128R15

8.45pm Councillor Prior left the meeting

Moved **Councillor - Ian Crossland** **Seconded** **Councillor - Maggie Duncan**

That Council:

1. Notes the report.

2. Endorses the process to commence the permanent half road closure of Shamrock Road at the junction of Grand Central Avenue, Hallett Cove preventing motorists from entering the roundabout (south bound). The road closure process is to be in accordance with Section 32 of the Road Traffic Act 1961 which requires:

   a. Proposal to be published in newspapers circulating in the state and local area of the Council
   b. Undertaking of Public Consultation with residents immediately abutting the road

3. Notes a further report will be received to consider the outcome of the community consultation for the half road closure.

Carried Unanimously

CORPORATE REPORTS FOR INFORMATION/NOTING

Revitalisation of the Edwardstown Employment Precinct - Six Month Status Report

Report Reference GC200128R16

Moved **Councillor - Joseph Masika** **Seconded** **Councillor - Sasha Mason**

That Council:

1. Note this report and that a final progress report will be made in June 2020 in relation to the Action Plan.

Carried Unanimously

Tarnham Road Reserve

Report Reference GC200128R17

Councillor Hull declared a perceived conflict of interest in the item *Tarnham Road Reserve (Gc200128R17)* due to its close proximity to Seaview High School where a close relative is a student and left the meeting.

8.47pm Councillor Hull left the meeting

Moved **Councillor - Raelene Telfer** **Seconded** **Councillor - Luke Hutchinson**

That Council:

1. Notes the report

Carried Unanimously

Procedural Motion

Moved **Councillor - Luke Hutchinson** **Seconded** **Councillor - Maggie Duncan**

That the following reports be moved en bloc:

- Corporate Risk Quarterly Report GC2001288R18
- Work Health and Safety - Monthly Performance Report November / December 2019 GC200128R19

Carried Unanimously

Corporate Risk Quarterly Report

Report Reference GC200128R18

8.48pm Councillor Hull re-entered the meeting
8.48pm Councillor Prior left the meeting

Moved **Councillor - Luke Hutchinson** **Seconded** **Councillor - Maggie Duncan**

That Council:

1. Notes the report including the reduction of risk and the mitigation strategies of high rated risks.

Carried Unanimously

Work Health & Safety - Monthly Performance Report - November / December 2019

Report Reference GC200128R19

Moved **Councillor - Luke Hutchinson** **Seconded** **Councillor - Maggie Duncan**

That Council:

1. Notes the report and statistical data contained therein.

Carried Unanimously

Procedural Motion

Moved **Councillor - Luke Hutchinson** **Seconded** **Councillor - Maggie Duncan**

That the following reports be moved en bloc:

- Question Taken on Notice Register GC200128R20
- Finance Report - December 2019 GC200128R21

Carried Unanimously

Questions Taken on Notice Register

Report Reference GC200128R20

8.50pm Councillor Prior re-entered the meeting

Moved **Councillor - Luke Hutchinson** **Seconded** **Councillor - Maggie Duncan**

That Council:

1. Notes the report 'Questions Taken on Notice Register'.

Carried Unanimously

Finance Report - December 2019

Report Reference GC200128R21

Moved **Councillor - Luke Hutchinson** **Seconded** **Councillor - Maggie Duncan**

That Council:

1. Receives the report “Finance Report – December 2019”

Carried Unanimously

WORKSHOP / PRESENTATION ITEMS - Nil

MOTIONS WITH NOTICE

Rescission Motion - Hamilton Park Reserve Community Court

Report Reference: GC200128M01

8.52pm Councillor Clancy left the meeting

Moved **Councillor - Nathan Prior** **Seconded** **Councillor - Bruce Hull**

That Council:

1. Rescinds the following part of the resolution from the 26th November 2019 General Council meeting regarding the community tennis court at Hamilton Park Reserve:

   That Council:
   1. ...
   2. Fund $150,000 for an acrylic community court at Hamilton Park Reserve through the unfunded initiatives program with a operating, maintenance and renewal cost of $15,500 per annum.
2. To be replaced with the following motion:

   That Council:
   1. Fund $150,000 for an acrylic community court at Hamilton Park Reserve from the Asset Sustainability Reserve with an operating, maintenance and renewal cost of $15,500 per annum.

Carried Unanimously

Engineering Solutions for Footpath in front of 102-104 Sturt Road Warradale

Report Reference: GC200128M02

8.55pm Councillor Clancy re-entered the meeting

Moved **Councillor - Bruce Hull** **Seconded** **Councillor - Joseph Masika**

That Council:

1. Instigate an assessment of engineering solutions for the footpath in front of shops housing Pebble & Palm through to Hair Inn 102-104 Sturt Road Warradale as to resolve trip hazards and to create activation opportunities in consultation with businesses, that the 30 minute car parking restriction also be reviewed in consultation with DPTI.

Carried Unanimously

Amendment to the Disposal of Land and Assets Policy

Report Reference: GC200128M03

Moved **Councillor - Ian Crossland** **Seconded** **Councillor - Joseph Masika**

That Council:

1. Amends the Disposal of Land and Assets Policy by replacing the following:

If land is to be auctioned or placed on the open market or disposed of by an expression of interest then (unless the Council resolves otherwise) at least one independent valuation must be obtained to establish the reserve price for the land. The independent valuation must be made no more than 12 months prior to the proposed disposal and must take into account current and future land zoning.

If land is to be disposed of via a select tender or direct sale, then (unless the Council resolves otherwise) a minimum of two independent valuations must be obtained to ensure that an appropriate market value is obtained. The independent valuation must be made no more than 12 months prior to the proposed disposal.

The Council will seek to dispose of land at or above current market valuation by whichever method is likely to provide the Council with a maximum return, unless there are reasons for the Council to accept a lesser return which is consistent with the Council's overall strategic direction. These reasons must be documented in writing.

If the disposal is not to be on the open market, the disposal should be at or above the current market valuation (with due regard to all associated costs to achieve the transaction or such other amount as the Council resolves).

With:

If land is to be auctioned or placed on the open market or disposed of by an expression of interest then (unless the Council resolves otherwise) at least one independent valuation must be obtained to establish the reserve price for the land. The independent valuation must be made no more than 12 months prior to the proposed disposal and must take into account current and ***potential*** *future land zoning.*

If land is to be disposed of via a select tender or direct sale, then (unless the Council resolves otherwise) a minimum of two independent valuations must be obtained to ensure

that an appropriate market value is obtained. The independent valuation must be made no more than 12 months prior to the proposed disposal ***and must take into account current and potential future land zoning.***

The Council will seek to dispose of land at or above current market valuation by whichever method is likely to provide the Council with a maximum return, unless there are reasons for the Council to accept a lesser return which is consistent with the Council's overall strategic direction. These reasons must be documented in writing.

If the disposal is not to be on the open market, the disposal should be at or above the current market valuation ***and should aim to provide the Council with a maximum return*** *(with due regard to all associated costs to achieve the transaction or such other amount as the Council resolves).*

Carried Unanimously

QUESTIONS WITH NOTICE - Nil

MOTIONS WITHOUT NOTICE

QUESTIONS WITHOUT NOTICE

OTHER BUSINESS

MEETING CLOSURE

Council shall conclude on or before 9.30pm unless there is a specific motion adopted at the meeting to continue beyond that time.

MEETING CLOSURE - Meeting Declared Closed at 8.59pm

CONFIRMED THIS 11 DAY OF FEBRUARY 2020

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CHAIRPERSON

ADJOURNED ITEMS - Nil

DEPUTATIONS - Nil

PETITIONS - Nil

COMMITTEE RECOMMENDATIONS

Confirmation of Minutes of the Review and Selection Committee Meeting held on 4 February 2020

Originating Officer	Manager Human Resources - Steph Roberts
Corporate Manager	N/A
General Manager	Chief Executive Officer - Adrian Skull
Report Reference	GC200211R02

REPORT OBJECTIVE

The purpose of this report is to facilitate the receiving and noting of the minutes from the Review and Selection Committee meeting held on 4 February 2020.

EXECUTIVE SUMMARY

A summary of items considered by Committee Members are noted below.

Reports for Discussion

- CEO Performance and Remuneration Review Timeline and Approach 2019-2020
- Council Assessment Panel Review

Reports for Noting

- Corporate and CEO KPI Report Quarter Two 2019/20
- KPI Report - Staff Vacancies Data

RECOMMENDATION

That Council:

1. **Receives and notes the minutes of the Review and Selection Committee meeting held on 4 February 2020.**
2. **Notes that separate reports will be brought to Council for consideration of any recommendations from the Review and Selection Committee.**

Attachment

#	Attachment	Type
1	RSC200204 - Final Minutes V2	PDF File

MINUTES OF THE RSC200204 - REVIEW AND SELECTION COMMITTEE

Tuesday, 04 February 2020 at 06:30 PM

Council Administration Centre, 245 Sturt Road, Sturt

PRESENT

Elected Members

His Worship the Mayor Kris Hanna
Councillors Kendra Clancy and Luke Hutchinson

In Attendance

Adrian Skull	Chief Executive Officer
Steph Roberts	Human Resources Manager
Kate McKenzie	Manager Governance
Ilia Houridis	General Manager City Development
Sorana Dinmore	General Manager Corporate Services
David Harman	Unit Manager Statutory Finance & Payroll
Warwick Deller-Coombs	Manager Development and Regulatory Services

OPEN MEETING

The Mayor opened the meeting at 06:35 PM

KAURNA ACKNOWLEDGEMENT

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

ELECTED MEMBERS DECLARATION (if any) – Nil

CONFIRMATION OF MINUTES

Confirmation of the minutes for the Review and Selection Committee Meeting held on 5 November 2019

Report Reference: RSC200204R01

Moved Councillor Clancy, Seconded Councillor Hutchinson

That the minutes of the Review and Selection Committee Meeting held on 5 November 2019 be taken as read and confirmed.

Carried Unanimously

BUSINESS ARISING – Nil

CONFIDENTIAL ITEMS - Nil

REPORTS FOR DISCUSSION

CEO Performance and Remuneration Review Timeline and Approach 2019-2020
Report Reference: RSC200204R02

Moved Councillor Hutchinson, Seconded Councillor Clancy

Discussion regarding the 360 degree review and the value of it, given the consistency of the results over the past three years. It is recommended to remove the process for the 19/20 performance year and re-visit in the 20/21 performance year.

That the Review and Selection Committee:

1. Recommends the proposed approach and timeline for the CEO's performance and remuneration review as outlined in Appendix 1 subject to the following amendments:
   - removal of the 360 degree feedback process, with thanks to be provided to Ms McEwan for her contribution over the past three years.

Carried Unanimously

Council Assessment Panel Review
Report Reference: RSC200204R03

Moved Councillor Hutchinson, Seconded Councillor Clancy

That:

1. Pursuant to Section 90(2) and (3)(a) of the Local Government Act 1999, the Committee orders that all persons present, with the exception of the following persons Steph Roberts, Adrian Skull, Ilia Houridis, Sorana Dinmore, Kate McKenzie, Warwick Deller-Coombs and David Harman be excluded from the meeting as the Committee receives and considers information relating to the Council Assessment Panel Review, upon the basis that the Committee 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 the personal affairs of current Council Assessment Panel members.

Carried Unanimously

6.45pm the meeting went into confidence
6.45pm all staff left the meeting

6.50pm the meeting came out of confidence
6.50pm all staff returned to meeting
6.50pm Ilia Houridis and Warwick Deller-Coombs joined the meeting

Moved Councillor Hutchinson, Seconded Councillor Clancy

That:

1. Pursuant to Section 90(2) and (3)(a) of the Local Government Act 1999, the Committee orders that all persons present, with the exception of the following persons Steph Roberts, Adrian Skull, Ilia Houridis, Sorana Dinmore, Kate McKenzie, Warwick Deller-Coombs and David Harman be excluded from the meeting as the Committee receives and considers information relating to the Council Assessment Panel Review, upon the basis that the Committee 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 the personal affairs of current Council Assessment Panel members.

Carried Unanimously

6.50pm the meeting went into confidence

Moved Councillor Hutchinson, Seconded Councillor Clancy

Discussion regarding a review process for independent committee members, in order for them to be able to assess their performance.

7.05pm the meeting came out of confidence

That the Review and Selection Committee:

1. Endorses the reappointment of the current Presiding Member, Mr Terry Mosel, as the Presiding Member (as an Independent Council Assessment Panel Member) for a 2 year period commencing on 1 July 2020.

2. Requests that Administration commence the recruitment process for 3 Independent Council Assessment Panel Members.

3. Endorses the reappointment of the current Independent Council Assessment Panel Member Gavin Lloyd-Jones as Deputy Member for a 2 year period commencing on 1 July 2020.

Carried Unanimously

7.05pm Mayor Hanna left the meeting

7.05pm Meeting suspended due to lack of quorum

7.10pm Warwick Deller-Coombs and Ilia Houridis left the meeting

7.10pm Mayor Hanna re-joined the meeting

REPORTS FOR NOTING

Corporate and CEO KPI Report Quarter Two 2019/20
Report Reference: RSC200204R04

Moved Councillor Clancy, Seconded Councillor Hutchinson

Staff Engagement KPI shows achieved, however it was not achieved.

Discussion regarding agency staff numbers with pool, grant funded and Gap Year removed.

ACTION: Administration to provide members the change in agency staff over last 12 month period

That the Review and Selection Committee:

1. Note this report.

Carried Unanimously

KPI report - Staff Vacancies Data
Report Reference: RSC200204R05

Moved Councillor Clancy, Seconded Councillor Hutchinson

Discussion regarding vacancies and how the budget is managed, allowing for vacancies.

That the Review and Selection Committee:

1. Note this report.

Carried Unanimously

WORKSHOP / PRESENTATION ITEMS - Nil

OTHER BUSINESS - Nil

MEETING CLOSURE

Meeting Declared Closed at 07.27 PM

CONFIRMED THIS 5TH DAY OF MAY 2020

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CHAIRPERSON

Confirmation of Minutes of the Special Urban Planning Committee Meeting held on 4 February 2020

Originating Officer	Development Officer - Planning - Kai Wardle
Corporate Manager	Manager Development and Regulatory Services - Warwick Deller-Coombs
General Manager	General Manager City Development - Ilia Houridis
Report Reference	GC200211R03

REPORT OBJECTIVE

The purpose of this report is to facilitate the receiving and noting of the minutes from the Special Urban Planning Committee meeting held on 4 February 2020.

EXECUTIVE SUMMARY

A summary of items considered by Committee Members are noted below.

Reports for Discussion

- Planning and Design Code Submission

RECOMMENDATION

That Council:

1. **Receives and notes the minutes of the Special Urban Planning Committee meeting held on 4 February 2020.**
2. **Notes that separate reports will be brought to Council for consideration of any recommendations from the Urban Planning Committee.**

Attachment

#	Attachment	Type
1	SUPC200204 - Final Minutes	PDF File

MINUTES OF THE SUPC200204 - SPECIAL URBAN PLANNING COMMITTEE MEETING - 4 February 2020

Tuesday, 04 February 2020 at 05:30 PM

Council Administration Centre, 245 Sturt Road, Sturt

ATTENDANCE

Committee Members
Councillor - Ian Crossland (Presiding Member)
Mayor - Kris Hanna
Councillor - Nathan Prior
Councillor - Maggie Duncan

Other Elected Members
Councillor - Tim Gard

Other Attendees
Chief Executive Officer: Adrian Skull
General Manager City Development: Ilia Houridis
General Manager Corporate Services: Sorana Dinmore
Manager Development and Regulatory Services: Warwick Deller-Coombs
Senior Policy Planner: David Melhuish
Development Officer - Planning: Kai Wardle

OPEN MEETING

Councillor Crossland opened the meeting at 05:36 PM

KAURNA ACKNOWLEDGEMENT

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

ELECTED MEMBERS DECLARATION (if any) - Nil

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

No declarations were made.

CONFIRMATION OF MINUTES

Confirmation of the minutes for the Special Urban Planning Committee Meeting held on 21 January 2020

Report Reference: SUPC200204R01

Moved Mayor - Kris Hanna, Seconded Councillor - Nathan Prior

That the minutes of the Special Urban Planning Committee Meeting held on 21 January 2020 be taken as read and confirmed.

Carried Unanimously

BUSINESS ARISING - Nil

CONFIDENTIAL ITEMS - Nil

REPORTS FOR DISCUSSION

Planning and Design Code Submission
Report Reference: SUPC200204R02

06:35 PM - Mayor - Kris Hanna left the meeting.

The Committee continued discussions in relation to this item.

07:08 PM - Mayor - Kris Hanna re-entered the meeting.

Moved Councillor - Nathan Prior, Seconded Mayor - Kris Hanna

That the Urban Planning Committee:

1. Notes the updated Draft Marion Council Response to the Planning and Design Code as attached to this report, and suggests the following alterations:

    - The Suburban Neighbourhood Zone be applied to all southern suburbs south of Seacombe Road: within which separate sub-zones retain the existing policy area requirements in relation to block size and topography in Hallett Cove, Sheidow Park, Trott Park and O'Halloran Hill, whilst incorporating the changes proposed to Marino, Seacliff Park, Seaview Downs, Seacombe Heights and Darlington as submitted to the Minister within the recent Housing Diversity DPA.

Carried Unanimously

REPORTS FOR NOTING - Nil

WORKSHOP / PRESENTATION ITEMS - Nil

OTHER BUSINESS - Nil

MEETING CLOSURE

Meeting Declared Closed at 07:09 PM

CONFIRMED THIS xx DAY OF xx

.....

CHAIRPERSON

CITY OF MARION

CONFIDENTIAL ITEMS

Cover Report - Presentation from Adelaide Film Festival

Originating Officer	Executive Assistant to CEO - Dana Bartlett
Corporate Manager	N/A
General Manager	Chief Executive Officer - Adrian Skull
Report Reference	GC200211F01

RECOMMENDATION

That pursuant to Section 90(2) 3(d) (i) and (ii) of the Local Government Act 1999, the Council orders that all persons present, with the exception of the following persons: Adrian Skull, Tony Lines, Ilia Houridis, Sorana Dinmore, Kate McKenzie, Ray Barnwell, Craig Clarke and Jaimie Thwaites, be excluded from the meeting as the Council receives and considers information relating to the Adelaide Film Festival, 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, the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party and would on balance be contrary to the public interest.

Presentation from Adelaide Film Festival

CONFIDENTIAL

Reason For Passing This Resolution:

Local Government Act (SA) 1999 S 90 (2) 3(d) (i) and (ii) : commercial information of a confidential nature (not being a trade secret) the disclosure of which (i) could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and (ii) would, on balance, be contrary to the public interest.

Cover Report - Edwardstown Memorial Sports and Community Club

Originating Officer	Acting Manager City Property - James O'Hanlon
Corporate Manager	N/A
General Manager	General Manager City Development - Ilia Houridis
Report Reference	GC200211F02

RECOMMENDATION

That pursuant to Section 90(2) 3(b) (i) and (ii) and 3(d) (i) and (ii) of the Local Government Act 1999, the Council orders that all persons present, with the exception of the following persons: Adrian Skull, Tony Lines, Ilia Houridis, Sorana Dinmore, Kate McKenzie, Craig Clarke, James O'Hanlon and Jaimie Thwaites, be excluded from the meeting as the Council receives and considers information relating to Edwardstown Soldiers Memorial Community Club, 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, the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party and would on balance be contrary to the public interest.

Edwardstown Memorial Sports and Community Club

CONFIDENTIAL

Reason For Passing This Resolution:

Local Government Act (SA) 1999 S 90 (2) 3(d) (i) and (ii) : commercial information of a confidential nature (not being a trade secret) the disclosure of which (i) could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and (ii) would, on balance, be contrary to the public interest.

Local Government Act (SA) 1999 S 90 (2) 3(b) (i) and (ii): information the disclosure of which (i) could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and (ii) would, on balance, be contrary to the public interest.

Cover Report - Council Assessment Panel Membership Review

Originating Officer	Manager Development and Regulatory Services - Warwick Deller-Coombs
Corporate Manager	Manager Development and Regulatory Services - Warwick Deller-Coombs
General Manager	General Manager City Development - Ilia Houridis
Report Reference	GC200211F03

RECOMMENDATION

That pursuant to Section 90(2) and 90(3)(a) of the Local Government Act 1999, Council orders that all persons present with the exception of the following persons: Adrian Skull, Ilia Houridis, Tony Lines, Sorana Dinmore, Craig Clarke, Kate McKenzie, Jaimie Thwaites, Warwick Deller-Coombs and Alex Wright, be excluded from the meeting as Council receives and considers information relating to Council Assessment Panel Membership Review upon the basis that 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 the personal affairs of any persons.

Council Assessment Panel Membership Review

CONFIDENTIAL

Reason For Passing This Resolution:

Local Government Act (SA) 1999 S 90 (2) 3(a): information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead).

CITY OF MARION

CORPORATE REPORTS FOR DECISION

Oaklands Precinct - Dwyer Road Reserve and Diagonal Way Detail Design

Originating Officer	City Activation Senior Advisor - Brett Grimm
Corporate Manager	Manager City Activation - Greg Salmon
General Manager	General Manager City Development - Ilia Houridis
Report Reference	GC200211R04

REPORT OBJECTIVE

To provide Council with a project update and detailed designs for Dwyer Road Reserve and Diagonal Way illustrating the inclusion of Federal Government Smart Cities and Suburbs Grant Funding.

This report seeks Council's endorsement to tender works.

EXECUTIVE SUMMARY

Council resolved a capital works program that outlines Council's contribution of works towards the Oakland Crossing project GC190326R13. The works program integrates Federal Government Smart Cities and Suburbs grant funding. The works program references a three year schedule of works 2019/20- 2021/22.

In April (GC190326R13) a concept design was presented to Council for the proposed enhancement to Dwyer Road Reserve and a pedestrian/ cyclist connection to the Marion Regional Centre. The concept illustrated the proposed closure of Diagonal Way (Attachment 1).

Community consultation on the proposed Diagonal Way Road closure and Dwyer Road Reserve was conducted in May 2019. A subsequent report was presented to Council GC190625R20 providing findings of the consultation with reference to the concept design and detailed design considerations.

Further consultation on the proposed Diagonal Way closure was conducted 28 August- 25 September as per the Roads (Opening and Closing Act) 1991. A report was presented to Council (GC191022R14) to progress the road closure process as per the Road (Opening and Closing Act) 1991. The road closure order has been authorised and submitted to the Surveyor General's office as per Council resolution.

Detailed designs for Dwyer Road Reserve and Diagonal Way have progressed. The design process has integrated smart technology solutions as per the Federal Government grant funding application. The design for Dwyer Road Reserve responds to the community consultation process and neighbourhood level of playground service.

The detailed designs illustrate a staged approach of delivery. Stage one is the construction of Dwyer Road Reserve and is programmed for completion by June 2020 as per the Oaklands Crossing funding agreement. Stage two is Diagonal Way which is subject to road closure gazette. Diagonal Way capital works are programed for 2020/ 2021, as per the Oaklands Crossing funding agreement. Diagonal Way capital works are anticipated to commence July 2020, directly following Dwyer Road Reserve works with completion by September 2020.

The intention is to tender works for Stage one and Stage two for efficiencies and likely economies of scale. Award of contract for stage two will be subject to road closure gazette and section 270 review process.

RECOMMENDATION

That Council:

1. **Notes the process of community engagement and program of works.**

2. **Notes the Diagonal Way road closure order has been submitted to the Surveyor General for decision as per council resolution GC1911022R14.**

3. **Notes detailed design drawings for Stage one (Dwyer Road Reserve) and Stage two (Diagonal Way to Crew Street).**

4. **Authorises tender and procurement for Stage one Dwyer Road Reserve (east of Diagonal Way) and Stage two Diagonal Way inclusive of road reserve west of Diagonal Way. Stage two works to be awarded subject to road closure gazette and finalisation of Section 270 (Local Government Act 1999) review.**

5. **Authorise commencement of stage two as per Oaklands Crossing Contributing works GC190326R13 be brought forward to enable award of contract prior to June 2020 subject to road closure gazette and finalisation of Section 270 (Local Government Act 1999) review. This will support smart cities funding acquittal time frames with the Federal Government.**

GENERAL ANALYSIS

A summary of Council report resolutions are provided (Attachment 2).

Council endorsed a works package and concept design integrating Smart Cities and Suburbs grant funding GC190326R13.

Consultation was conducted May 2019 on the concept plans. The objectives of the concept are to create:

- Seamless integration of public realm that provides enhanced connections to the Oaklands Station.
- A Smart precinct that incorporates real time data capture and information distribution; supporting enhanced service delivery, economic development opportunities, public safety and community connections.
- Dwyer Road Reserve community park and playground upgrade with integrated technology based infrastructure. This incorporates a proportion of Diagonal Way being closed to create a larger public park.
- Enhanced walking and cycling connection from the Oaklands Railway Station to Marion Regional Centre.
- A precinct approach to public art, place making and wayfinding to enhance the user experience.

On 19 June 2019 (GC190625R20) Council considered a report on the consultation findings. The findings report illustrated:

- 879 flyers (400 metre radius) distributed by letter box drop.
- Brochures available from Administration Centre, Marion Cultural centre and SA Aquatic and Leisure Centre.
- Handout of brochures by staff to commuters at Oaklands Station.
- Emailed information to Oaklands Crossing PTPA registered stakeholder distribution list.
- Making Marion website and survey.
- Social media promotion of project and information.
- Messenger article advertisement 3 May 2019.

- Drop in session hosted 15 May 2019.

The results of the consultation survey were:

- A total of 452 people visited the Making Marion website and 36 people downloaded the concept plan document.
- 47 people completed the online quick poll.
- 39 people completed the survey questions online.

Overall Summary

	Support	Do not support
Overall do you support the concept plan prepared to improve connectivity from Oaklands to Marion Regional Centre?	91%	9%
What is your level of support for the closure of Diagonal Way adjacent Dwyer Road Reserve? (Pedestrian cyclist link only)	82%	18%

Closure of Diagonal Way

To facilitate the development and expansion of Dwyer Road Reserve, it is proposed that the section of Diagonal Way, Oaklands Park between the northern boundary of 10 Diagonal Way and the southern boundary of the intersection of Crozier Terrace and Dwyer Road Oaklands Park is closed under the Roads (Opening and Closing) Act 1991. Pedestrian and cycle connections will be maintained from the Oaklands Railway Station to the State Aquatic and Leisure Centre and Westfield Marion.

The following diagram illustrates Council's approval process in accordance with the requirements of the Act.

Council report 1 GC190625R20	Council authorises the commencement of the Roads (Opening and Closing) Act 1991 process to close the section of Quinn Street, which requires • Preparation of a preliminary plan • Preparation of a statement of affected parties and • Undertaking of public consultation
Council Report 2 GC191022R14	Council considers the outcomes of the public consultation and authorises the preparation of the document to be submitted to the Surveyor General under the Act to formally close the road (Road Process Order)

DISCUSSION

Council staff have progressed detailed designs for stage one and two (Dwyer Road Reserve and Diagonal Way to Crew Street).

The proposed designs maximise the open space and enhance safe pedestrian and cyclist connections to the regional centre. The designs have responded to community consultation feedback provided in May 2019. Detailed designs are provided (Attachment 3).

The following dot points summarise urban design outcomes that are presented in the attached plans:

- Improvement to public transportation access, particularly within 5-10 minute walking catchment.
- Infrastructure to encourage active transportation modes that connect public transportation to the major activity and employment centre.
- Creation of a larger community park at Dwyer Road Reserve, incorporating a new playground and recreational facilities. The closure of the portion of Diagonal Way provides an addition of approximately 750m2 of recreation open space.
- Dwyer Road Reserve is classified as a Neighbourhood level playground and reserve. Designs are reflective of the service level with the addition of smart technology supported by the grant funding.
- Pedestrian movement corridors designed with crime prevention through environmental design principles (CPTED). Designs incorporate well lit pathways, good natural surveillance, clear sight lines, enhanced activation through amenity improvements and wayfinding signage.
- Maintain pedestrian paths on Morphett Road to Regional Centre with additional amenity and wayfinding signage.
- Separation of pedestrian and cyclist movement from vehicle dominant corridors as per best practice. Current vehicle volumes are; Morphett Road 42,000 average per day; Diagonal Road 24,000. Diagonal Way is a safer route for pedestrian/ cyclist connection with pre-construction volumes 1,655 average per day.
- Closure of Diagonal Way adjacent Dwyer Road Reserve (pedestrian/ cyclist link only). Maintain vehicle access on Diagonal Way to residential properties south of Dwyer Road reserve with additional formalised car parking.
- Walking and cycling connections to align with identified priority links as per the City of Marion Walking and Cycling network plan 2018-2022. A future “Chrysler Trail” walking and cycling connection is proposed at the intersection with Trott Grove supporting direct connection into the regional centre.
- Enhanced connections to station amenities (toilet and bike lockers) that can help service community activity within Dwyer Road Reserve.
- Enhanced amenity with street trees and shrub plantings that support shade, and management of urban heat island effect.
- Proposed Pedestrian Actuated Crossing (PAC) on Diagonal Road adjacent Warracowie Way (subject to DPTI approval). Location to connect with ‘Chrysler trail connection to Tonsley Innovation Precinct. Detailed designs to be developed 2020/21.
- Integration of Westfield (Scentre Group) proposed walking connection via Warracowie Way as per recent development approval plans.
- Commuter car park vacancy to be supported by digital wayfinding displays and sensor technology.
- Integration of smart precinct wayfinding and lighting technology.
- Public art that enhances the customer experience, wayfinding and precinct narrative.
- Designs consider future proofing for an autonomous vehicle to transit between the Regional Centre and Station along shared path.
- Environmental benefits of increased tree canopy structure of approximately 50% within stages 1 and 2; incorporation of water sensitive urban design; reduction in hard surface (urban heat island effect); reduction in power consumption with smart lighting; infrastructure to support active transportation and improved access to public transport.

A summary of items that have been included in the detailed design as illustrated in Attachment 3 are:

- Plaza space that offers Wi-Fi; seating and solar panel covered shelters; phone charging stations and digital kiosk with wayfinding information.
- Neighbourhood playspace that includes smart play climbing structure, swings and a slide; nature play elements; basketball and netball 3 on 3.
- Additional smart technology items; smart BBQ; smart lighting; pedestrian sensors; bore water irrigation with soil moisture sensors, climatic sensors and remote monitoring.

- Potential for a future community garden. Discussions are occurring at present with a small group of community members. A community garden will need to be developed in line with Councils framework and policy. A space has been accommodated that enables this to occur in the future without conflicting recreation use of the site.

Traffic Management and Closure of Diagonal Way

Commuter car parking to the Oaklands Station has been redistributed across the corridor with the majority of car parks being located on Murray Terrace. Commuter car park wayfinding technology that informs of vacancy numbers and locations on Crozier Tce, Murray Tce, Addison Avenue and Railway Tce has been tendered and is due to commence installation March/ April 2020.

Detailed designs provide 33 formalised car parks on Diagonal Way south of Dwyer Rd Reserve increasing capacity from approximately 18 existing informal parks. Additional indented parking is provided on Dwyer Road adjacent the reserve. This will support traffic movements in this locality. Due to service locations and existing significant trees the maximum number provided is 7 additional car parks. Total additional car parking provided is 22 parks.

A Pedestrian Actuated Crossing (PAC) is proposed on Diagonal Road within proximity to Trott Grove and Warracowie Way. This locality will provide direct access to the Marion Cultural Centre Plaza, SA Aquatic and Leisure Centre (SAALC) and further south to Westfield. The proposal will also provide a future connection to the 'Chrysler Trail' walking and cycling connection to the Tonsley Precinct. Consultation has occurred with Department Planning Transport Infrastructure (DPTI) to confirm support for the proposed location (Attachment 5). Detailed design on this stage of work is scheduled for 2020/21 with capital works 2021/22.

As per Infrastructure Strategy Committee request (ISC191203R06) pedestrian counters were placed on Morphett Road, Diagonal Road and Diagonal Way during December 2019 and January 2020. As reported (ISC200204R04) the monitoring of pedestrian movements through the precinct provides Council with an indication of the existing pedestrian movement patterns over a period of 16 days and illustrates three current movement patterns which have been recorded in both directions of travel.

- Morphett Road to Diagonal Road signalised intersection with pedestrians utilising the crossing to continue travel south.
- Diagonal Way to Diagonal Road and further south towards or from Trott Grove and Warracowie Way
- Morphett Road to Diagonal Road and further east towards or from Trott Grove and Warracowie Way

Synthesis of the data illustrates the following:

- Morphett Road pathway from the station towards the signalised intersection has a proportionally higher use (59%) as compared to the return direction to the station (52%).
- Diagonal Way provides an alternative connection with proportionally higher movements towards the station (48%) as compared to from the station (41%).
- When considering both 'to and from' the station combined, the pedestrian movement patterns show (57%) of pedestrians choose to travel between the station and regional centre via Diagonal Road and Diagonal Way, compared with (43%) crossing at the signalised intersection on Morphett Road heading due south or west of the precinct.

The data shows that there are two main directional routes people are travelling between the Oaklands station and the Marion Regional Centre. Overall the pedestrian movements are relatively evenly split between the routes.

This supports the proposed designs which reflect improvements to amenity and wayfinding along both Morphett Road and Diagonal Way.

Consultation

Community consultation on the concept design was conducted in May 2019. Consultation was conducted in accordance with Councils Public Consultation Policy and Procedure. The road closure process has been consulted as per the Roads (Opening and Closing) Act 1991.

Dwyer Road Reserve is a neighbourhood level reserve. The process of engagement for design and implementation is attached for reference (Attachment 4). Designs will be posted on Councils web page to inform the community prior to tender award.

Council staff have consulted with DPTI and Office for Recreation Sport and Racing (ORSR) regarding the precinct plan traffic management solutions and pedestrian cyclist connections. Letters of support are provided (Attachment 5).

Budget

As per Oaklands funding agreement and contributing works program GC190326R13, the following budgets for the $2,710,650 works program have been confirmed.

Financial year	Oaklands Contributing Works Budgets*	Oaklands Precinct Smart Cities and Suburbs Funding	Regional Connection Capital Works Scope
2019/20	$900,000	$710,650	Stage 1- Dwyer Road Reserve
2020/21	$1,550,000		Stage 2- Diagonal Way and Road Reserve to Crew Street
2021/22	$1,550,000		Stage 3- Crew Street to Trott Grove

*Note additional footpath verge treatment works on Addison Avenue, Crozier Tce, Railway Tce and Murray Tce have been identified within 2020/21 and 2021/22 as per GC190326R13.

The Federal Government Smart Cities and Suburbs Grant Funding acquittal is 30 June 2020. Council staff will commence procurement of items and will inform the Federal Government of the delivery program and request an extension of time to accommodate completion of the program. It is likely the capital works program for stage one and two will extend to September 2020.

Whole of life cost estimates for Stage 1 Dwyer Road Reserve and Stage 2 Diagonal Way are provided in Attachment 6.

Risks

Pursuant to section 270 of the Local Government Act, Council has adopted a Complaints and Grievance Policy. A grievance has been received regarding the original decision of Council to permanently close Diagonal Way. This means a review of this decision is currently in progress. The Local Government Act 1999 or Council's Complaints and Grievance Procedure does not expressly prohibit Council from pursuing a tender for the works as outlined within this report. However, if the tender proceeds there may be a public perception about the outcome of the review being predetermined. If Council proceeds with the tender for Stage 2, the tender documents will note that the works may not proceed for stage 2 Diagonal Way pending the outcome of the review and Council 's consideration of the report and recommendations.

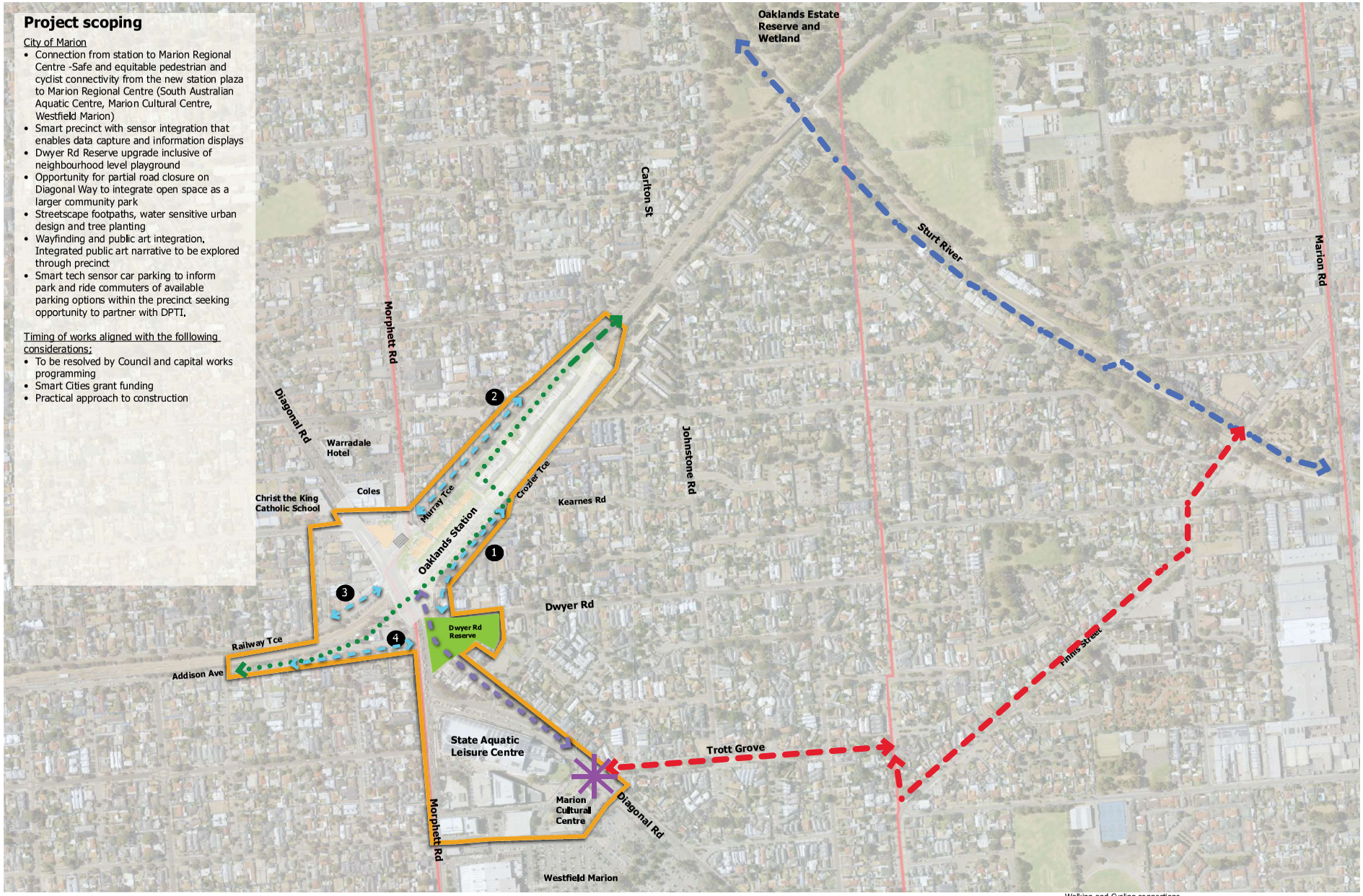
Conclusion

Detailed designs for Dwyer Road Reserve and Diagonal Way have been developed based on the vision, objectives and community consultation. The designs integrate the Smart Cities and Suburbs grant. The designs represent a practical scope of delivery that reflects design budgets and time lines.

Attachment

#	Attachment	Type
1	Attachment 1 - Concept Plans A4	PDF File
2	Attachment 2_Summary of Reporting and Council Resolutions	PDF File
3	Attachment 3 - Landscape Detail Design A4	PDF File
4	Attachment 4_Playground Development Methodology	PDF File
5	Attachment 5_Letter of support	PDF File
6	Attachment 6 Estimate Whole of Life Costing	PDF File

Project scoping- Council Contributing Works

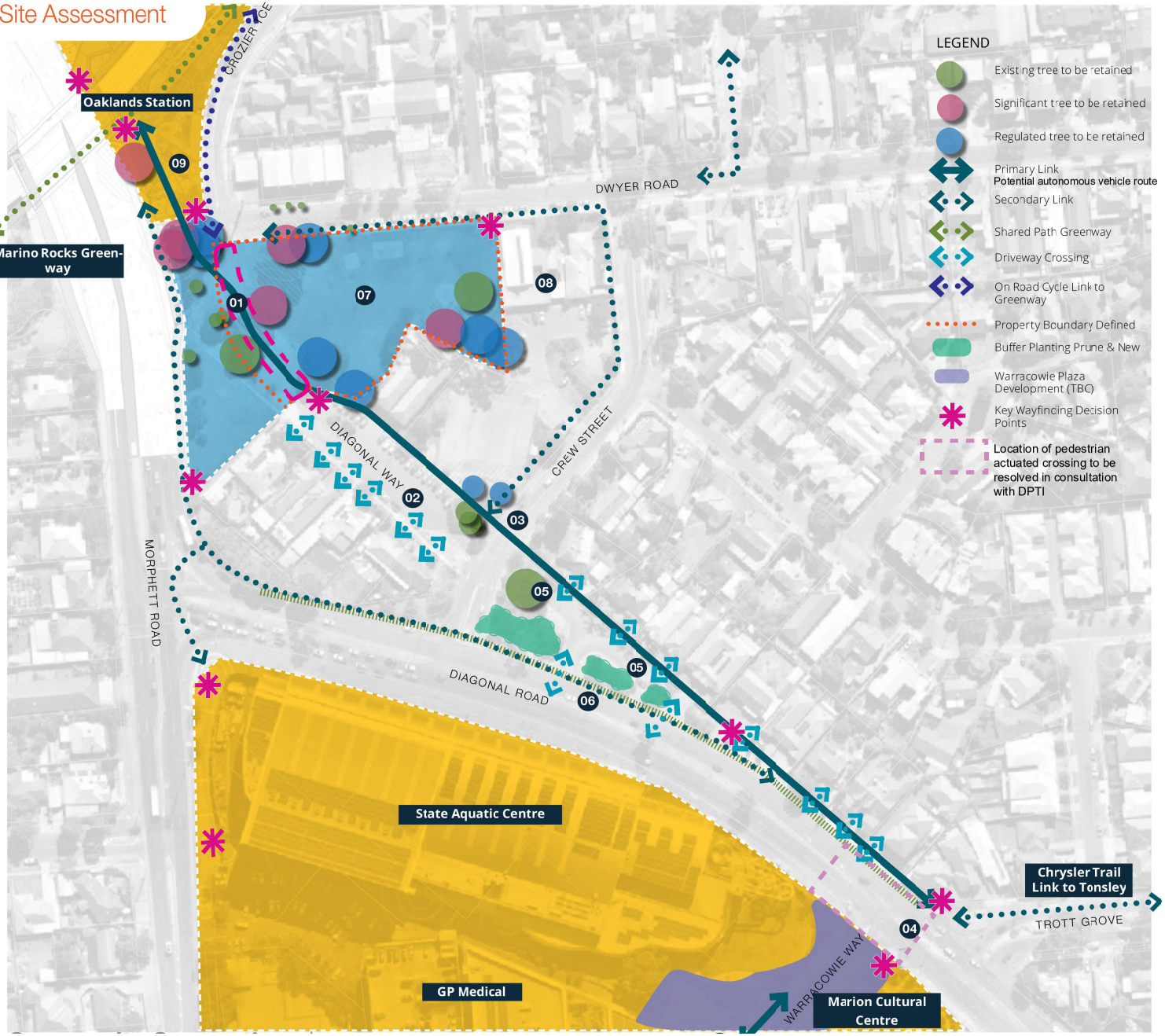


SK01

CITY OF MARION

Project scoping- Diagonal Way Community Connections

Site Assessment



KEY OPPORTUNITIES

01 Potential partial closure of Diagonal Way
- Improved shared path link from Marino Rocks to Chrysler Trail
- Increased safety for playground
- Physical extension of Dwyer Reserve
- Extension of Oaklands Station forecourt
- Enhanced Community park

02 Narrowing of Diagonal Way
- Reduced vehicle speeds and increased safety
- At a minimum maintain number of parking spaces
- Improved amenity for residents
- Reinforce shared path connection

03 Crew Street wombat crossing
- Reduced vehicle speeds and pedestrian safety
- Reinforce shared path connection

04 Activated pedestrian crossing
- Proposed location of crossing to be resolved in consultation
- Establishes final continuous link between Oaklands Station to Marion Activity Centre
- Improved pedestrian safety
- Integration with future redevelopment of Warracowie Way

05 Diagonal Road verge
- Clear out existing understorey vegetation and retention of trees
- Potential for WSUD treatments

06 High Street tree planting
- Reinforce Diagonal Rd as a 'High Street'
- Tree species to be accommodate scale of road and development
- Potential to reflect Gleditsia planted along SAALC or other as per DPTI standard

07 Dwyer Reserve playground
- Neighbourhood level
- Mix of traditional play, nature play and passive recreation
- Smart play technology integration

08 St. Elizabeth of Hungary Anglican Church
- Potential for visual and physical integration with Dwyer Reserve
- Green space connection
- Community activation
- Potential for Church to utilise Reserve for breakout space / functions

09 Oaklands Station Forecourt
- Potential to carry through materiality from station forecourt
- Open up and reinforce views and links from station to Marion Activity Centre
- Shared path link to Marion Rocks Greenway

10 Connection to Westfield
- Improving accessibility and connection to all facilities within the Marion Regional Centre

SK02

CITY OF MARION

Site Plan



LEGEND

- Scope Boundary
- Refer (Sk07)
- Existing Tree
- Proposed Deciduous Tree
- Proposed Evergreen Tree
- Wombat Crossing/Traffic control device
- Public art
- Existing Property Access
- Existing on Road Cycle Lane
- Proposed Pedestrian Activated Crossing (location to be confirmed in consultation with DPTI)
- Proposed pedestrian/ cyclist link Potential for autonomous vehicle
- Proposed Wayfinding elements

KEY

01 Ramp for on road cyclist

02 Update Verge Treatment to Improve Sightlines

03 Maintain residential crossover access and parking, incorporating landscaping.

04 Reseal road surface

05 Traffic calming: texture paving and table top (potential for Public Art)

06 Remove pedestrian refuge

07 Proposed paving bands within existing bitumen

08 Potential kerb cutting and WSUD

09 Feature paving

10 Tree planting to median (subject to DPTI approval)

ATTACHMENT 1

Community Connections | Oaklands Crossing to Marion Activity Centre

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SK03

CITY OF MARION



LEGEND

- Existing Tree to be Retained
- Proposed Deciduous Tree
- Proposed Evergreen Tree
- Bus Stop
- Wombat Crossing/traffic controls
- Wayfinding element
- Opportunity for Public Art as surface graphics
- Dwyer Rd Reserve
  Includes playground, recreation opportunities, pathways and amenities.
- Road Reserve / Landscaping

KEY

01 Dwyer Road Reserve upgrade including playground

02 Shared use path (pedestrian tree lined avenue)

03 Power and facilities for events i.e food trucks, markets

04 Controlled access for service vehicles to reserve

05 Shared use path (pedestrian tree lined avenue)

06 Bitumen road reseal

07 Proposed paved table top wombat crossing, providing traffic control of pedestrian and cyclist crossing point

08 Vehicle crossover for residential properties

09 Lawn area for recreation

10 Parallel parking to Diagonal Way

11 90 degree parking to Diagonal Way

12 Paving treatment for visual identification of pedestrian and cyclist activity.

13 Retain existing footpath connection on Morphett Road with wayfinding and landscape treatments

Community Connections | Oaklands Crossing to Marion Activity Centre

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SK04

CITY OF MARION

Attachment 2 Summary of reporting process to date

Dates	Topic	Report Reference
19 February 2019	Ward briefing on the proposed concepts. Direction from the ward members was to present to Council option 1 for road closure.	
23 April 2019	**Oaklands Contributing works program.** **Moved Councillor – Nathan Prior** **Seconded Councillor- Matthew Shilling** *1.Endorses the proposed works program scope, scheduling and design budgets without committing to the removal of the pedestrian refuge on Diagonal Road.* *2.Endorses the concept plan for Diagonal Way road closure and Dwyer Road Reserve to be consulted with the community in April/ May 2019.* *3.Notes a future report will be presented to Council, informing of consultation findings on concept plan for the Diagonal Way road closure and Dwyer Road Reserve development.* *4.Authorises a letter be sent to the Highways Commissioner seeking written approval to commence the road closure process as per Section 26(8) of the Highways Act* *5.Notes a future report will be presented to Council, seeking authorisation to commence the Roads (Opening and Closing Act, 1991) process to close the section of Diagonal Way, Oaklands Park; between the northern boundary of 10 Diagonal Way and the southern boundary of the intersection of Crozier Terrace and Dwyer Road to facilitate the development and expansion of Dwyer Road Reserve.*	**GC190326R13**
3 May- 24 May 2019	Community consultation on the concept plans which included the proposed road closure	

25 June 2019	**Oaklands Community Connections Consultation (proposed Diagonal Way Road Closure and Dwyer Road Reserve).** **Moved Councillor – Nathan Prior** **Seconded Councillor- Ian Crossland** *1.Notes the community consultation feedback received on the concept design for the proposed Diagonal Way road closure and Dwyer Road Reserve.* *2.Notes correspondence from the Commissioner of Highways, confirming Diagonal Way is issued Section 26(2) of the Highways Act 1926, currently under care and control of Council and no approval is required to commence the road closure process.* *3.Authorises the commencement of the Roads (Opening and Closing) Act 1991 process to close the section of Diagonal Way Oaklands Park between the northern boundary of 10 Diagonal Way and the southern boundary of the intersection of Crozier Terrace and Dwyer Road Oaklands Park in accordance with the Roads (Opening and Closing) Act 1991 which requires:* • *- Preparation of a preliminary plan* • *- Preparation of a statement of affected parties and* • *- Undertaking of public consultation* *4. Resolves that the road closed pursuant to the Roads (Opening and Closing) Act 1991 is to be merged with Lot 94 in Filed Plan 147328 (comprised in Certificate of Title Volume 5854 Folio 339) for Dwyer Road Reserve.* *5. Notes a further report will be tabled to consider the outcome of the community consultation for the road closure and to seek authorisation to submit the documentation with the Surveyor General to formally close the road.*	**GC190625R20**

	6. Resolves to temporarily close Diagonal Way (Section 32 Road Traffic Act 1961) for vehicle traffic as illustrated in attachment 5, until Council resolve the permanent proposal pursuant to Roads (Opening and Closing) Act 1991.	
28 August- 25 September 2019	Consultation Diagonal Way Road Closure as per Roads (Opening and Closing) Act 1991	
22 October 2019	**Diagonal Way, Oaklands Park Road Closure** **Moved Councillor – Ian Crossland** **Seconded Councillor- Raelene Telfer** *1. Notes that representations received in response to the community consultation required under the Roads (Opening and Closing) Act 1991.* *2. After due consideration of the objections lodged by Mr Murphy and Mr Robinson, confirm that the matters raised do not prevent Council from proceeding with the road closure process.* *3. Resolves to make a Road Process Order in accordance with the Roads (Opening and Closing) Act 1991 to close the portion of Diagonal Way Oaklands Park and merge with allotment 94 in filed Plan 147328 and more particularly delineated and lettered "A" on the Preliminary Plan PP19/0024 subject to the withdrawal of objection by APA.* *4. Notifies Mr Murphy, Mr Robinson and APA of Council's decision to proceed with the road closure process.* *5. Pursuant to Section 37 (b) of the Local Government Act 1999 authorises the Chief Executive Officer to enter into and sign all documentation necessary to complete the road closure process and the merger of land with allotment 94 in Filed Plan 147328.*	**GC191022R14**

26 November 2019	**Petition- Diagonal Way Oaklands Park Road Closure** **Moved Councillor – Raelene Telfer** **Seconded Councillor- Nathan Prior** *1. Notes the Petition* *2. Advises the lead petitioners that Council has noted the petition and of Councils decisions made on 22nd October*	**GC191126P01**
3 December 2019	**Oaklands Smart Precinct Project- Update** **Moved – Mayor Kris Hanna** **Seconded- Councillor Raelene Telfer** *1. Notes the Oaklands Prencinct Project progress report, designs and smart solutions identified to trial within the project.* 2. *The design be referred to a General Council meeting before going out to tender.*	**ISC191203R06**
10 December 2019	**Confirmation of Minutes of Infrastructure and Strategy Committee Meeting Held on 3 December 2019** **Moved- Councillor Shilling** **Seconded- Councillor Tim Gard** *1. Receives and notes the minutes of the Infrastructure and Strategy Committee meeting 3 December 2019 with the following points to be included under the Oaklands Smart Precinct Project- Update item* • *Members expressed concern that designs were not made available to Council, the Infrastructure and Strategy Committee or at a Ward Briefing prior to a Council decision to close Diagonal Way. Members were notified this decision is now subject to a Section 270 Review and will be included in the next General Council agenda* • *Members discussed the need to have data available to drive decision making around important community issues such as rood closure and requested pedestrian destination data to be collected to assess where people are walking to/from prior to Council making any decisions around detailed design of the precinct.*	**GC191210R02**

10 December 2019	**Request for Review of Decision- Closure of Diagonal Way** Deferred to January 2020	**GC191210R13**



OAKLANDS COMMUNITY CONNECTIONS LANDSCAPE DESIGN DEVELOPMENT

Overall Master Plan & Staging | DRAFT

ASPECT Studios™

Client: **CITY OF MARION**

Drawn: **DM**
Checked: **TC**

Scale: **1:1000@A3**
Date: **08.01.2020**

0 10 20 20m

Dwg no.: **A19058-LA-SK001**/1
Rev: **A**



KEY

01 Nature Play
02 Smart Play Space
03 Solar Shelter & BBQ
04 Sports Court
05 Upgraded Footpath
06 Almond Tree Grove
07 Lawn Area
08 1.5m Wide Multi Purpose Track with Painted Graphics
09 Upgraded Car Parking
10 Indented Car Parking
11 New Pedestrian / Bike Link
12 Autonomous Vehicle Entry Point With Removable Bollards
13 Brushed Concrete Path with Painted Graphics

LEGEND

Concrete Paver
Bluestone Paving
Exposed Aggregate Concrete
Broom Finish Concrete
Asphalt
Rubber Softfall
Gravel
Organic Mulch
Lawn
Planting
Dryland Grass
Existing Tree
Proposed Tree

OAKLANDS COMMUNITY CONNECTIONS LANDSCAPE DESIGN DEVELOPMENT

Landscape Plan | Sheet 1

ASPECT Studios™

Client: **CITY OF MARION**
Drawn: **DM**
Checked: **TC**
Scale: **1:500@A3**
Date: **08.01.2020**
0 5 10 15m
Dwg no.: **A19058-LA-SK001**/2
Rev: **A**



KEY

01 New Pedestrian / Bike Link
02 Upgraded Car Parking
03 Raised Wombat Crossing
04 Thermoplastic Graphics on Exposed Aggregate Concrete
05 Upgraded Footpath
06 New Landscaping
07 Median Tree Planting (Subject to DPTI)

LEGEND

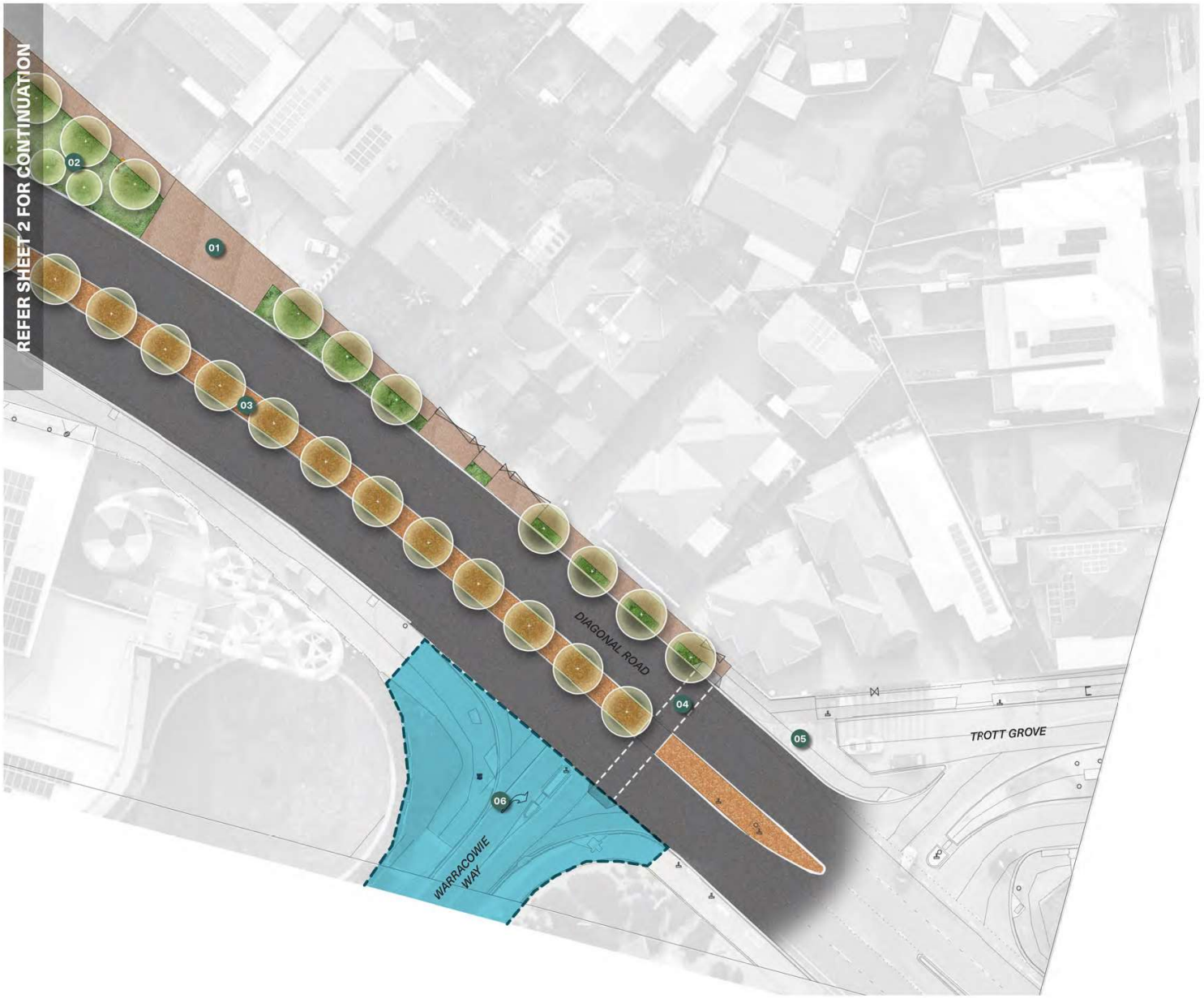
- Exposed Aggregate Concrete
- Broom Finish Concrete
- Asphalt
- Gravel
- Planting
- Existing Tree
- Proposed Tree

OAKLANDS COMMUNITY CONNECTIONS LANDSCAPE DESIGN DEVELOPMENT

Landscape Plan | Sheet 2

ASPECT Studios™

Client: **CITY OF MARION**
Drawn: **DM**
Checked: **TC**
Scale: **1:500@A3**
Date: **08.01.2020**
0 5 10 15m
Dwg no.: **A19058-LA-SK001**/3
Rev: **A**



KEY

01 Upgraded Footpath
02 New Landscaping
03 Median Tree Planting (Subject to DPTI)
04 New Pedestrian Activated Crossing (Location to be confirmed)
05 Future 'Chrysler Trail' shared path to Tonsley Connection
06 Future Marion Cultural Centre Plaza Project Integration

LEGEND

- Exposed Aggregate Concrete
- Asphalt
- Gravel
- Planting
- Existing Tree
- Proposed Tree

OAKLANDS COMMUNITY CONNECTIONS LANDSCAPE DESIGN DEVELOPMENT

Landscape Plan | Sheet 3

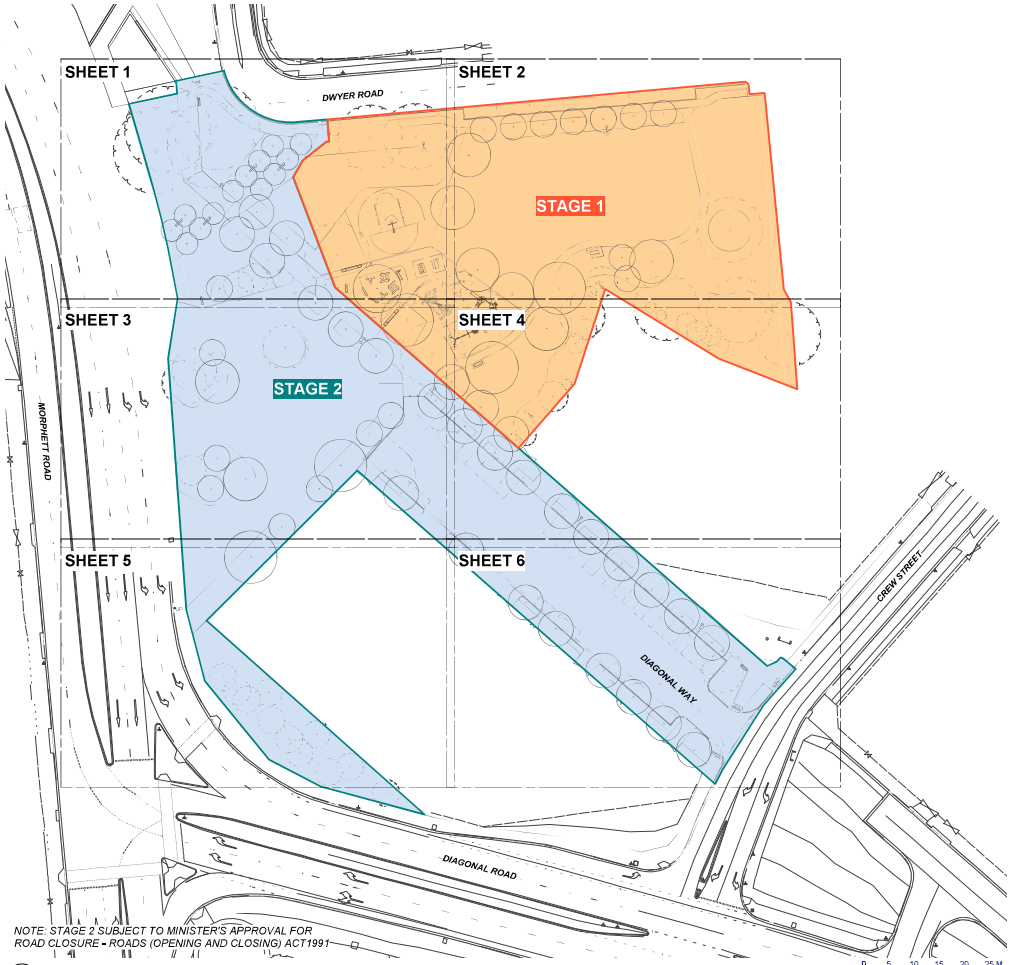
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Client: **CITY OF MARION**
Drawn: **DM**
Checked: **TC**
Scale: **1:500@A3**
Date: **08.01.2020**
0 5 10 15m
Dwg no.: **A19058-LA-SK001**/4
Rev: **A**

OAKLANDS COMMUNITY CONNECTIONS

DWYER ROAD RESERVE AND DIAGONAL WAY LANDSCAPE WORKS

90% DESIGN ISSUE



NOTE: STAGE 2 SUBJECT TO MINISTER'S APPROVAL FOR ROAD CLOSURE - ROADS (OPENING AND CLOSING) ACT1991

1 SHEET LAYOUT AND STAGING PLAN
Scale: 1:500

DRAWING REGISTER

A19058-LA-001	COVER PAGE, STAGING PLAN & DRAWING REGISTER
A19058-LA-002	OVERALL LEGEND
A19058-LA-003	DEMOLITION PLAN
A19058-LA-101	GENERAL ARRANGEMENT, FURNITURE & FINISHES PLAN - SHEET 1
A19058-LA-102	GENERAL ARRANGEMENT, FURNITURE & FINISHES PLAN - SHEET 2
A19058-LA-103	GENERAL ARRANGEMENT, FURNITURE & FINISHES PLAN - SHEET 3
A19058-LA-104	GENERAL ARRANGEMENT, FURNITURE & FINISHES PLAN - SHEET 4
A19058-LA-105	GENERAL ARRANGEMENT, FURNITURE & FINISHES PLAN - SHEET 5
A19058-LA-106	GENERAL ARRANGEMENT, FURNITURE & FINISHES PLAN - SHEET 6
A19058-LA-201	SETOUT & LEVELS PLAN - SHEET 1
A19058-LA-202	SETOUT & LEVELS PLAN - SHEET 2
A19058-LA-203	SETOUT & LEVELS PLAN - SHEET 3
A19058-LA-204	SETOUT & LEVELS PLAN - SHEET 4
A19058-LA-205	SETOUT & LEVELS PLAN - SHEET 5
A19058-LA-206	SETOUT & LEVELS PLAN - SHEET 6
A19058-LA-301	PLANTING PLAN - SHEET 1
A19058-LA-302	PLANTING PLAN - SHEET 2
A19058-LA-303	PLANTING PLAN - SHEET 3
A19058-LA-304	PLANTING PLAN - SHEET 4
A19058-LA-305	PLANTING PLAN - SHEET 5
A19058-LA-306	PLANTING PLAN - SHEET 6
A19058-LA-307	PLANTING SCHEDULE
A19058-LA-401	SOFTSCAPE DETAILS - SHEET 1
A19058-LA-402	SOFTSCAPE DETAILS - SHEET 2
A19058-LA-501	HARDSCAPE DETAILS - SHEET 1
A19058-LA-502	HARDSCAPE DETAILS - SHEET 2
A19058-LA-503	HARDSCAPE DETAILS - SHEET 3

WARNING
DIAL BEFORE YOU DIG www.1100.com.au
Services shown on this drawing are approximate only. The exact location is to be confirmed on site by contractor prior to commencement of work.

NOTES
Check all dimensions and site conditions prior to commencement of any work, the purchasing or ordering of any materials, fitting, plant services or equipment and the fabrication of any components.
Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the landscape architect for clarification.
All drawings may not be reproduced or distributed without prior permission from the landscape architect.

DATE	REV	AMENDMENTS
09.10.2019	P1	INTERNAL ISSUE FOR COORDINATION
18.10.2019	P2	UPDATED ISSUE FOR COORDINATION
28.10.2019	P3	UPDATED ISSUE FOR COORDINATION
01.11.2019	P4	70% DESIGN ISSUE
02.12.2019	P5	ISSUE FOR COORDINATION
20.12.2019	P6	90% DESIGN ISSUE

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ADELAIDE

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935 Marion Road,
Mitchell Park, SA - 5043
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PROJECT
Oaklands Community Connections
Dwyer Road Reserve, Morphett Road Reserve and Diagonal Way

STATUS
PRELIMINARY
NOT FOR CONSTRUCTION

DRAWING
Cover Page
Staging Plan
& Drawing Register

DRAWN	CHECKED	SCALE A1	SCALE A3
DM	TC	1:500	1:1000

DRAWING NO. A19058-LA-001
REVISION P6

OVERALL LEGEND

EXTENT OF WORKS / STAGING

PAVEMENTS AND SURFACE

CODE	SYMBOL	DESCRIPTION	DETAIL REF.
PU-01a		CONCRETE PAVER TYPE 1 PEDESTRIAN GRADE	REFER SELECTIONS SCHEDULE & CIVIL
PU-01b		CONCRETE PAVER TYPE 2 VEHICLE GRADE	REFER SELECTIONS SCHEDULE & CIVIL
PU-02		BLUESTONE PAVER	REFER SELECTIONS SCHEDULE & CIVIL
PU-03a		EXPOSED AGGREGATE CONCRETE - PEDESTRIAN GRADE	REFER SELECTIONS SCHEDULE & CIVIL
PU-03b		EXPOSED AGGREGATE CONCRETE - VEHICLE GRADE	REFER SELECTIONS SCHEDULE & CIVIL
PU-04a		BROOM FINISH CONCRETE - PEDESTRIAN GRADE	REFER SELECTIONS SCHEDULE & CIVIL
PU-04b		BROOM FINISH CONCRETE - VEHICLE GRADE	REFER SELECTIONS SCHEDULE & CIVIL
PU-05a		ASPHALT - PEDESTRIAN GRADE	REFER CIVIL DRAWINGS
PU-05b		ASPHALT - VEHICLE GRADE	REFER CIVIL DRAWINGS
PU-06		ASPHALT - NEW OVERLAY ONLY	REFER CIVIL DRAWINGS
PU-06		GRAVEL	01/LA-501
PU-07		ORGANIC MULCH	02/LA-501
PU-08		RUBBER SOFTFALL	03/LA-501
PU-09		CEMENT STABILISED GRAVEL	REFER CIVIL DRAWINGS

SOFTSCAPE

CODE	SYMBOL	DESCRIPTION	DETAIL REF.
		EXISTING TREE TO BE RETAINED	
	TPZ	TREE PROTECTION ZONE (TPZ) AS PER AS 4970-2009	
		PROPOSED TREE	01-04/LA-401
		PLANTING	
GB-01		GARDEN BED IRRIGATED	02.03/LA-402
GB-02a		GARDEN BED NON-IRRIGATED - ORGANIC MULCH	02.03/LA-402
GB-02b		GARDEN BED NON-IRRIGATED - GRAVEL MULCH	04/LA-402
GB-03		HYDROSEED DRYLAND GRASS	01/LA-402
TU-01		INSTANT TURF TYPE 1 IRRIGATED	01/LA-402
TU-02		INSTANT TURF TYPE 2 IRRIGATED	01/LA-402

FURNITURE AND FIXTURES

CODE	SYMBOL	DESCRIPTION	DETAIL REF.
FU-01		SOLAR POWER SHELTER WITH INTEGRATED TABLE	04/LA-502
FU-02		PICNIC SETTING WITH SOLAR POWERED	REFER SELECTIONS SCHEDULE
FU-03		BASKETBALL / NETBALL TOWER	05/LA-503
FU-04		BBQ	REFER SELECTIONS SCHEDULE
BI-01		BIN	REFER SELECTIONS SCHEDULE
BO-01		REMOVABLE BOLLARD	05/LA-502
BR-01		BIKE RACK	REFER SELECTIONS SCHEDULE
DF-01		DRINKING FOUNTAIN	06/LA-502
SE-01		TIMBER SEAT TYPE 1 - CUSTOM SEAT ON CONCRETE BASE	01 - 03/LA-502
SE-02		TIMBER SEAT TYPE 2 - PROPRIETARY SEAT	REFER SELECTIONS SCHEDULE
LI-01		PEDESTRIAN POST TOP LIGHTING	REFER ELECTRICAL DRAWINGS
LI-02		EXISTING LIGHT POLE UPGRADED WITH PE CELLS	REFER ELECTRICAL DRAWINGS
EC-01		CONCRETE EDGE - 150mm WIDTH	04/LA-501
EC-02	EC EC	COMPOSITE TIMBER EDGE - 25mm THICK	05/LA-501
EC-03		CONCRETE KERB	REFER CIVIL DRAWINGS
EC-03a		CONCRETE KERB WITH SLOT	REFER CIVIL DRAWINGS
EC-04	RT RT	ROOT BARRIER	07/LA-501
EC-05	SP SP	SPADE EDGE	08/LA-501
SI-01		DIGITAL INFORMATION KIOSK	
SI-02		WAYFINDING SIGNAGE	REFER WAYFINDING DOCUMENTS
TA-01		TACTILE INDICATORS	REFER SELECTIONS SCHEDULE
SN-01		BIN FILL-LEVEL SENSOR	REFER SELECTIONS SCHEDULE
SN-02		PEOPLE COUNTING SENSOR	REFER SELECTIONS SCHEDULE
SN-04		WEATHER STATION	REFER SELECTIONS SCHEDULE
SN-05		MOVEMENT SENSOR	REFER SELECTIONS SCHEDULE

PLAY EQUIPMENT

CODE	SYMBOL	DESCRIPTION	DETAIL REF.
EQ-01		PLAY EQUIPMENT 01: LACEWING PLAY TOWER / SLIDE	REFER SELECTIONS SCHEDULE
EQ-02		PLAY EQUIPMENT 02: PLAYALIVE SPIDER INTERACTIVE	REFER SELECTIONS SCHEDULE
EQ-03		PLAY EQUIPMENT 03: TRIPLE SWING	REFER SELECTIONS SCHEDULE
EQ-04		PLAY EQUIPMENT 04: SENSIGOM SOLARFIT 16	REFER SELECTIONS SCHEDULE
EQ-05		PLAY EQUIPMENT 05: RUBBER 5D STEPPING MOUNDS	07/LA-502
EQ-06		PLAY EQUIPMENT 05: WATER PUMP	08/LA-503
LO-01a		SITTING LOG	01/LA-503
LO-01b		WATER TROUGH LOG	06, 07/LA-503
LO-02a		STEPPING LOG	02/LA-503
LO-02b		TIC-TAC-TOE LOG	03/LA-503
LO-02c		CHESS BOARD LOG	04/LA-503

SERVICES

CODE	SYMBOL	DESCRIPTION	DETAIL REF.
		SERVICE PITS	REFER CIVIL DRAWINGS
		ELECTRICAL SWITCHBOARD	REFER ELECTRICAL DRAWINGS

DEMOLITION

CODE	SYMBOL	DESCRIPTION	DETAIL REF.
		EXISTING TREE TO BE REMOVED	
		EXTENT OF SITE STRIPPING	

WARNING

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28.10.2019	P3	UPDATED ISSUE FOR COORDINATION
01.11.2019	P4	70% DESIGN ISSUE
02.12.2019	P5	ISSUE FOR COORDINATION
20.12.2019	P6	90% DESIGN ISSUE

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ADELAIDE

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City of Marion
935 Marion Road,
Mitchell Park, SA - 5043
T 08 8375 6600

PROJECT

Oaklands Community Connections
Dwyer Road Reserve, Morphett Road Reserve and Diagonal Way

STATUS

PRELIMINARY
NOT FOR CONSTRUCTION

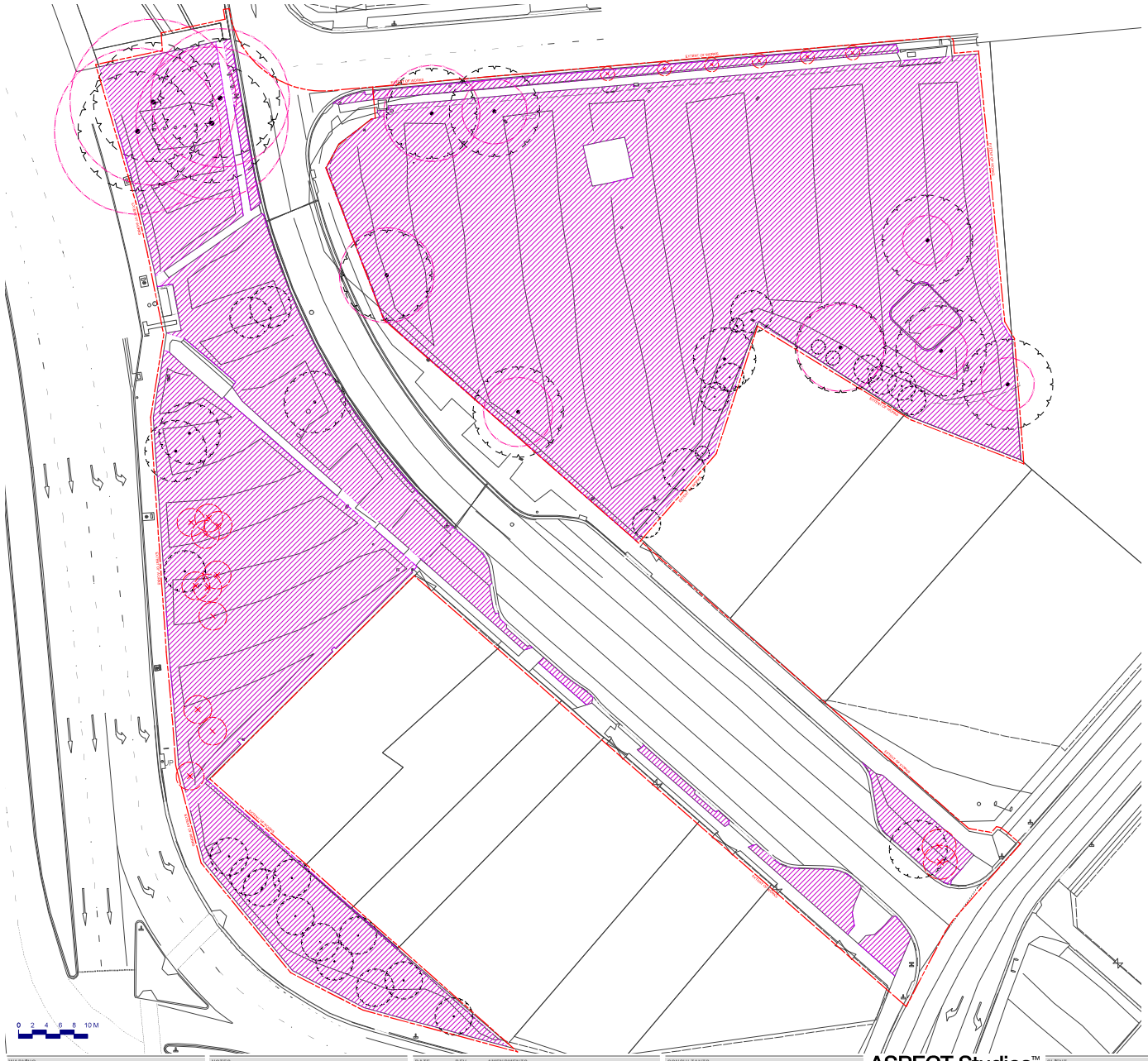
DRAWING

Overall Legend

DRAWN	CHECKED	SCALE A1 | SCALE A3
DM	TC	nts

DRAWING NO. A19058-LA-002

REVISION P6



Note: Refer Civil Documentation for demolition of hardwork elements.

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28.10.2019	P3	UPDATED ISSUE FOR COORDINATION
01.11.2019	P4	70% DESIGN ISSUE
02.12.2019	P5	ISSUE FOR COORDINATION
20.12.2019	P6	90% DESIGN ISSUE

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PROJECT
Oaklands Community Connections
Dwyer Road Reserve, Morphett Road Reserve and Diagonal Way

STATUS
PRELIMINARY
NOT FOR CONSTRUCTION

DRAWING
Demolition Plan

DRAWN	CHECKED	SCALE A1	SCALE A3
DM	TC	1:300	1:150

DRAWING NO. A19058-LA-003
REVISION P6



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18.10.2019	P2	UPDATED SSUE FOR COORDINATION
28.10.2019	P3	UPDATED SSUE FOR COORDINATION
01.11.2019	P4	70% DESIGN ISSUE
02.12.2019	P5	ISSUE FOR COORDINATION
20.12.2019	P6	90% DESIGN ISSUE

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PROJECT

Oaklands Community Connections
Dwyer Road Reserve, Norphett Road Reserve and Diagonal Way

STATUS

PRELIMINARY
NOT FOR CONSTRJCTION

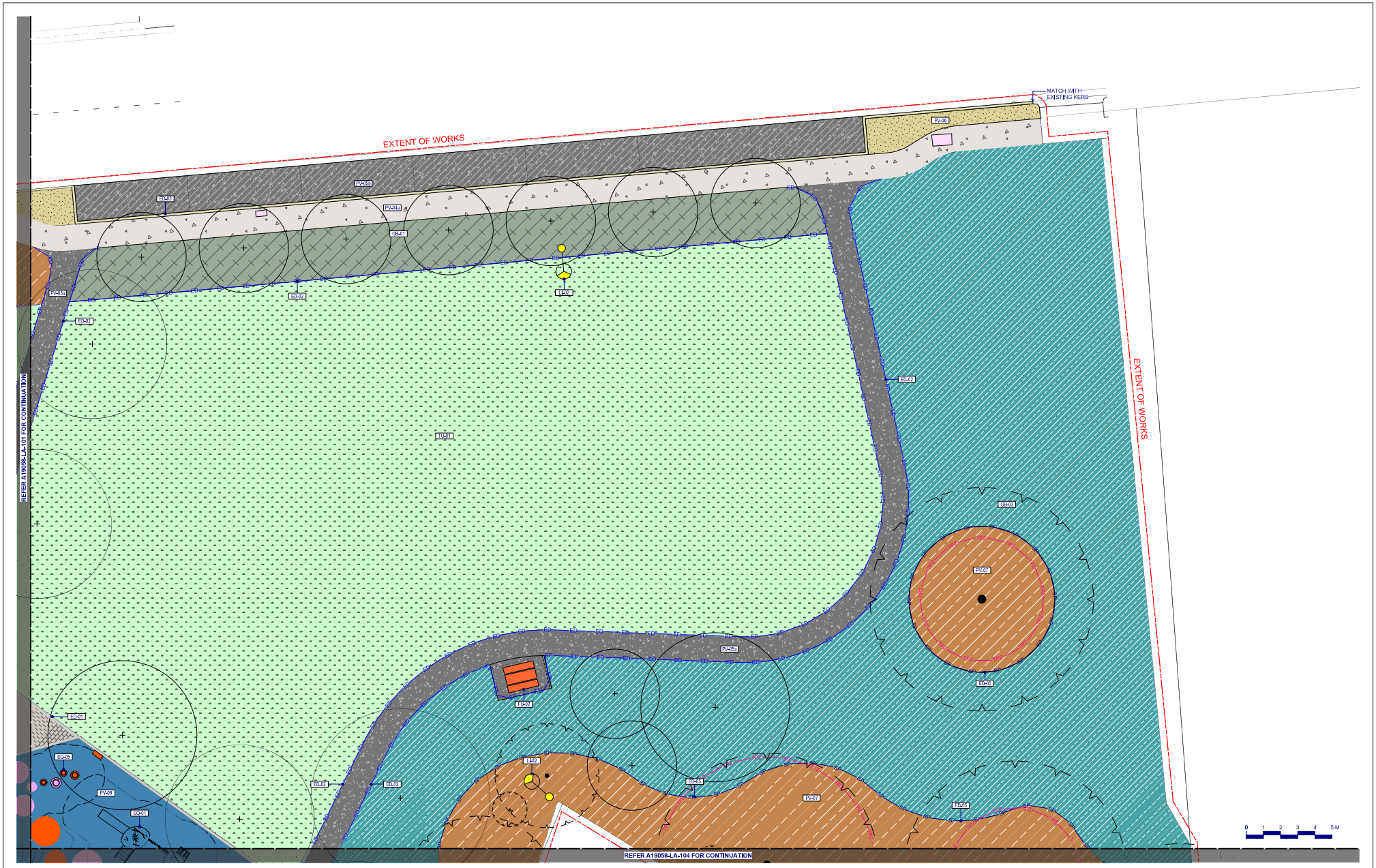
DRAWING

Landscape Plan
Sheet 1

DRAWN	CHECKED	SCALE A1	SCALE A3
DM	TC	1:100	1:200

DRAWING NO. A19058-LA-101

REVISION P6



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09.10.2019	P1	INTERNAL ISSUE FOR COORDINATION
15.10.2019	P2	UPDATED ISSUE FOR COORDINATION
28.10.2019	P3	UPDATED ISSUE FOR COORDINATION
01.11.2019	P4	70% DESIGN ISSUE
02.12.2019	P5	ISSUE FOR COORDINATION
20.12.2019	P6	90% DESIGN ISSUE

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PROJECT

Oaklands Community Connections
Dwyer Road Reserve, Morphett Road Reserve and Diagonal Way

STATUS

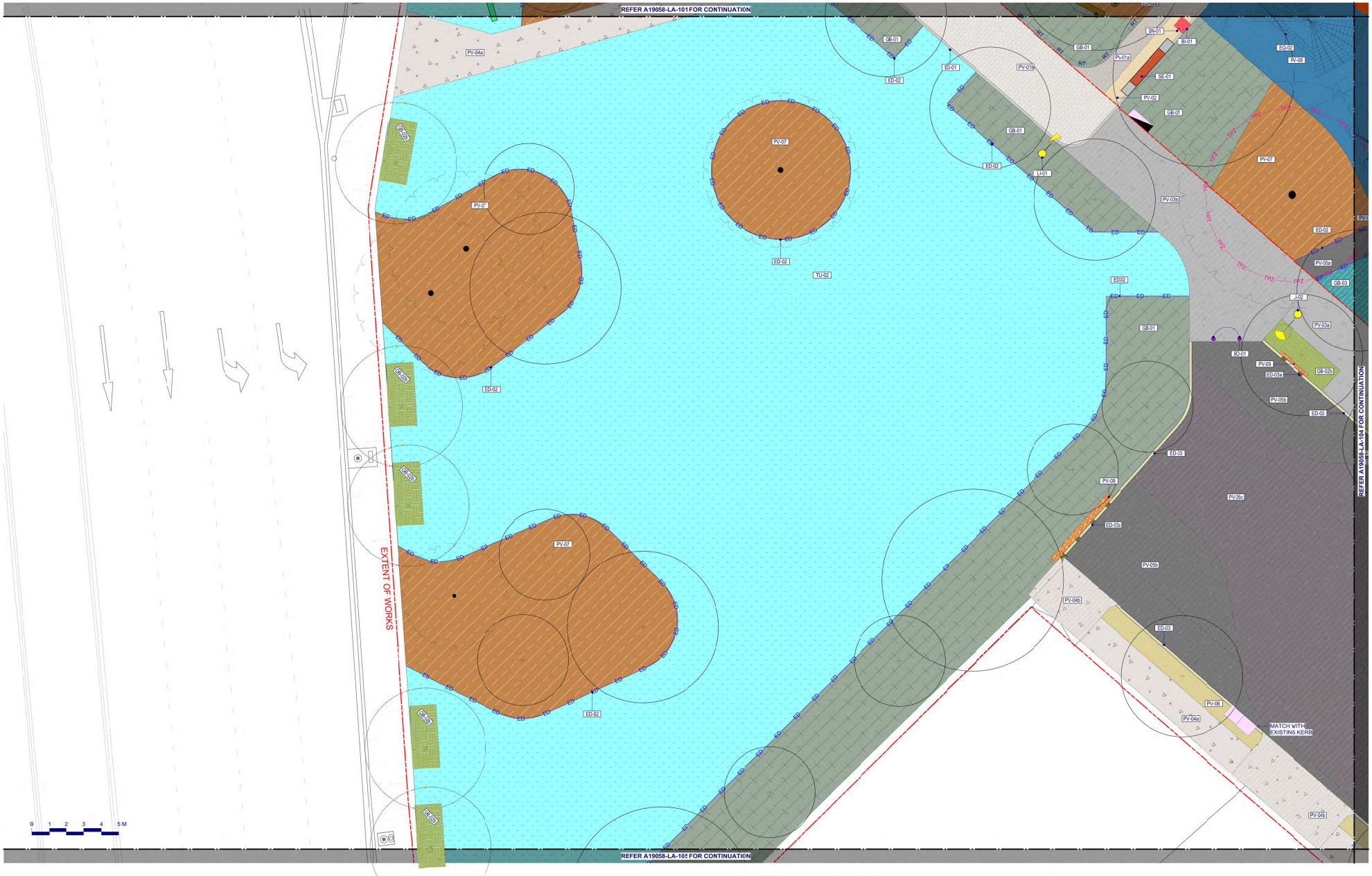
PRELIMINARY
NOT FOR CONSTRUCTION

DRAWING

Landscape Plan
Sheet 2

DRAWN	CHECKED	SCALE A1	SCALE A3
DM	TC	1:100	1:200

DRAWING NO. A19058-LA-102 REVISION P6



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01.11.2019	P4	70% DESIGN ISSUE
02.12.2019	P5	ISSUE FOR COORDINATION
20.12.2019	P6	90% DESIGN ISSUE

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PROJECT
Oaklands Community Connections
Dwyer Road Reserve, Norphett Road Reserve and Dagonal Way

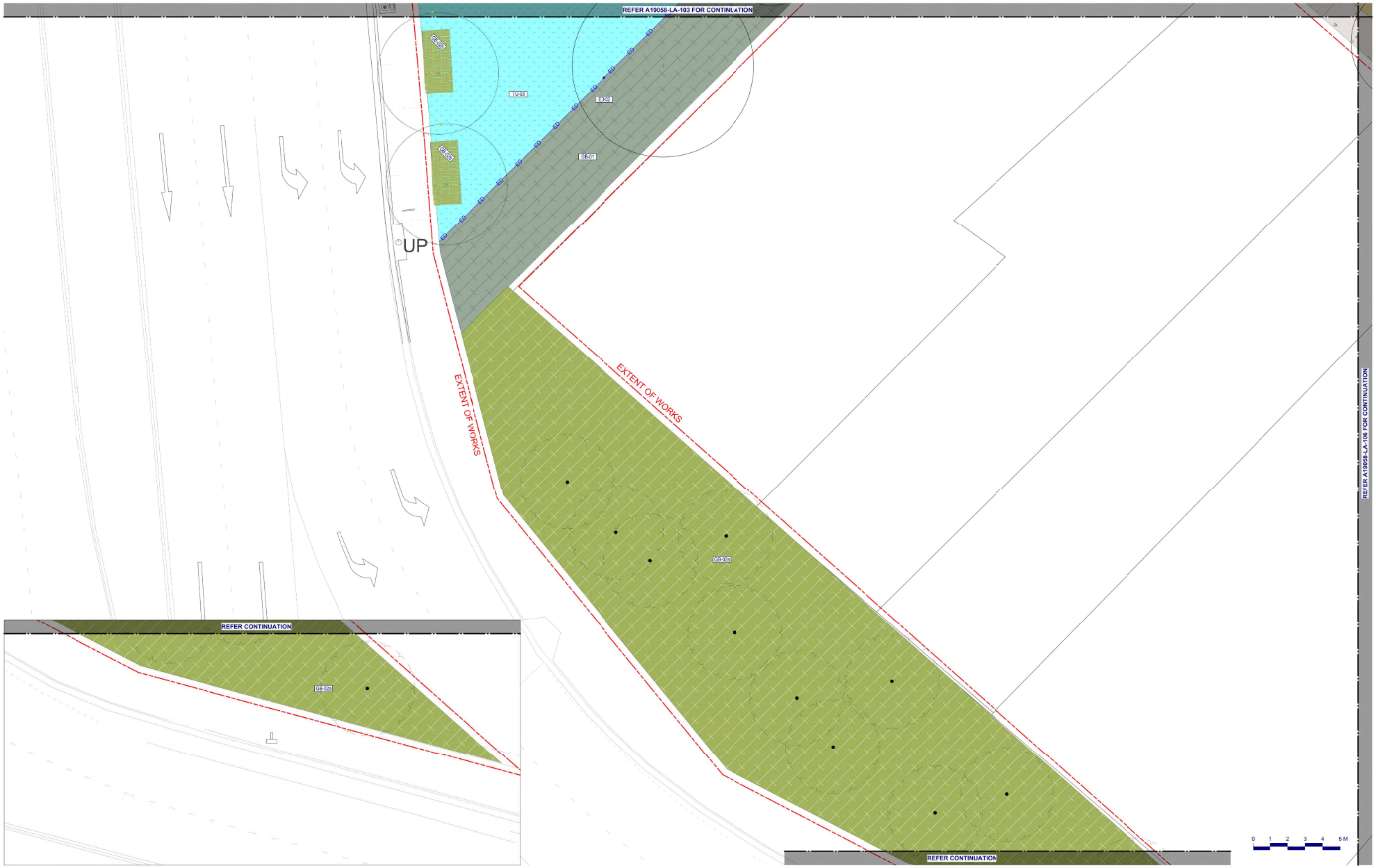
STATUS
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NOT FOR CONSTRJCTION

DRAWING
Landscape Plan
Sheet 3

DRAWN	CHECKED	SCALE A1	SCALE A3
DM	TC	1:100	1:200

DRAWING NO. A19058-LA-103
REVISION P6


REFER A19058-LA-102 FOR CONTINUATION
REFER A19058-LA-103 FOR CONTINUATION
REFER A19058-LA-106 FOR CONTINUATION
EXTENT OF WORKS
EXTENT OF WORKS
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20.12.2019	P6	90% DESIGN ISSUE

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PROJECT
Oaklands Community Connections
Dwyer Road Reserve, Morphett Road Reserve and Diagonal Way

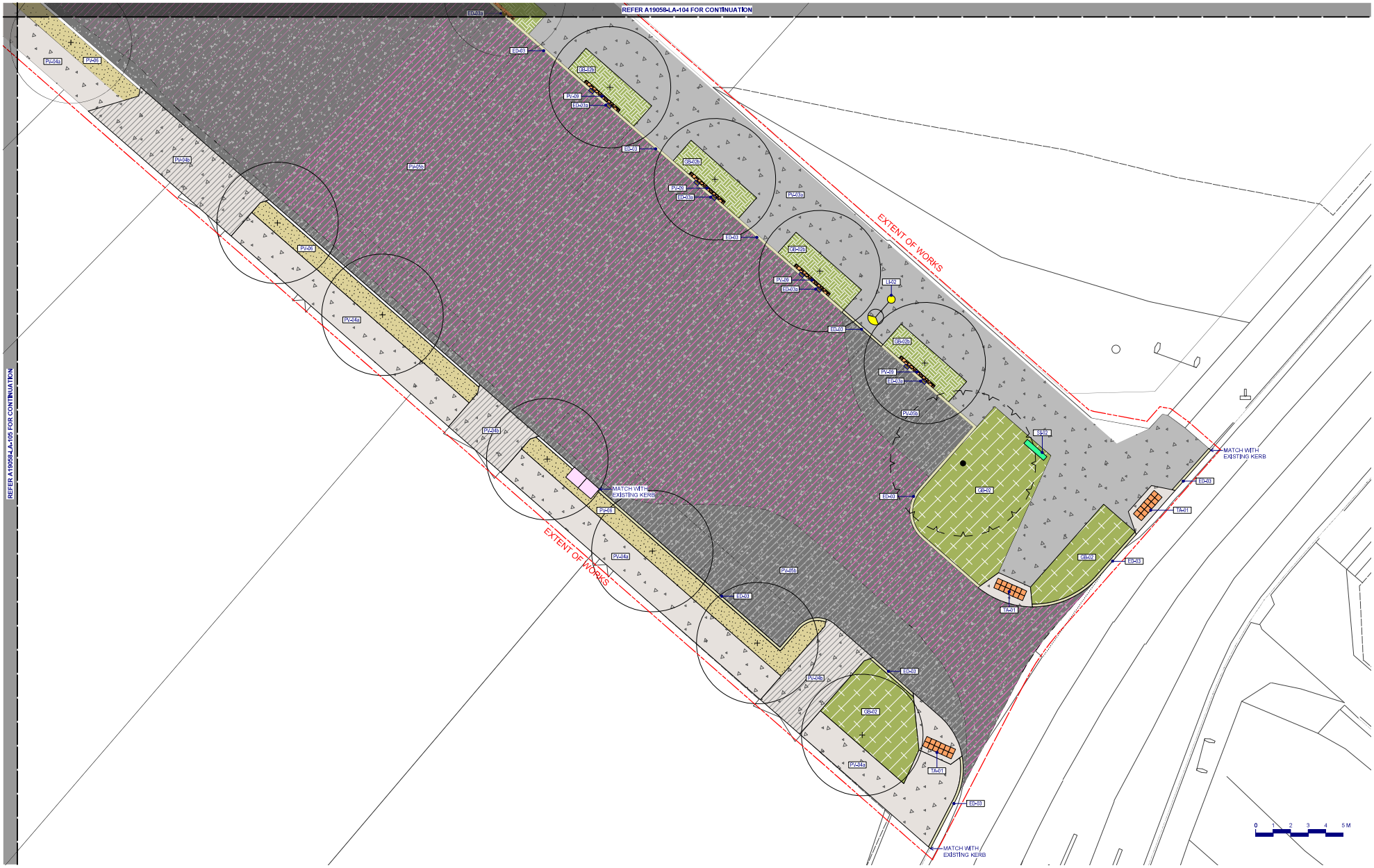
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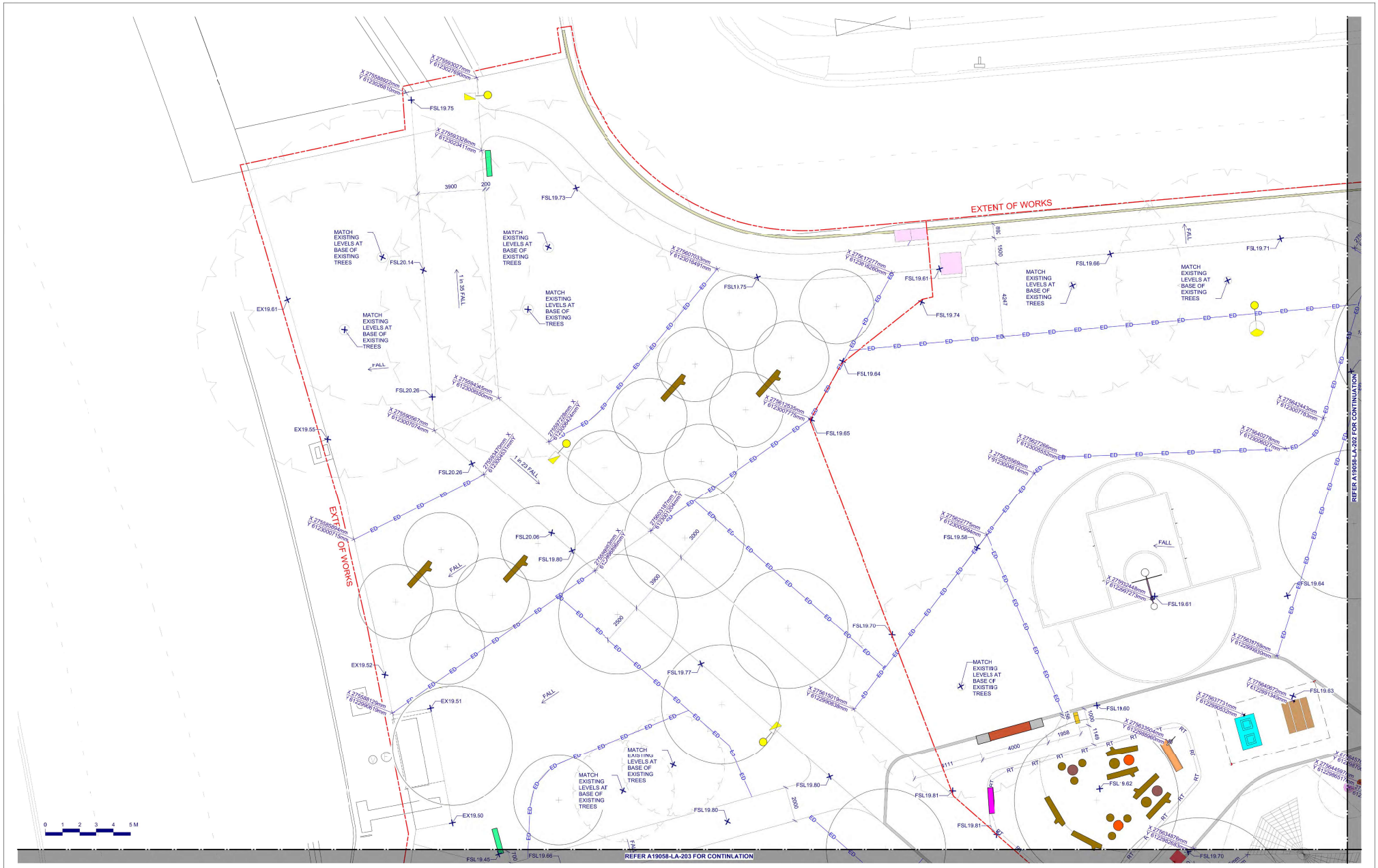
DRAWING
Landscape Plan
Sheet 5

DRAWN	CHECKED	SCALE A1	SCALE A3
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DRAWING NO. A19058-LA-105

REVISION P6


REFER A19058-LA-104 FOR CONTINUATION
REFER A19058-LA-105 FOR CONTINUATION
EXTENT OF WORKS
EXTENT OF WORKS
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20.12.2019	P6	90% DESIGN ISSUE

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ADELAIDE

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935 Marion Road,
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PROJECT

Oaklands Community Connections
Dwyer Road Reserve, Morphett Road Reserve and Diagonal Way

STATUS

PRELIMINARY
NOT FOR CONSTRUCTION

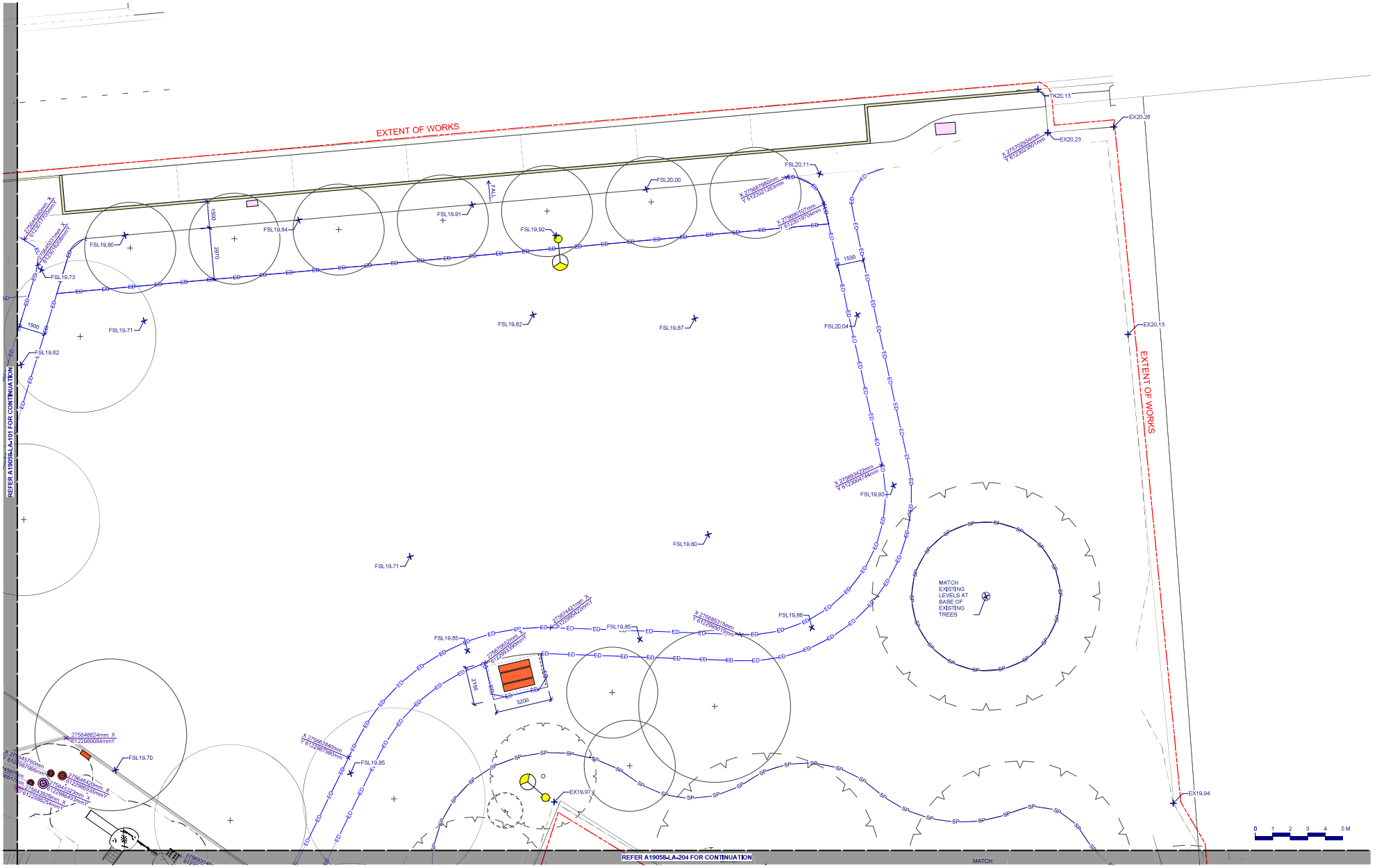
DRAWING

Setout & Levels Plan
Sheet 1

DRAWN	CHECKED	SCALE A1	SCALE A3
DM	TC	1:100	1:200

DRAWING NO. A19058-LA-201

REVISION P6



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28.10.2019	P3	UPDATED ISSUE FOR COORDINATION
01.11.2019	P4	70% DESIGN ISSUE
02.12.2019	P5	ISSUE FOR COORDINATION
20.12.2019	P6	90% DESIGN ISSUE

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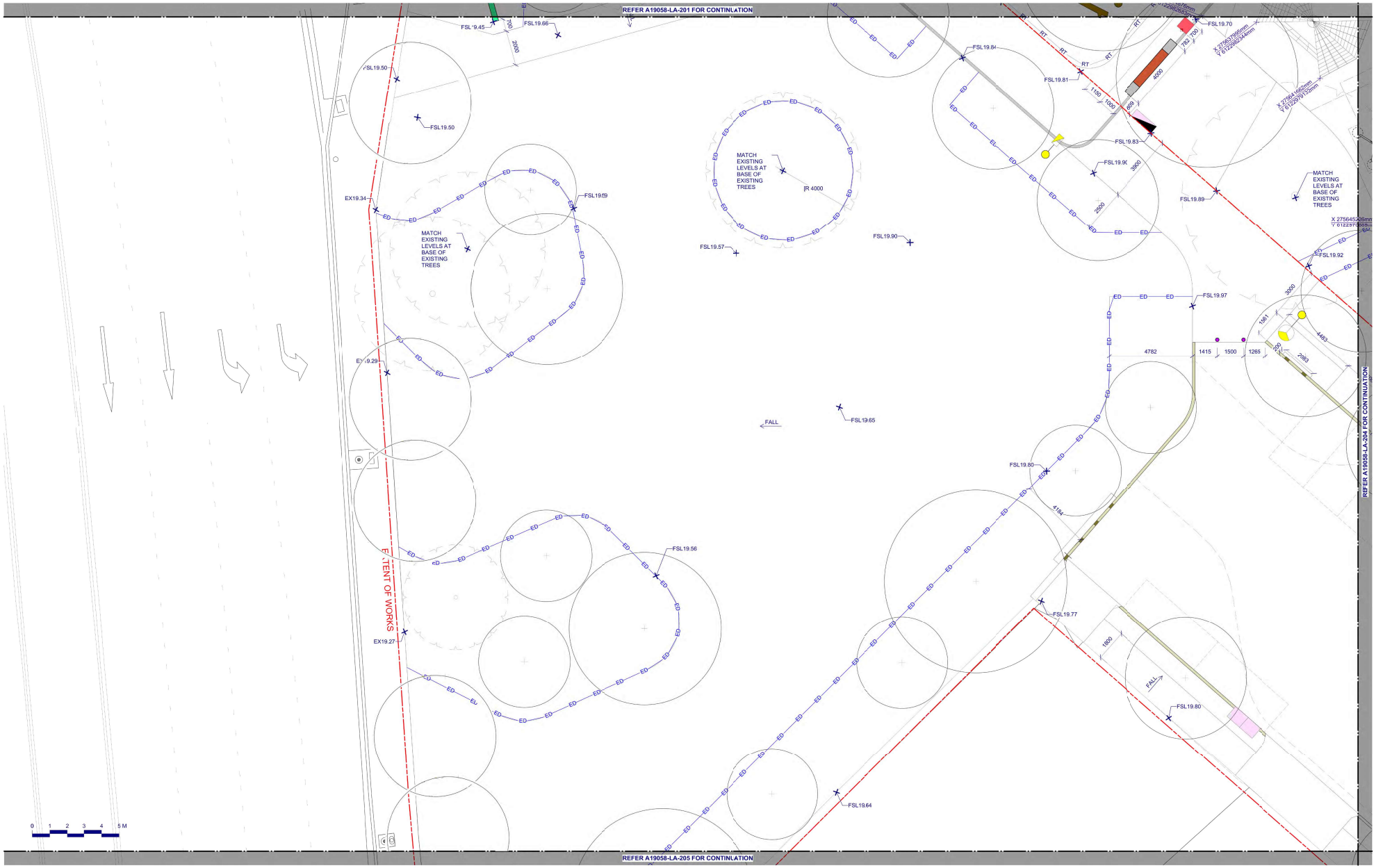
PROJECT
Oaklands Community Connections
Dwyer Road Reserve, Morphett Road Reserve and Diagonal Way

STATUS
PRELIMINARY
NOT FOR CONSTRUCTION

DRAWING
Setout & Levels Plan
Sheet 2

DRAWN	CHECKED	SCALE A1	SCALE A3
DM	TC	1:100	1:200

DRAWING NO. A19058-LA-202 REVISION P6



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28.10.2019	P3	JPDATED ISSUE FOR COORDINATION
01.11.2019	P4	70% DESIGN ISSUE
02.12.2019	P5	SSUE FOR COORDINATION
20.12.2019	P6	90% DESIGN ISSUE

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PROJECT

Oaklands Community Connections
Dwyer Road Reserve, Morphett Road Reserve and Diagonal Way

STATUS

PRELIMINARY
NOT FOR CONSTRUCTION

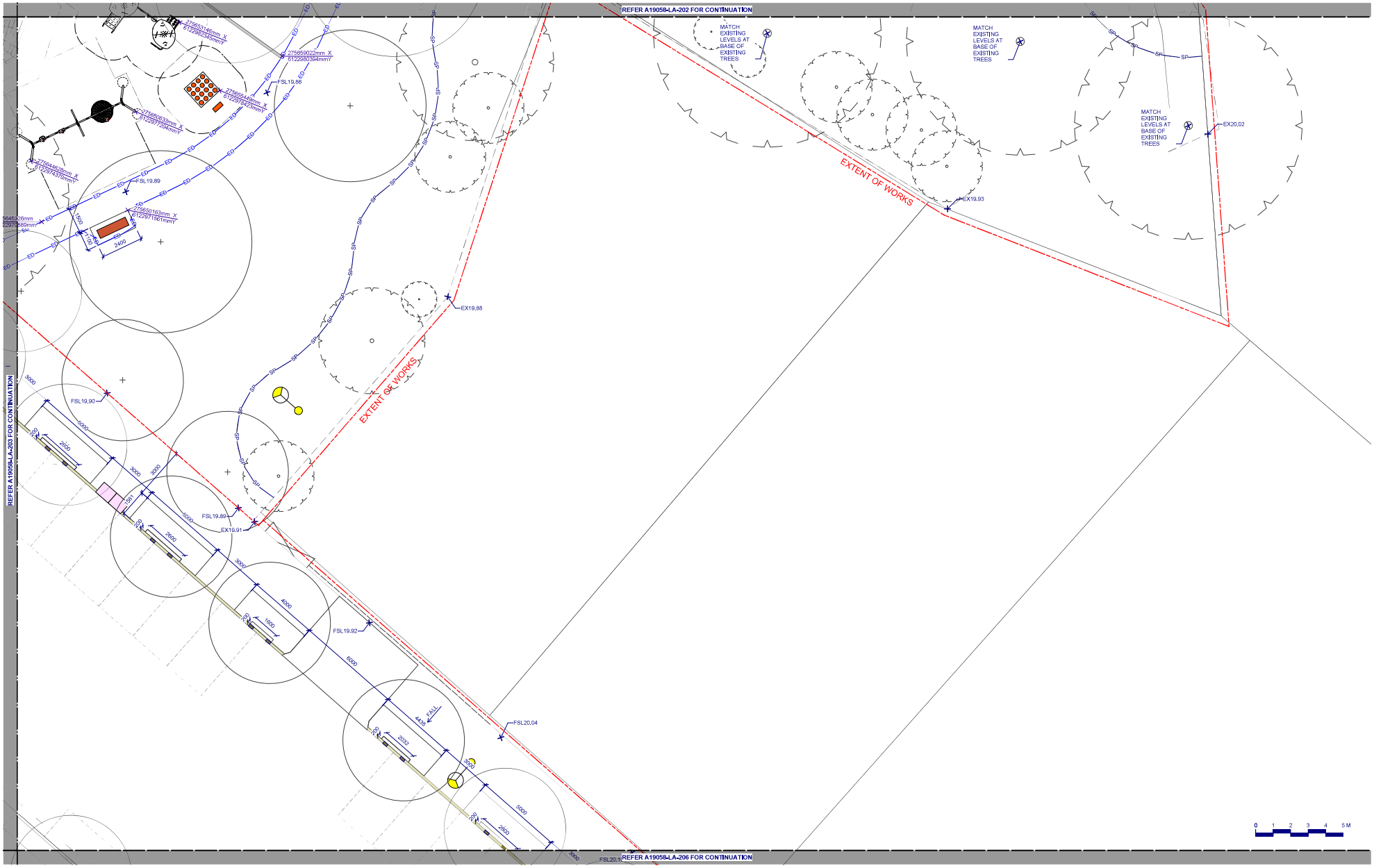
DRAWING

Setout & Levels Plan
Sheet 3

DRAWN	CHECKED	SCALE A1	SCALE A3
DM	TC	1:100	1:200

DRAWING NO. A19058-LA-203

REVISION P6



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02.12.2019	P5	ISSUE FOR COORDINATION
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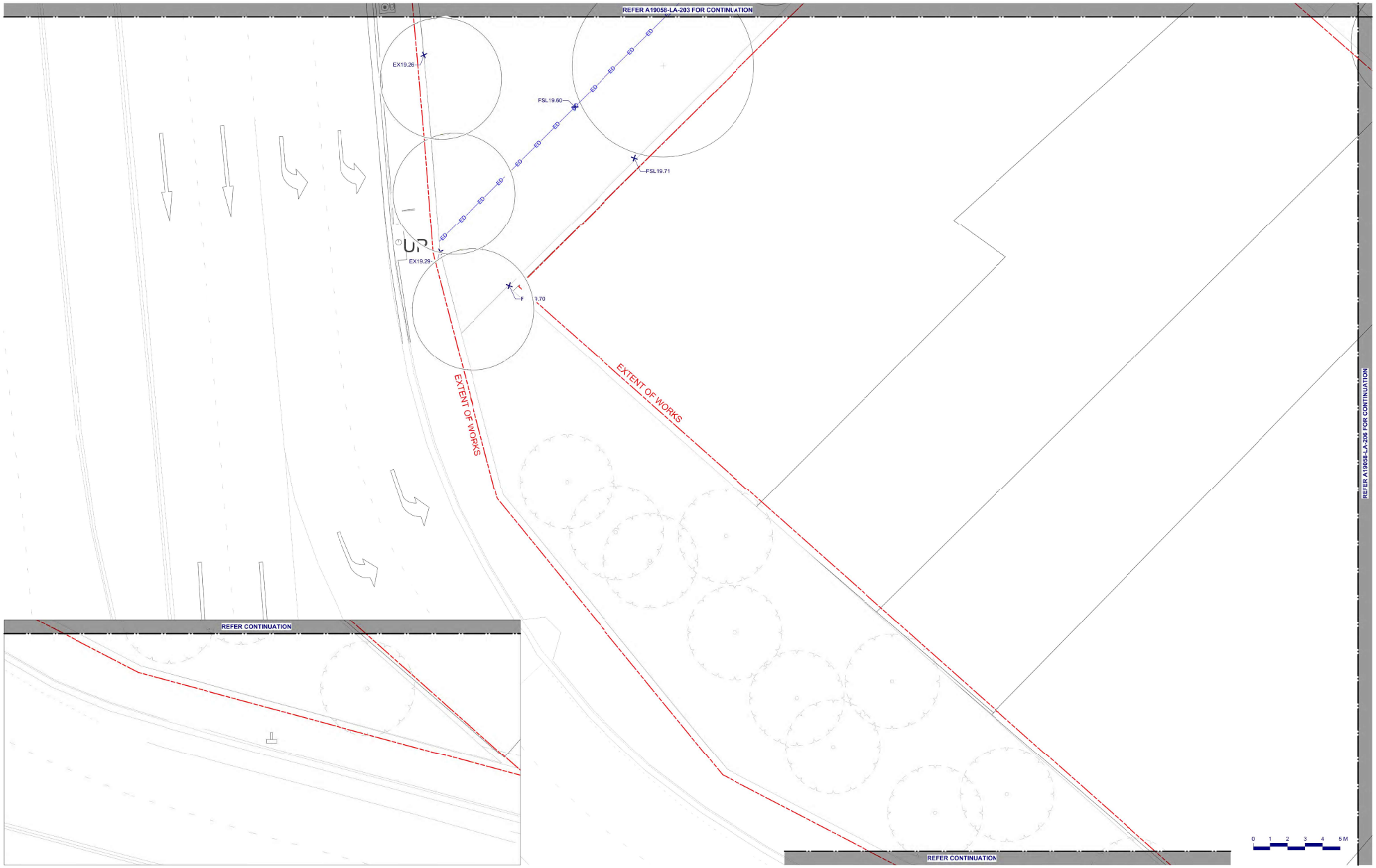
PROJECT
Oaklands Community Connections
Dwyer Road Reserve, Morphett Road Reserve and Diagonal Way

STATUS
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DRAWING
Setout & Levels Plan
Sheet 4

DRAWN	CHECKED	SCALE A1	SCALE A3
DM	TC	1:100	1:200

DRAWING NO. A19058-LA-204
REVISION P6



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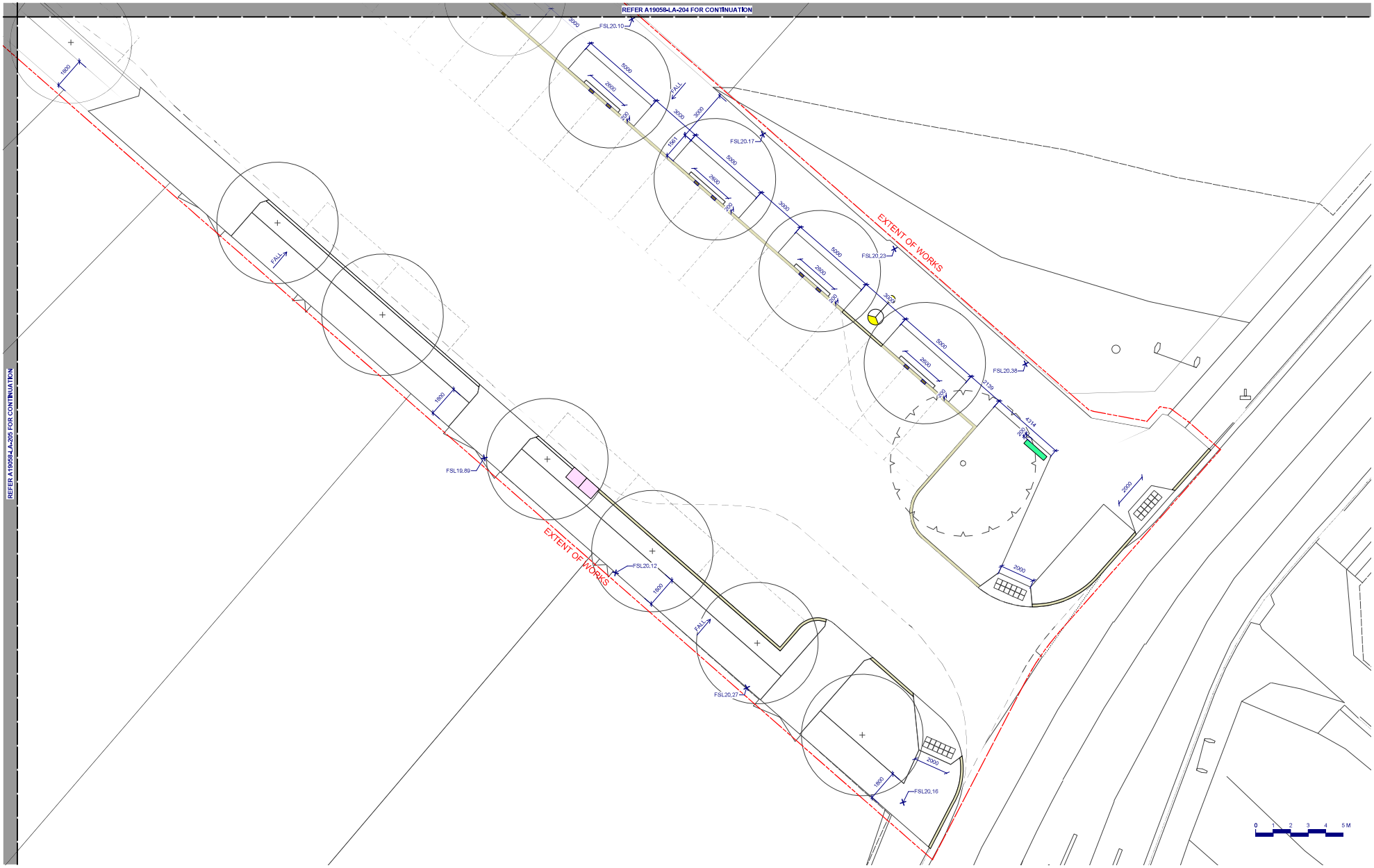
DRAWING

Setout & Levels Plan
Sheet 5

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DRAWING

Setout & Levels Plan
Sheet 6

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DRAWING NO. A19058-LA-206 REVISION P6



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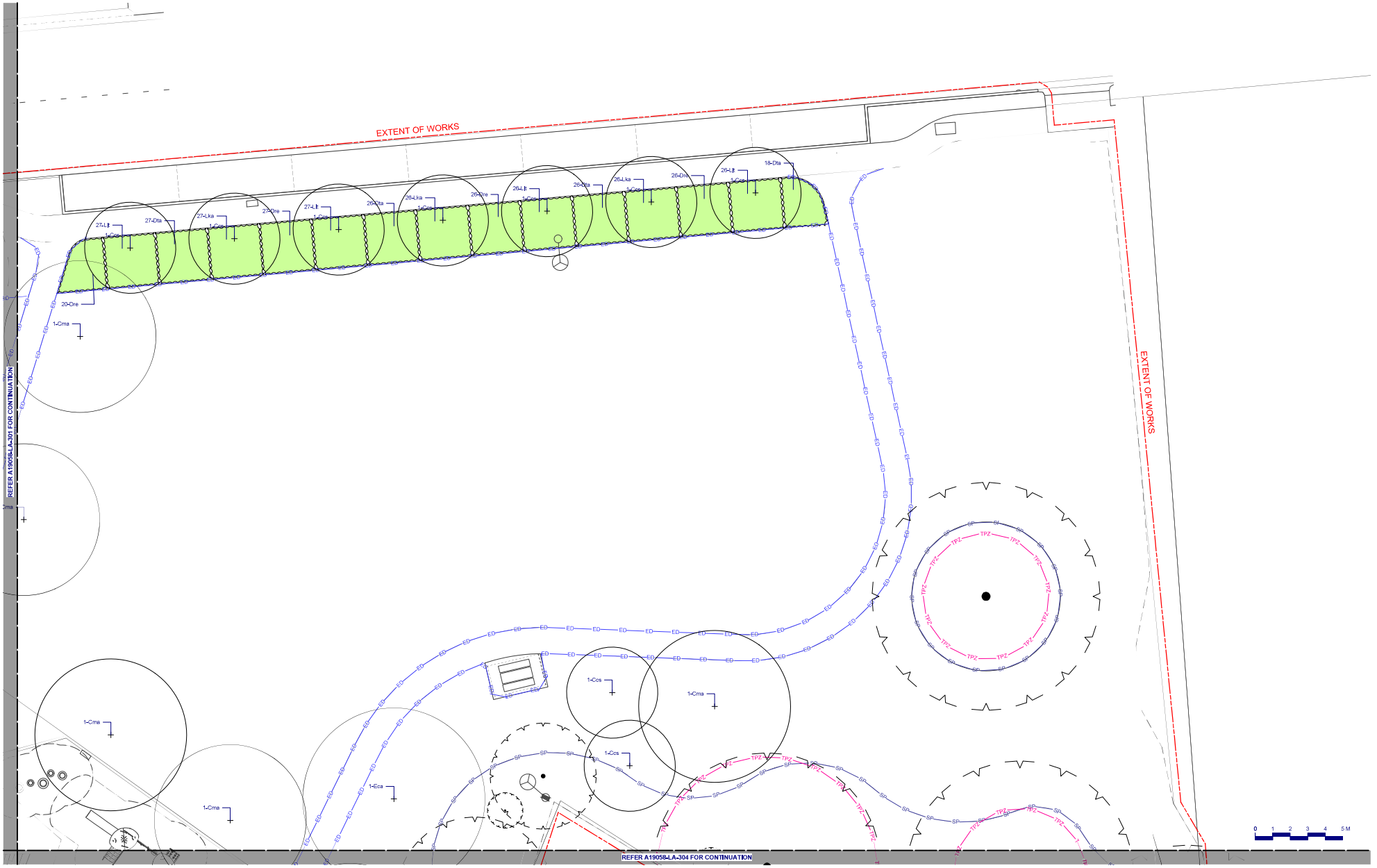
DRAWING

Planting Plan
Sheet 1

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DRAWING NO. A19058-LA-301

REVISION P6



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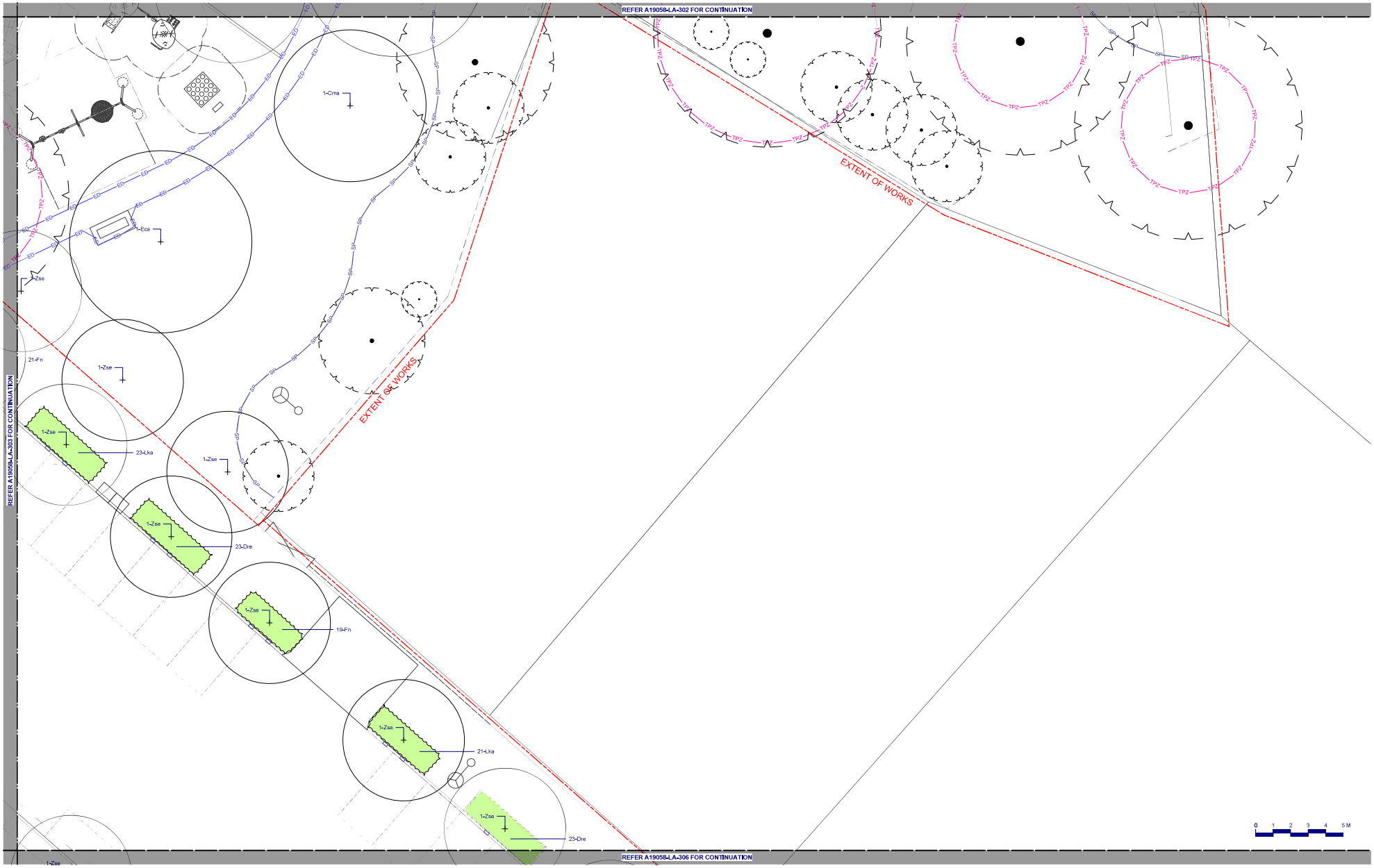
DRAWING

Planting Plan
Sheet 2

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DRAWING NO. A19058-LA-302 REVISION P6


REFER A19058-LA-101 FOR CONTINUATION
REFER A19058-LA-305 FOR CONTINUATION
REFER A19058-LA-304 FOR CONTINUATION
EXTENT OF WORKS
0 1 2 3 4 5 M
1-Zse
1-Ccs
1-Cma
23-Lka
2-Lka
22-Lka
1-Eca
1-Cpu
1-Gal
1-Cro
1-Bsp
1-Wf
1-Mpa
1-Egk
1-Dex
1-Lit
1-Afl
1-Jfl
1-Fn
1-Cap
1-Dre
1-Lka
1-Mpa
1-Egk
1-Ccs
1-Cma
1-Zse
1-Eca
1-Cpu
1-Gal
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1-Ccs
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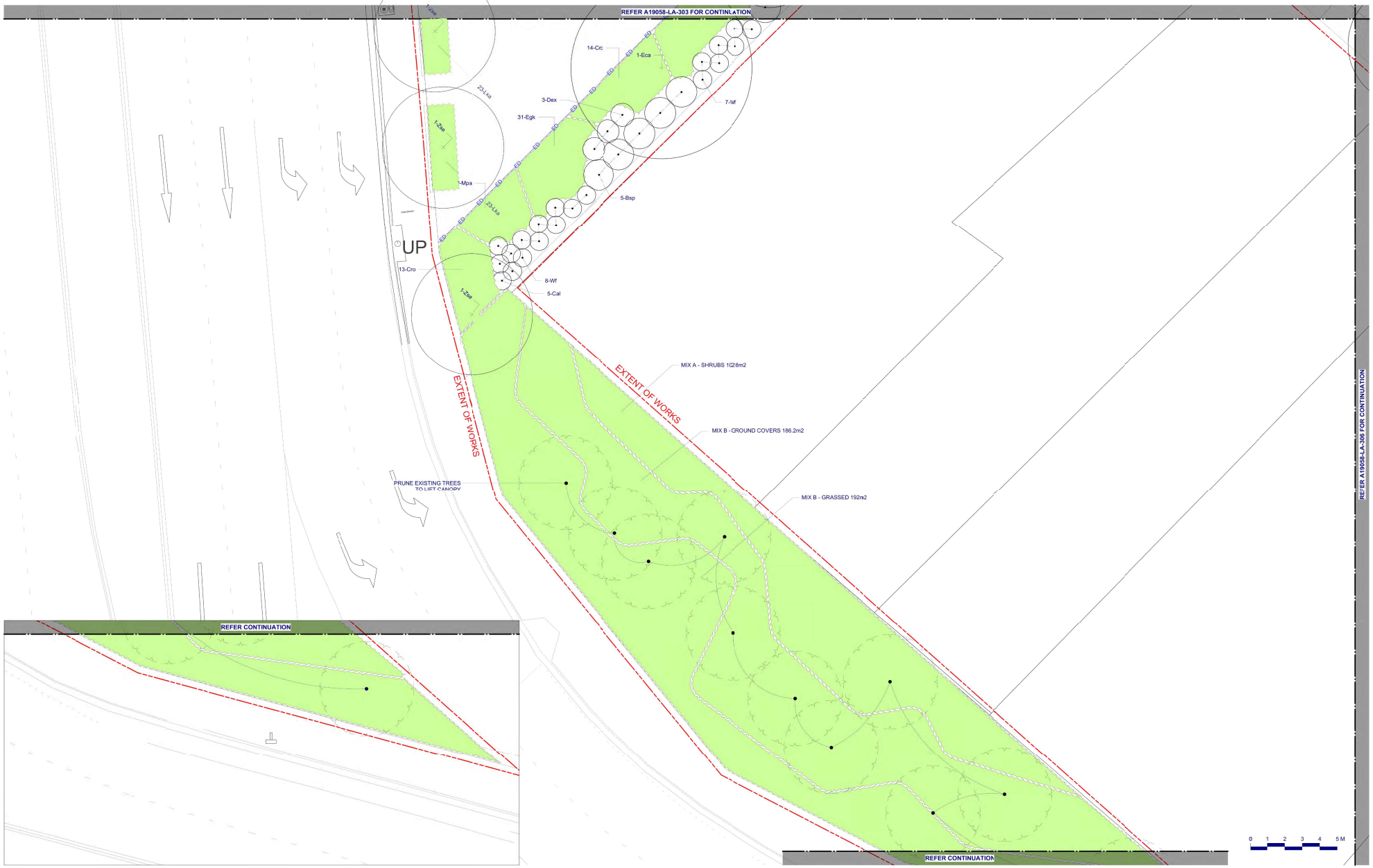
DRAWING

Planting Plan
Sheet 4

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DRAWING NO. A19058-LA-304

REVISION P6



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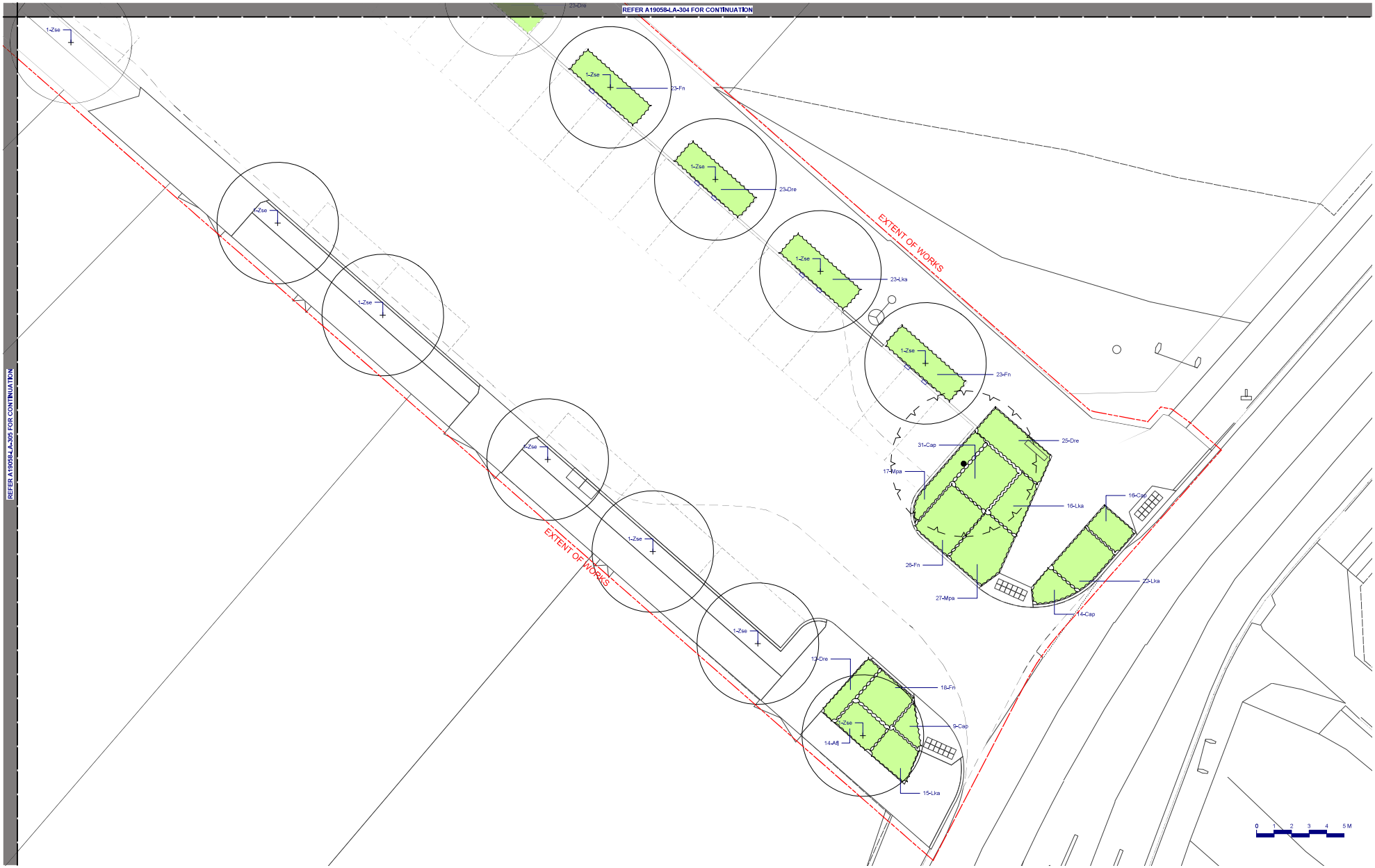
DRAWING

Planting Plan
Sheet 5

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DRAWING NO. A19058-LA-305

REVISION P6



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STATUS

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DRAWING

Planting Plan
Sheet 6

DRAWN	CHECKED	SCALE A1	SCALE A3
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DRAWING NO. A19058-LA-306

REVISION P6

Plant Schedule						
ID	**Botanical Name**	**Common Name**	**Pot Size**	**Qty**	**Height (mm)**	**Caliper (mm)**
Trees						
Ccs	Corymbia citriodora 'Scentuous'	Dwarf Lemon-Scented Gum	45L	17	1800	30
Cma	Corymbia maculata	Spotted Gum	45L	8	2500	30
Eca	Eucalyptus camaldulensis	River Red Gum	45L	5	2500	30
Fma	Ficus macrophylla	Moreton Bay Fig	100L	1	2400	50
Pdu	Prunus dulcis	Almond Tree	45L	13	2000	30
Zse	Zelkova serrata 'Green Vase'	Green Vase Japanese Elm	45L	28	2000	30
				72		
Shrubs						
Bsp	Bursaria spinosa var. macrophylla	Sweet Bursaria	140mm	13		
Cal	Correa alba	White Correa	140mm	10		
Cap	Chrysocephalum apiculatum	Common Everlasting	140mm	134		
Cpu	Correa pulchella	Native Fuchsia	140mm	24		
Dex	Doryanthes excelsa	Gymea Lily	300mm	12		
Jfl	Juncus flavidus	Rush	140mm	25		
Wf	Westringia fruticosa	Coastal Rosemary	300mm	22		
				240		
Ground Covers & Grass						
Afl	Anigozanthos flavidus 'Big Red'	Kangaroo Paw	140mm	149		
Cro	Carpobrotus rossii	Pigface	150mm	60		
Dre	Dianella revoluta	Blue Flax Lily	140mm	373		
Dta	Dianella tasmanica	Tasman Flax-Lily	140mm	130		
Egk	Eremophila glabra 'Kalbarri Carpet'	Tar Bush	140mm	138		
Fn	Ficinia nodosa	Knobby Club Rush	150mm	228		
Lka	Lomandra longifolia 'Katrinus'	Lomandra Katrinus	140mm	356		
Llt	Lomandra longifolia 'Tanika'	Spiny-headed mat rush	140mm	175		
Mpa	Myoporum parvifolium	Creeping Boobiala	140mm	113		
				1722		
				2034		

CODE	BOTANIC NAME	COMMON NAME	POT SIZE / INSTALL HEIGHT	% OF AREA TO BE PLANTED	DENSITY (plants/sqm)	QTY
PLANT MIX A: SHRUB PLANTING				**TOTAL AREA (sqm)**	**103**	
GRASSES & GROUNDCOVERS						
Aac	Acacia acinacea	Gold Dust Wattle	Tubestock	25%	1	26
Gam	Goodenia amplexans	Clasping Goodenia	Tubestock	25%	1	26
Ora	Olearia ramulosa	Twiggy Daisy Bush	Tubestock	25%	1	26
Rca	Rhagodia candolleana	Seaberry Saltbush	Tubestock	25%	1	26
					SUBTOTAL	**103**
PLANT MIX B: GROUND COVER PLANTING				**TOTAL AREA (sqm)**	**186**	
RAIN GARDENS						
Ase	Atriplex semibaccata	Lagoon Saltbush	Tubestock	20%	1	37
Cap	Chrysocephalum apiculatum	Common Everlasting	Tubestock	20%	1	37
Eto	Enchylaena tomentosa	Ruby Saltbush	Tubestock	20%	1	37
Hvi	Hardenbergia violacea	Purple Coral Pea	Tubestock	20%	1	37
Mpa	Myoporum parvifolium	Creeping Boobiala	Tubestock	20%	1	37
					SUBTOTAL	**112**
PLANT MIX C: GRASS PLANTING				**TOTAL AREA (sqm)**	**192**	
GRASSES & GROUNDCOVERS						
Dre	Dianella revoluta	Flax Lily	Tubestock	25%	1	48
Fn	Ficinia nodosa	Knobby Club Rush	Tubestock	25%	1	48
Llt	Lomandra longifolia 'Tanika'	Lomandra Tanika	Tubestock	25%	1	48
Ttr	Themeda triandra	Kangaroo Grass	Tubestock	25%	1	48
					SUBTOTAL	**48**
					TOTAL	**263**

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Oaklands Community Connections
Dwyer Road Reserve, Morphett Road Reserve and Diagonal Way

STATUS

PRELIMINARY
NOT FOR CONSTRUCTION

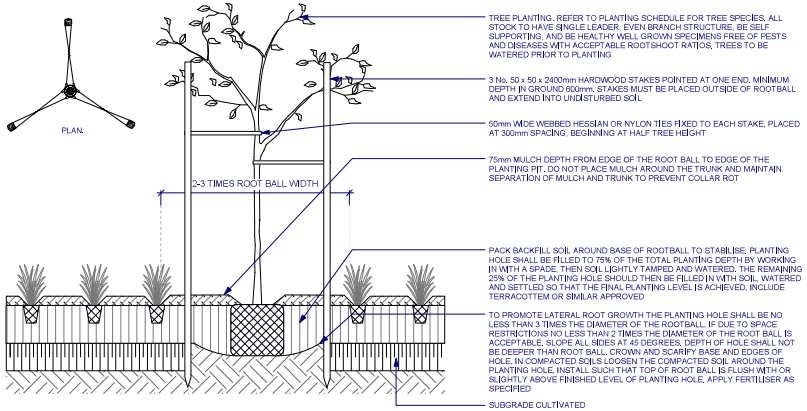
DRAWING

Planting Schedule

DRAWN	CHECKED	SCALE A1 | SCALE A3
DM	TC	

DRAWING NO. A19058-LA-307

REVISION P6



NOTES:
1) ENSURE ALL LABELS, WIRES, TWINE AND OTHER BINDING MATERIALS ARE REMOVED FROM PLANTING MATERIAL, INCLUDING ROOT BALLS PRIOR TO BACKFILLING.
2) WATER IMMEDIATELY FOLLOWING PLANTING. SAUCER TO BE FILLED TWICE.
3) SITE TO BE LEFT CLEAN AND TIDY ON COMPLETION OF PLANTING, REMOVE WEEDS AND BUILDING SPOIL FROM TREE PLANTING ZONE.
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TREE PLANTING. REFER TO PLANTING SCHEDULE FOR TREE SPECIES. ALL STOCK TO HAVE SINGLE LEADER, EVEN BRANCH STRUCTURE, BE SELF SUPPORTING, AND BE HEALTHY WELL GROWN SPECIMENS FREE OF PESTS AND DISEASES WITH ACCEPTABLE ROOTSHOOT RATIOS, TREES TO BE WATERED PRIOR TO PLANTING

3 No. 50 x 50 x 2400mm HARDWOOD STAKES POINTED AT ONE END, MINIMUM DEPTH IN GROUND 600mm, STAKES MUST BE PLACED OUTSIDE OF ROOTBALL AND EXTEND INTO UNDISTURBED SOIL

50mm WIDE WEBBED HESSIAN OR NYLON TIES FIXED TO EACH STAKE, PLACED AT 300mm SPACING, BEGINNING AT HALF TREE HEIGHT

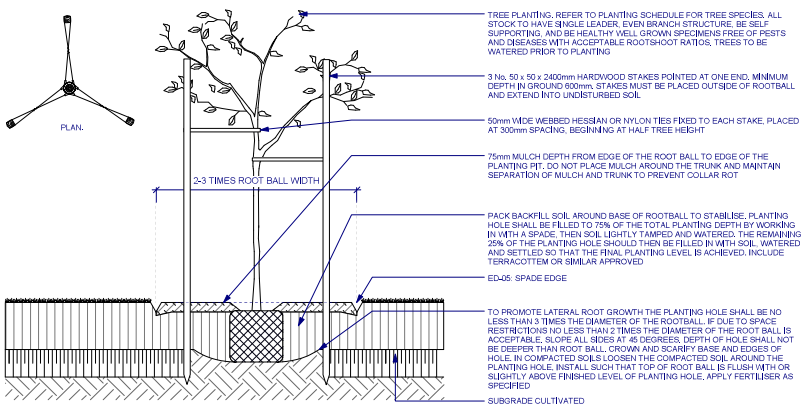
75mm MULCH DEPTH FROM EDGE OF THE ROOT BALL TO EDGE OF THE PLANTING PIT. DO NOT PLACE MULCH AROUND THE TRUNK AND MAINTAIN SEPARATION OF MULCH AND TRUNK TO PREVENT COLLAR ROT

PACK BACKFILL SOIL AROUND BASE OF ROOTBALL TO STABILISE. PLANTING HOLE SHALL BE FILLED TO 75% OF THE TOTAL PLANTING DEPTH BY WORKING IN WITH A SPADE, THEN SOIL LIGHTLY TAMPED AND WATERED. THE REMAINING 25% OF THE PLANTING HOLE SHOULD THEN BE FILLED IN WITH SOIL, WATERED AND SETTLED SO THAT THE FINAL PLANTING LEVEL IS ACHIEVED, INCLUDE TERRACOTTEM OR SIMILAR APPROVED

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SUBGRADE CULTIVATED

1 Tree Planting in Garden Bed
Scale: 1:20



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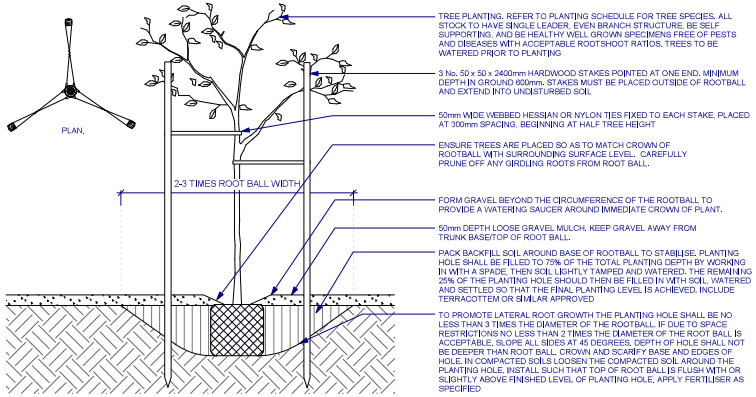
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ED-05: SPADE EDGE

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SUBGRADE CULTIVATED

2 Tree Planting in Turf
Scale: 1:20



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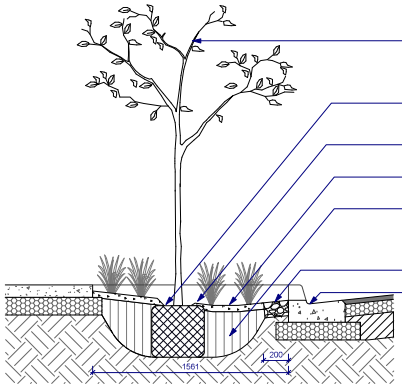
FORM GRAVEL BEYOND THE CIRCUMFERENCE OF THE ROOTBALL TO PROVIDE A WATERING SAUCER AROUND IMMEDIATE CROWN OF PLANT.

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3 Tree Planting in Gravel
Scale: 1:20



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PV-09: CEMENT STABILISED GRAVEL. REFER CIVIL DRAWINGS

ED-03a: CONCRETE KERB WITH SLOTS. REFER CIVIL DRAWINGS

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4 Diagonal Way Tree Planting in Verge
Scale: 1:20

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01.11.2019	P4	70% DESIGN ISSUE
02.12.2019	P5	ISSUE FOR COORDINATION
20.12.2019	P6	90% DESIGN ISSUE

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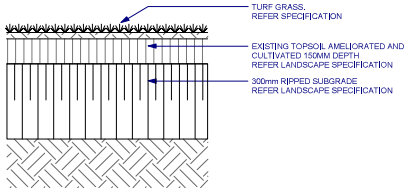
PROJECT
Oaklands Community Connections
Dwyer Road Reserve, Morphett Road Reserve and Diagonal Way

STATUS
PRELIMINARY
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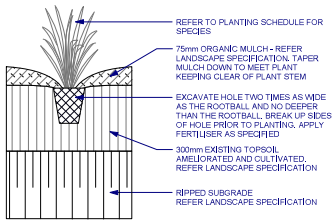
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Softscape Details
Sheet 1

DRAWN	CHECKED	SCALE A1 | SCALE A3
DM	TC	AS SHOWN

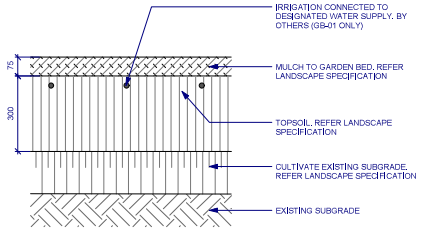
DRAWING NO. A19058-LA-401
REVISION P6



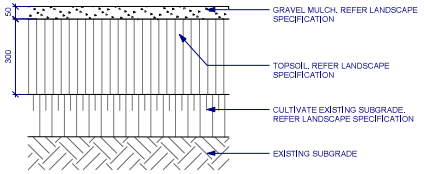
1 Grass / Turf Detail
Scale: 1:10



2 Shurb and Groundcover Planting
Scale: 1:10



3 GB-01, GB-02a: Typical Garden Bed Profile
Scale: 1:10



4 GB-02b: Typical Garden Bed Profile
Scale: 1:10

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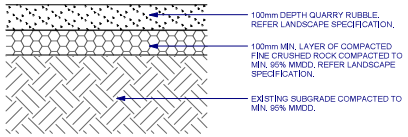
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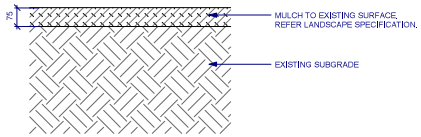
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DM	TC	AS SHOWN

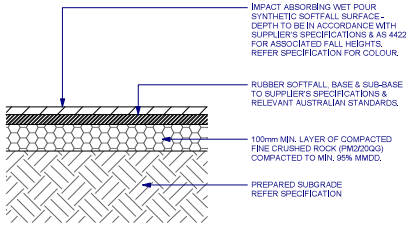
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REVISION P6



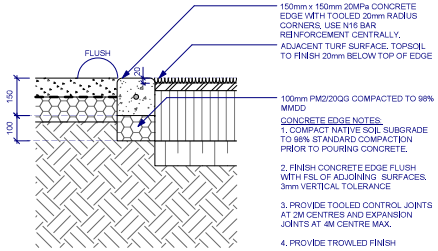
1 PV-06: Gravel
Scale: 1:10



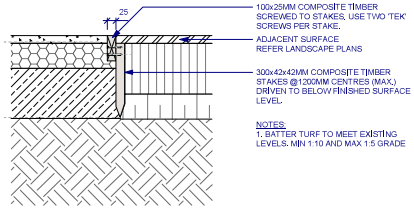
2 PV-07: Organic Mulch
Scale: 1:10



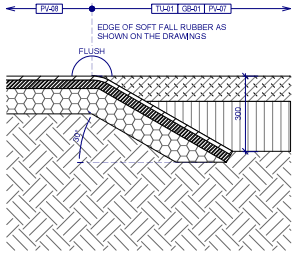
3 PV-08: Rubber Softfall
Scale: 1:10



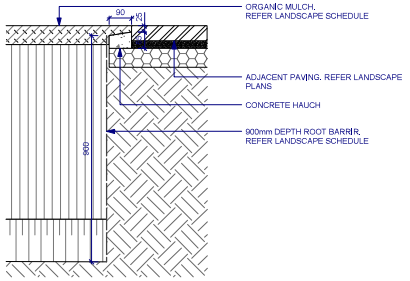
4 ED-01: Concrete Edge
Scale: 1:10



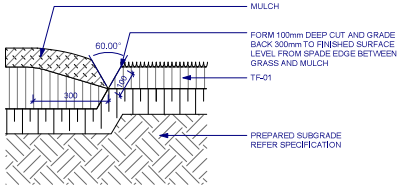
5 ED-02: Composite Timber Edge
Scale: 1:10



6 Rubber Softfall Edge
Scale: 1:10



7 ED-04: Root Barrier
Scale: 1:10



8 ED-05: SPADE EDGE
Scale: 1:10

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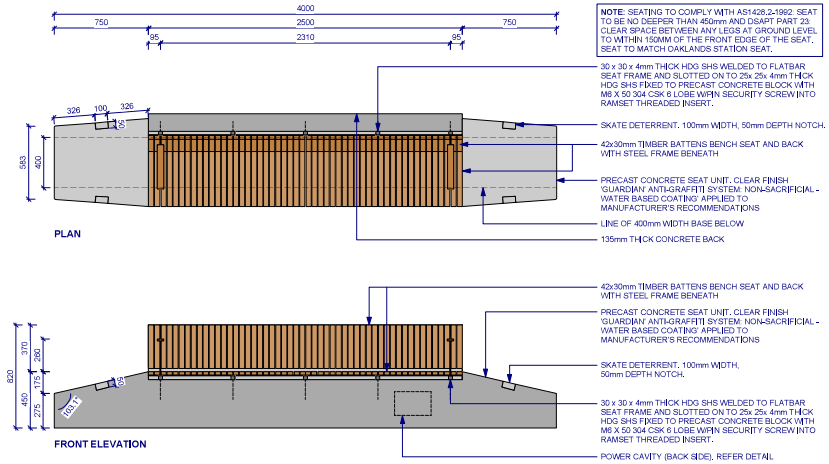
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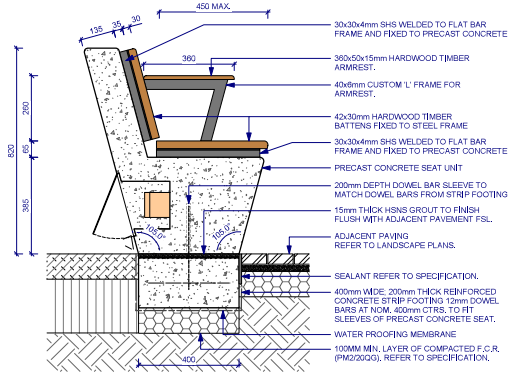
DRAWING
Hardscape Details
Sheet 1

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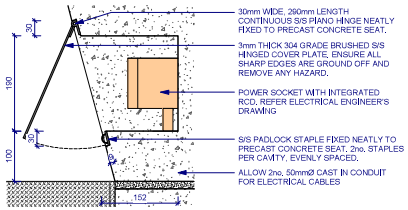
DRAWING NO. A19058-LA-501
REVISION P6



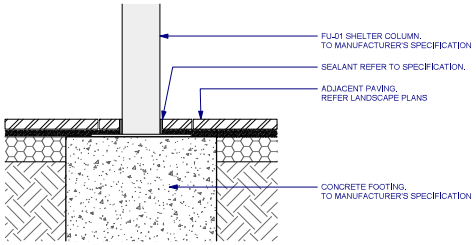
1 SE-01: Custom Timber Seat on Precast Concrete Base
Scale: 1:20



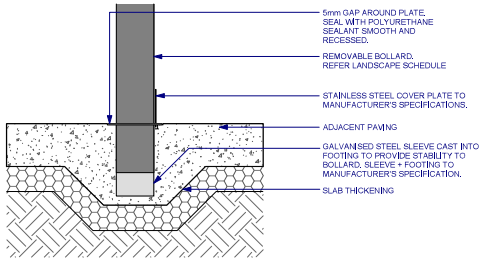
2 SE-01: Section
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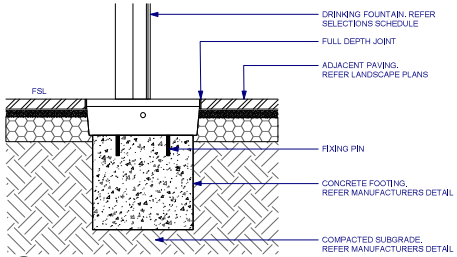
3 SE-01: Power Cavity Detail
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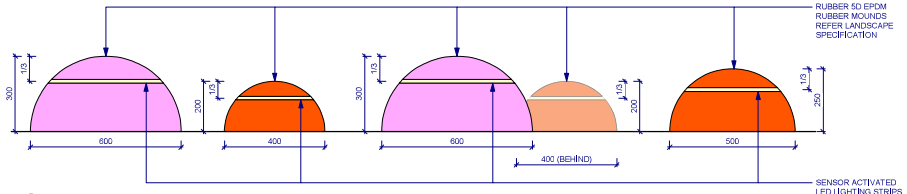
4 FU-01: SHELTER STRUCTURE FIXING
Scale: 1:10



5 BO-01: REMOVEABLE BOLLARD
Scale: 1:10



6 DF-01: DRINKING FOUNTAIN FIXING
Scale: 1:10



7 EQ-05: RUBBER 5D STEPPING MOUNDS - ELEVATION
Scale: 1:10

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DATE	REV	AMENDMENTS
09.10.2019	P1	INTERNAL ISSUE FOR COORDINATION
18.10.2019	P2	UPDATED ISSUE FOR COORDINATION
28.10.2019	P3	UPDATED ISSUE FOR COORDINATION
01.11.2019	P4	70% DESIGN ISSUE
02.12.2019	P5	ISSUE FOR COORDINATION
20.12.2019	P6	90% DESIGN ISSUE

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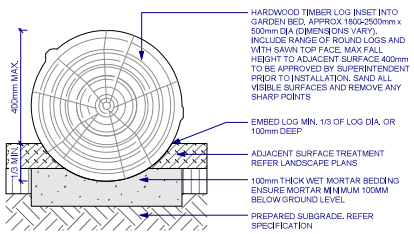
PROJECT
Oaklands Community Connections
Dwyer Road Reserve, Morphett Road Reserve and Diagonal Way

STATUS
PRELIMINARY
NOT FOR CONSTRUCTION

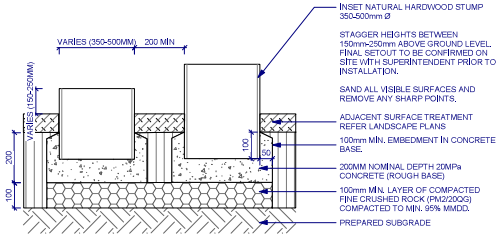
DRAWING
Hardscape Details
Sheet 2

DRAWN	CHECKED	SCALE A1 | SCALE A3
DM	TC	AS SHOWN

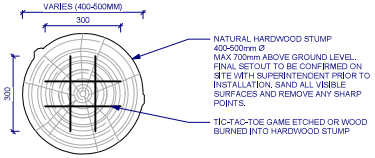
DRAWING NO. A19058-LA-502
REVISION P6



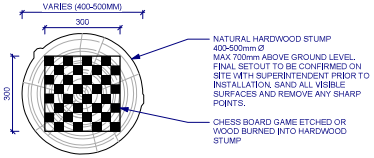
1 LO-01: Sitting Log
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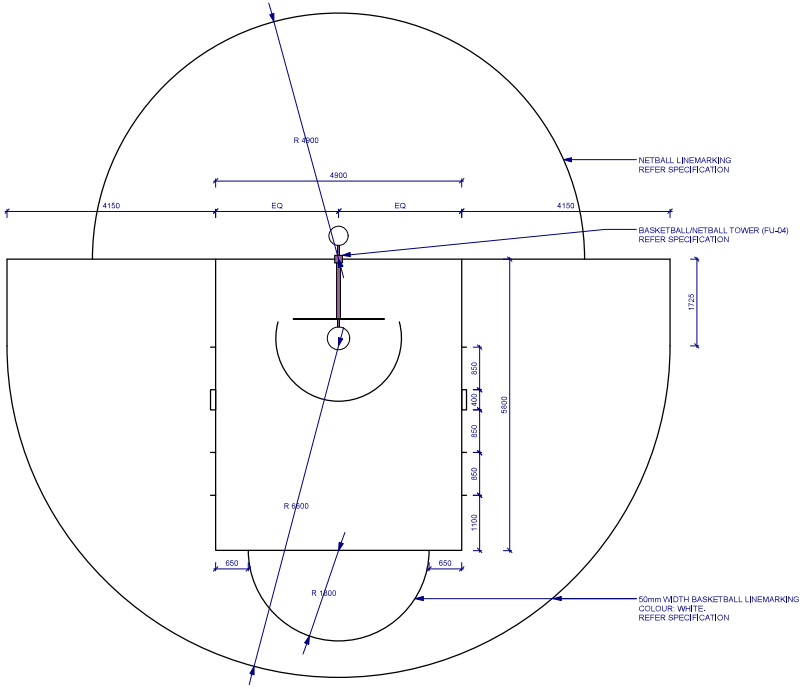
2 LO-02a, LO-02b, LO-02c: Stepping Log
Scale: 1:10



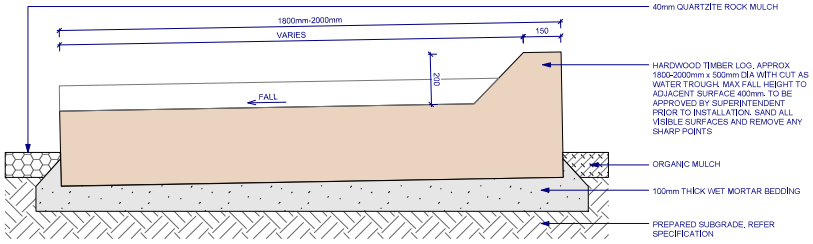
3 LO-02b: Tic-Tac-Toe Log
Scale: 1:10



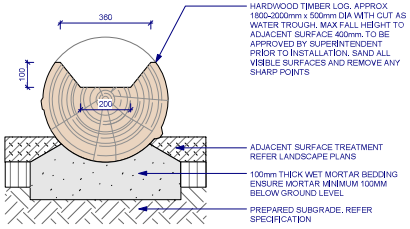
4 LO-02c: Chess Board Log
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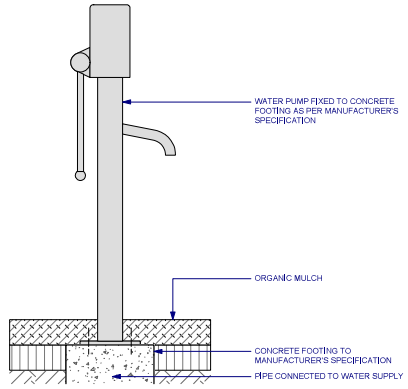
5 Basketball / Netball Linemarking
Scale: 1:50



6 LO-01b: Water Trough Log - Section 1
Scale: 1:10



7 LO-01b: Water Trough Log - Section 2
Scale: 1:10



8 EQ-06: Water Pump
Scale: 1:10

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DRAWING
Hardscape Details
Sheet 3

DRAWN	CHECKED	SCALE A1 | SCALE A3
DM	TC	AS SHOWN

DRAWING NO. A19058-LA-503
REVISION P6

COMMUNITY CONNECTIONS
TREE SIGN CONCEPT

12 December 2019

WIP

STATUS	**PHASE 1**
ISSUE	**P3**
DATE	**12.12.2019**
PREPARED BY	**RL**
APPROVED BY	**IR**

This Stamp is for issue control during Draft Phase, and will be removed for Final Issue.

Urban&Public | ASPECT Studios

Section 1

Wayfinding Guideline

Section 1

Information Hierarchy

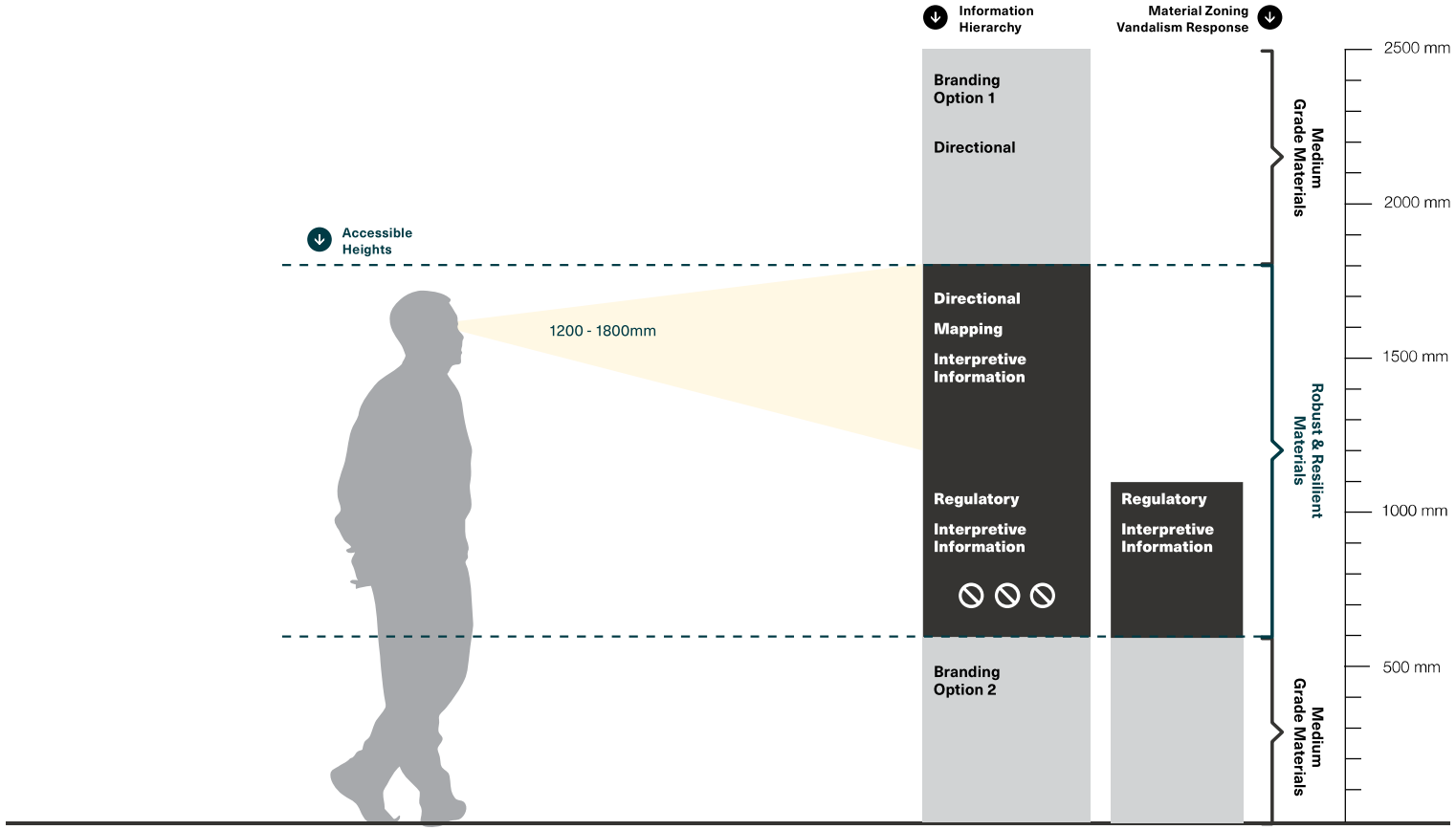
To orient users effectively, optimise sign legibility and make regulatory and warning information immediately accessible, it is important to establish a hierarchy of information that is consistent across all signs.

— The wayfinding system signage suite should include types that assist users with cognitive mapping by establishing major entry information nodes which are supported by minor signage types along routes.

— Important information on the signage should be placed between 900–1800 mm above ground level, ensuring physical accessibility and optimal visibility for users

— Clear and consistent graphic design principles and messaging should be used

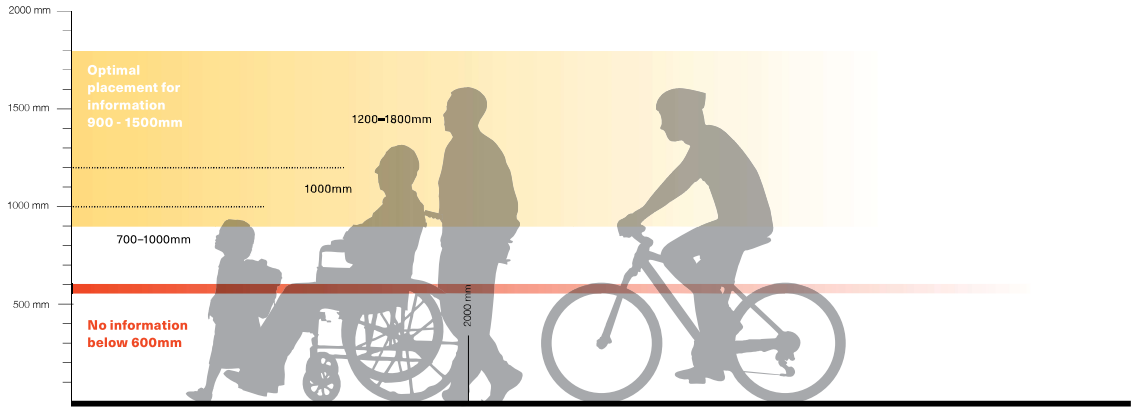
— Material selection should focus on the mitigation of maintenance and vandalism by specifying hard wearing, durable materials.



Section 1

Optimal Viewing Heights

The overall legibility of a sign is essentially determined by the height, color, and font characteristics of the letters making up its message component. All signs should be designed to maximise the optimum viewing height zones and required viewing distances according to the user.



Typeface & Text Size

The chosen typeface will make the difference in a good or bad sign. When using too bold weighted typefaces the text will look like its expanding of the sign, when using too light weighted typefaces the text will fall back into its background. Medium or Regular weights are usually the best options to choose for a good and readable sign



Pedestrians

Refer to the table below for the appropriate text size according to the required viewing distance.

Required Viewing Distance (metres)	Minimum *X-Height of Letters (millimetres)
2 m	6 mm
4 m	12 mm
6 m	20 mm
8 m	25 mm
12 m	40 mm
15 m	50 mm
25 m	80 mm
35 m	100 mm
40 m	130 mm
50 m	150 mm

*X-Height is the distance between the baseline of a line of type and tops of the main body of lower case letters (i.e. excluding ascenders or descenders). The x-height is a factor in typeface identification and readability. Typically, this is the height of the letter x.

Cyclists

Recent standards (AS1744.2015) recommend lettering height of 60 mm for destination names and 45 mm for subsidiary information.

Large cycle networks that connect across neighbouring municipalities should align with the current Austroads Bicycle Wayfinding Guidelines for consistent and legible cycle wayfinding. Text heights should be no smaller than 30 mm.

Motorist

The legibility of a sign will influence the viewer's reaction time, the time necessary for a motorist to detect, read, and react to a message displayed to their approach.

Austroads Guide to Traffic Management Part 10: Traffic Control and Communication Devices (2009) (Section 4.3.7) provides the following guideline for the required letter size based on the user's approaching speed and number of words on the sign.

The minimum size of capital letters is determined by using the following equation:

H = 0.14 NV + 11.4S

Where:
H = capital letter height in millimetres, including height of initial capitals used with lower-case letters
N = number of words on the sign
V = approach speed in kilometres per hour
S = lateral offset of sign in metres, measured from the center of the sign to the center of the traffic lane

Section 1

Placement Guidelines & Planning

To aid accessibility and legibility for users of all abilities it is important to consider the following:

Principles of placement

1.
IDENTIFY THE AREAS WHERE SIGNS ARE NEEDED

Consider the following:

— Where would people need information? (i.e. where are the logical information or decision points on people's journey past or through the site? Or through the public space?).

— Where would people expect information? (People expect to see signs in busy areas, especially those with a lot of foot traffic, e.g. major intersections and local attractions).

— Will the key audience for the sign be people on foot, by bike or by motor vehicle? This affects the speed at which the signs will be viewed and by extension where the sign should be located.

— How would the sign – and the information it supplies – relate to other signs nearby? (i.e. existing signs and/or others being installed at the same time). Providing too much signage can be confusing for people.

2.
FIND THE BEST LOCATION IN THOSE AREAS

Identify a position for the sign that will mean it is:

— Obvious to the audience and has a high visual impact but does not dominate the surrounding area.

— Free of visual obstruction for the sightlines of your audience (e.g. for a sign with pedestrians as the audience, make sure that there it can clearly be read from the nearby footpath).

— As clear as possible of unrelated signage (obsolete or redundant Council signage should be removed, but other signage e.g. local business etc. may still be present) that may detract from the information provided or lead to confusion.

— Situated at appropriate heights and locations to allow for users of varying abilities to approach and freely navigate to and around the signage (in some cases slight changes to the orientation may help avoid creating an obstacle without compromising the visibility of the sign).

— As clear as possible of physical obstructions like overhanging vegetation and street furniture.

3.
DETERMINE THE BEST ORIENTATION FOR THE SIGN

The orientation and position of the sign should be based on the conditions at each site (e.g. path width, lighting, location of street furniture etc.) and the predominant direction(s) at which the sign would be approached. As explained above, slight changes to the orientation of the sign may help avoid creating an obstacle without compromising the visibility of the sign.

Factors to consider to optimise accessibility:

— Position signs free of visual obstructions and in optimum sight lines that are free to access by foot, wheelchair or mobility scooter.

— Place wayfinding signage consistently at decision points to provide assurance to users.

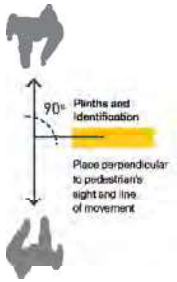
— Over signing can be confusing and discouraging for users.

— Remove obsolete or redundant signage that may be misleading.

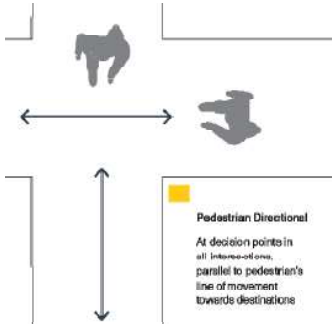
— An appropriately sited sign should be obvious but not dominant.

Placement rationale

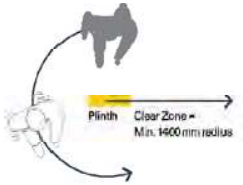
PLACEMENT OF SIGNS



SITING FINGERBOARDS



CLEARANCE AROUND SIGNS

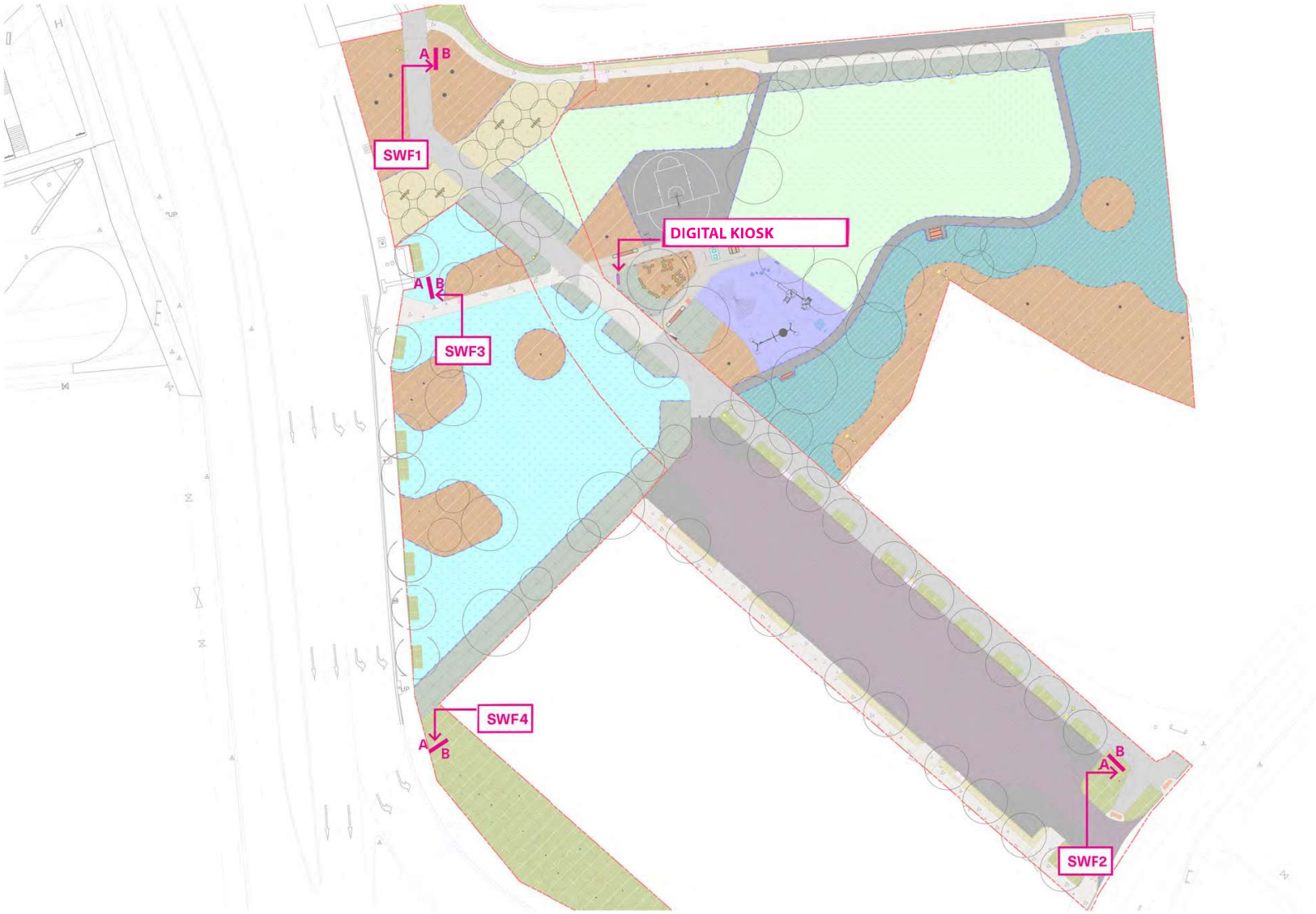


Section 2

Signage Concept

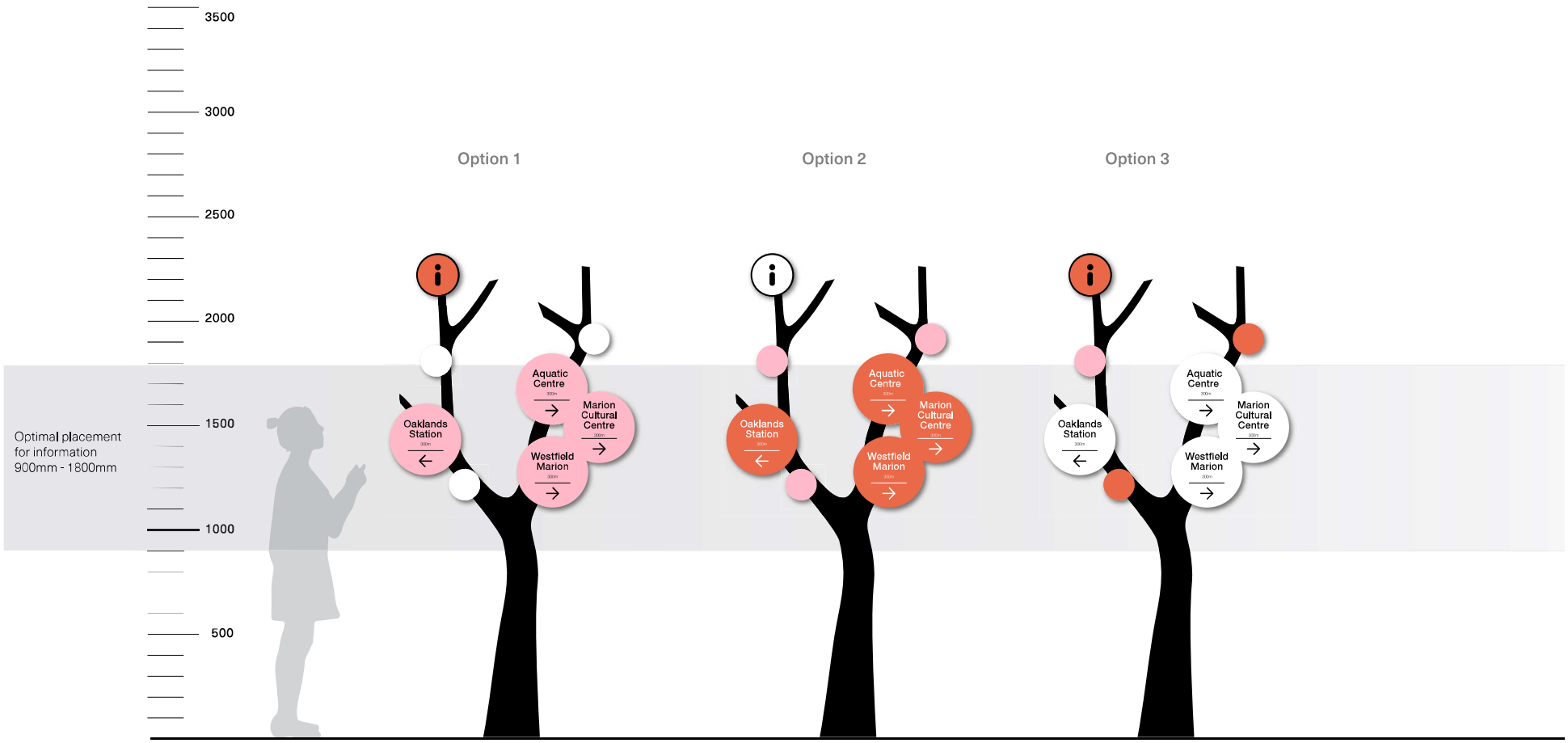
Section 2

Tree Signage. Signage Location Plan



Section 2

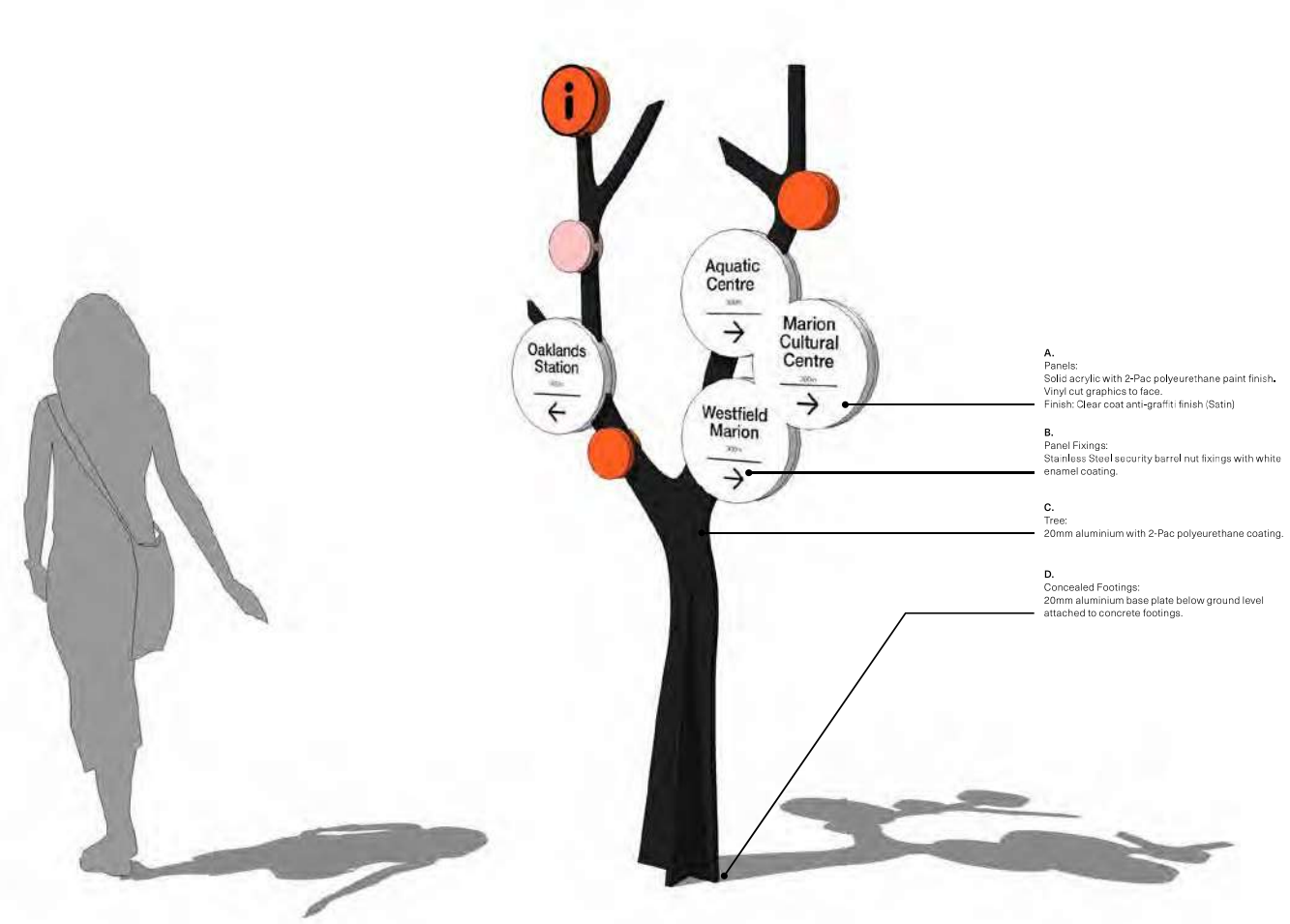
Tree Signage. Colour Options.



Section 1

Tree Signage. Model & Specifications

messaging & finished artwork



Front View

SWF_01-03

Tree Signage

SPECIFICATIONS

A.
Panels:
Solid acrylic with 2-Pac polyeurethane paint finish.
Vinyl cut graphics to face.
Finish: Clear coat anti-graffiti finish (Satin)

B.
Panel Fixings:
Stainless Steel security barrel nut fixings with white enamel coating.

C.

Tree:
20mm aluminium with 2-Pac polyeurethane coating.

D.
Concealed Footings:
20mm aluminium base plate below ground level attached to concrete footings.

NOTES
All measurements are in millimetres.

Mounting details indicative only, to be reviewed by signage contractor.

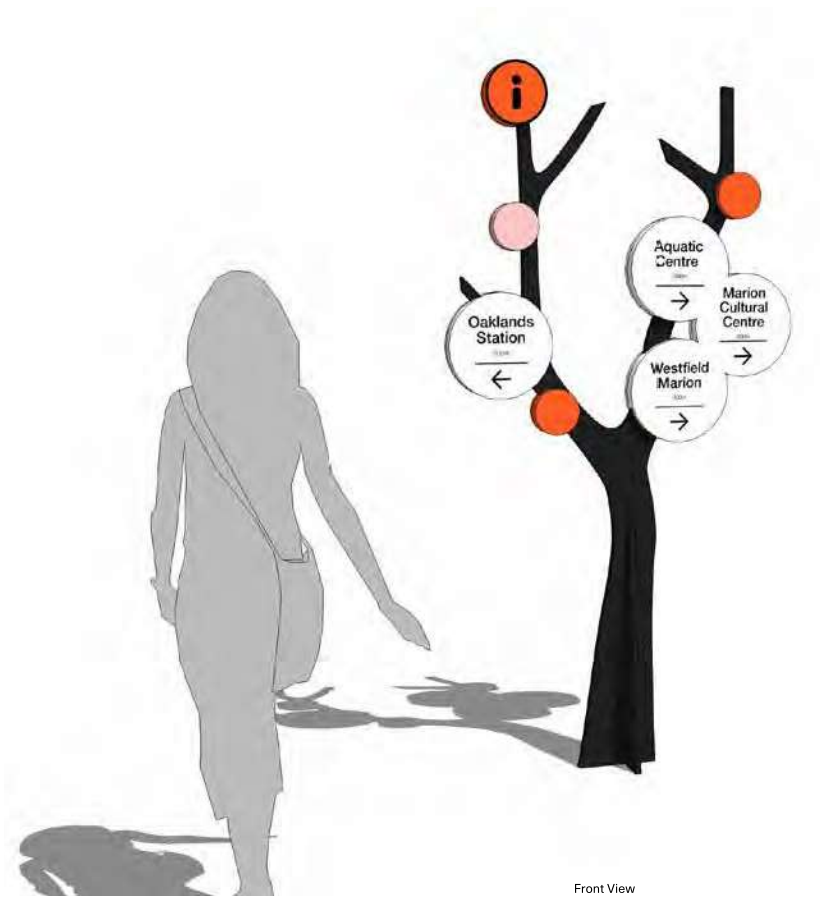
All panels should have clear UV and anti graffiti coating.

All fixings to be concealed if possible, fixings should not overlap with artwork.

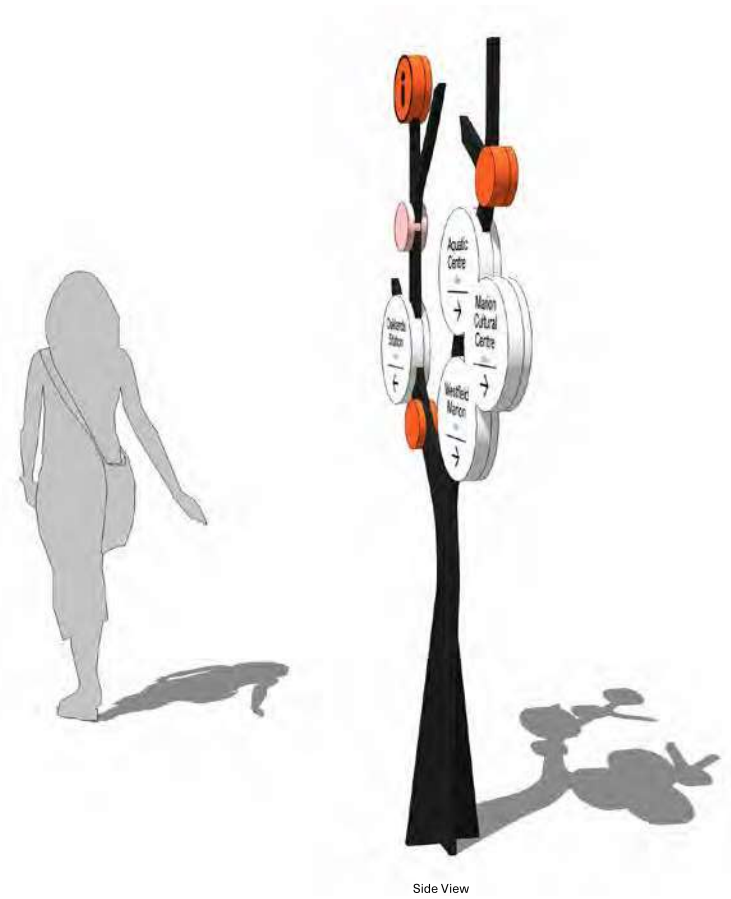
Section 1

Tree Signage. Model & Specifications

messaging & finished artwork



Front View



Side View

SWF_01-03

Tree Signage

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Panels:
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Vinyl cut graphics to face.
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Oaklands Precinct Smart Technology Solutions

LEGEND

Stage 1
Capital works 2019/2020

Dwyer Rd Reserve
- play ground
- solar powered shelters (device charging stations)
- BBQ
- irrigation
- service provisions
- people movement sensors
- digital kiosk

Commuter car parking
- sensors
- digital vacancy signage

18 Reference to car park numbers

Stage 2
Capital works 2020/2021

Reserve integration
(subject to road closure gazette Minsiter decision anticipated by May 2020)
- pedestrian/cyclist path
- lighting
- people movement sensors
- irrigation (soil moisture probs)

Diagonal Way
(subject to road closure gazette)
- pedestrian/cyclist path sensors
- smart lighting

Stage 3
Capital works 2021/2022

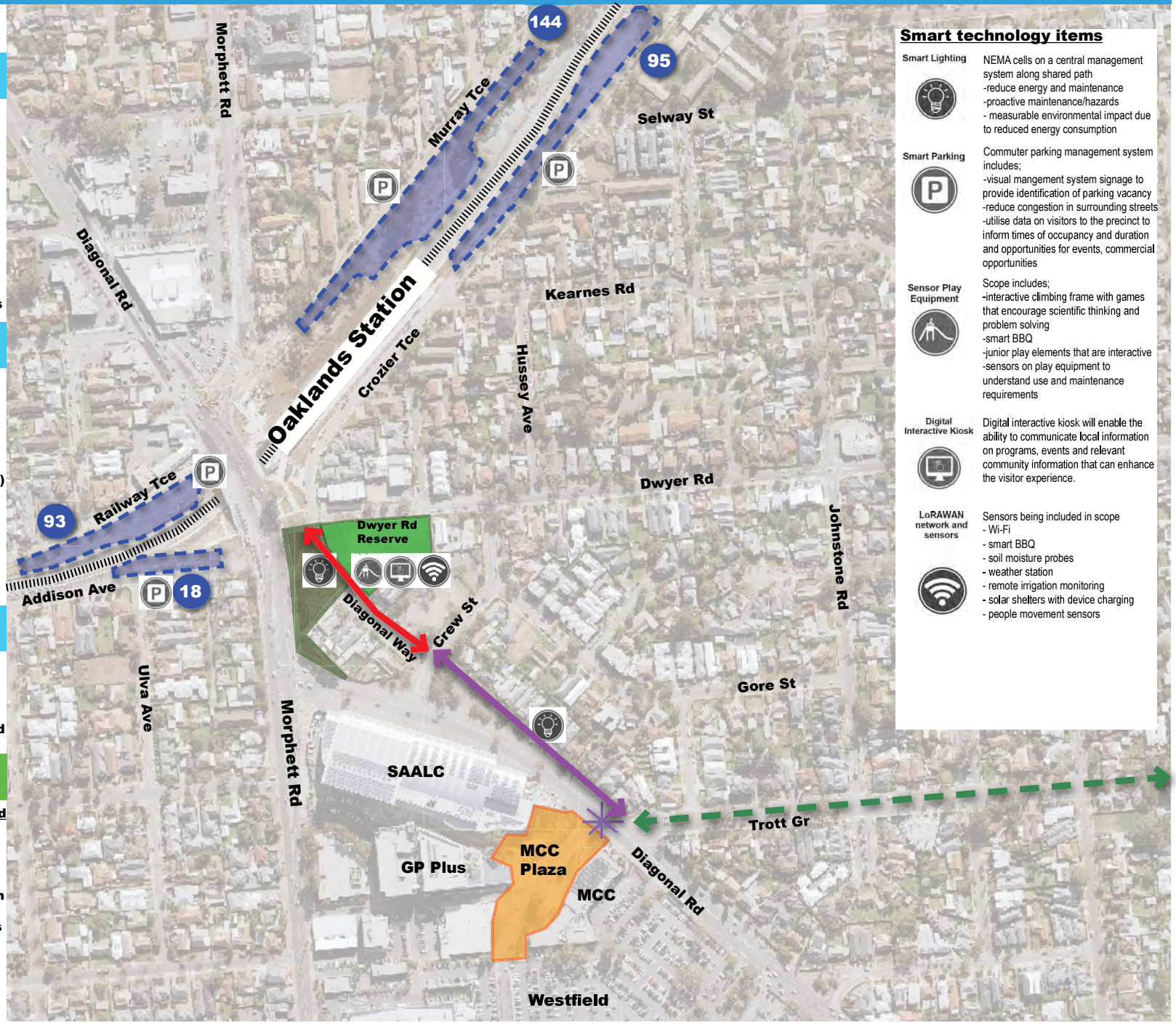
Diagonal Road
(Detail design 2020/21)
- pedestrian/cyclist path
- tree planting

- proposed pedestrian activated crossing

Future works (unfunded)

Marion Cultral Centre Plaza and Warracowie Way
- currently in concept design and scoping phase

"Chrysler trail" shared use path connection to Tonsley as per Walking and Cycling Guidelines 2018-2022



Smart technology items

Smart Lighting
NEMA cells on a central management system along shared path
-reduce energy and maintenance
-proactive maintenance/hazards
- measurable environmental impact due to reduced energy consumption

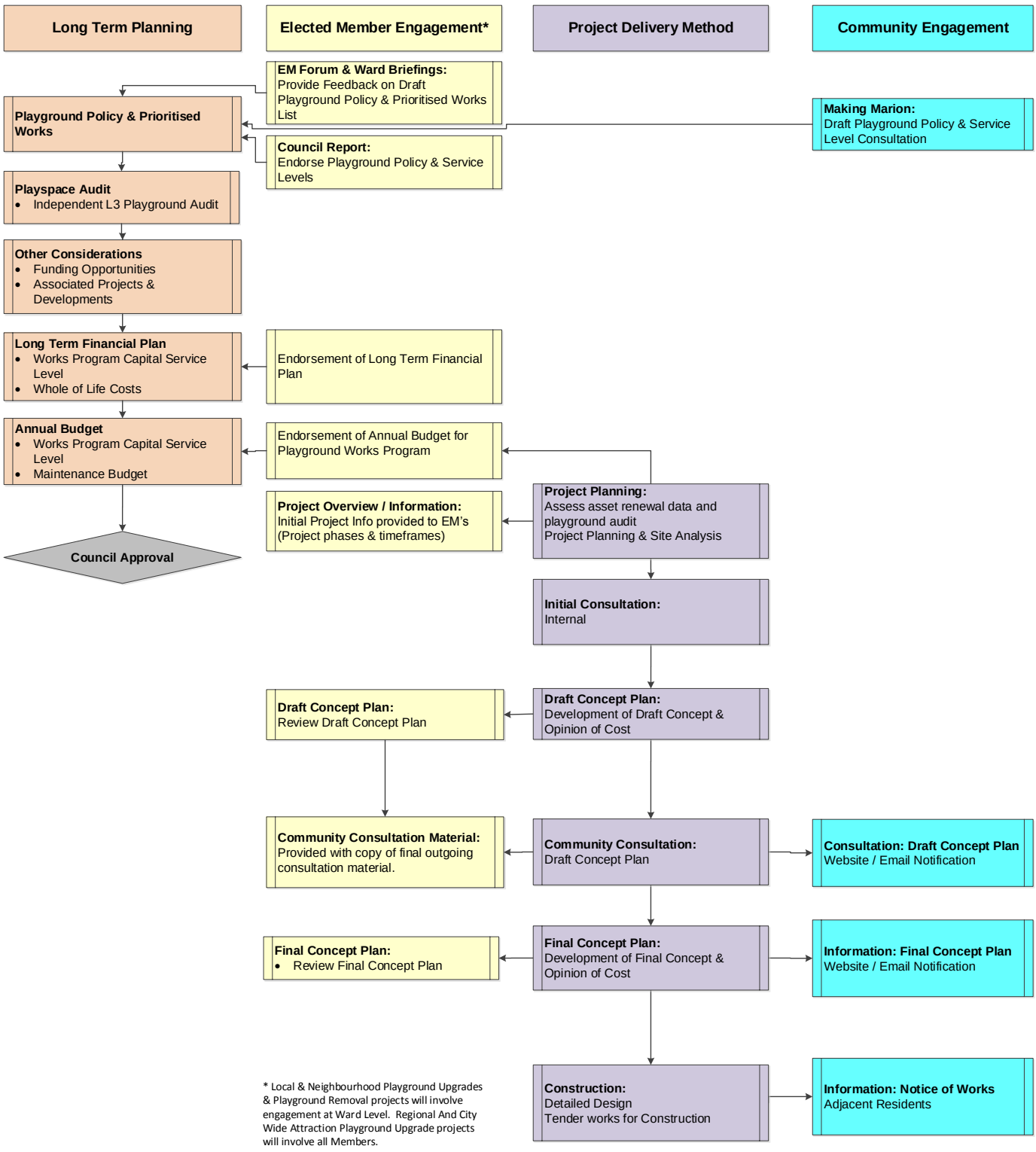
Smart Parking
Commuter parking management system includes;
-visual mangement system signage to provide identification of parking vacancy
-reduce congestion in surrounding streets
-utilise data on visitors to the precinct to inform times of occupancy and duration and opportunities for events, commercial opportunities

Sensor Play Equipment
Scope includes;
-interactive climbing frame with games that encourage scientific thinking and problem solving
-smart BBQ
-junior play elements that are interactive
-sensors on play equipment to understand use and maintenance requirements

Digital Interactive Kiosk
Digital interactive kiosk will enable the ability to communicate local information on programs, events and relevant community information that can enhance the visitor experience.

LoRAWAN network and sensors
Sensors being included in scope
- Wi-Fi
- smart BBQ
- soil moisture probes
- weather station
- remote irrigation monitoring
- solar shelters with device charging
- people movement sensors

Playground Framework
Local and Neighbourhood Methodology



Government of South Australia
Office for Recreation, Sport and Racing

ORSR2020/02001/01|#15033223

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Mr Ilia Houridis
General Manager City Development
City of Marion
PO BOX 21
OAKLANDS PARK SA 5046

By email: ilia.houridis@marion.sa.gov.au

Dear Mr Houridis

Thank you for the opportunity to attend the recent briefing on the Oakland's Precinct.

The Concept Plan illustrates a precinct approach to accessibility and community connections, an active public realm and enhanced activation and opportunities for the area including the SA Aquatic and Leisure Centre (SAALC).

It is envisaged that the Plan would provide complementary benefits for the community and visitors of the SAALC.

The Office would encourage the intent behind the precincts vision; I note in particular

- Greater pedestrian and cyclist connectivity.
- A Pedestrian Activated Crossing (PAC) on Diagonal Road adjacent Trott Grove connecting to Warracowie Way.
- Enhanced activation of the Plaza between the SAALC and Marion Cultural Centre.
- Enhanced walking and cycling connections with a future "Chrysler Trail"
- Increased recreational opportunities through the integration of active transportation modes and public transportation.

I look forward to working with you as the City of Marion progresses the Plan.

Yours sincerely

Kylie Taylor
CHIEF EXECUTIVE
Office for Recreation, Sport and Racing

22 January 2020

Government of South Australia
Department of Planning, Transport and Infrastructure

In reply please quote
Enquiries to Tim McEvoy
Telephone 7109 7338

POLICY, STRATGEY AND PROGRAM DEVELOPMENT

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Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

ABN 92 366 288 135

Mr Brett Grimm
City Activation Senior Advisor
City of Marion
PO Box 21
OAKLANDS PARK SA 5046

Dear Mr Grimm,

OAKLANDS PRECINCT PROPOSED PAC

Thank you for your correspondence regarding Council's proposal for a Pedestrian Actuated Crossing (PAC) on Diagonal Road near Warracowie Way.

The project will improve pedestrian connectivity between the Oaklands railway station and the Marion Cultural Centre, State Aquatic Centre and the shopping precinct. The department supports the proposal in principle, noting that further design development work will be undertaken to inform the alignment and interface.

I encourage Council to continue to liaise with the department as the design progresses and to discuss opportunities for Council to apply for funding assistance to deliver the PAC project.

Yours sincerely,

Tim McEvoy
Transport Planner

30 January 2020

Appendix 6

Estimate Whole of Life Cost Analysis- Stage 1 Dwyer Rd Reserve and Stage 2 Diagonal Way

Description	Lifecycle Yrs	Acquisition Cost	Projected Operating Costs pa	Projected Maint Costs pa	Total Projected O&M pa	Less Existing O&M pa	Net Increase O&M pa	Projected Depn/ Renewal pa	Existing Depn/ Renewal pa	Net Increase Depn/ Renewal pa	Whole of Life Cost of Proposal	Whole of Life Increase Cost of Proposal
Stage 1												
Total (whole of life cost based upon 50 years)		**$982,901**	**$7,093**	**$37,046**	**$44,139**	**$6,700**	**$37,439**	**$33,370**	**$4,200**	**$29,170**	**$4,858,337**	**$4,313,337**
Stage 2												
Total (whole of life cost based upon 50 years)		**$871,521**	**$3,700**	**$29,420**	**$33,120**	**$3,250**	**$29,870**	**$14,262**	**$2,400**	**$9,422**	**$2,844,092**	**$2,836,092**
Total		**$1,854,422**	**$10,793**	**$66,465**	**$77,259**	**$9,950**	**$67,309**	**$47,632**	**$6,600**	**$38,592**	**$7,702,429**	**$7,149,429**

CITY OF MARION

Call for Nominations for Member of GAROC - Casual Vacancy

Originating Officer	Unit Manager Governance and Council Support - Jaimie Thwaites
Corporate Manager	Manager Corporate Governance - Kate McKenzie
General Manager	General Manager Corporate Services - Sorana Dinmore
Report Reference	GC200211R05

REPORT OBJECTIVE

The purpose of this report is to determine if Council wishes to submit any nominations in response to the Local Government Association (LGA) call for nominations for Members of the Greater Adelaide Regional Organisation of Council (GAROC). There is one casual vacancies to fill due to Councillor Tim Pfeiffer's resignation.

EXECUTIVE SUMMARY

The LGA has written to the City of Marion inviting nominations to fill the casual vacancy. A copy of the correspondence is attached as **Appendix 1.**

The GAROC is established under clause 19 of the Local Government Association of South Australia Constitution and Rules. The process to fill these casual vacancies are outlined in Clauses 4.7.3 of the GAROC Terms of Reference (ToR):

- *4.7.3. If there is a casual vacancy in the membership of GAROC then the GAROC Regional Grouping relevant to the GAROC member the subject of the casual vacancy will appoint by resolution of the majority of Members comprising the GAROC Regional Grouping another Council Member to serve as a member of GAROC for the balance of the membership term.*

While a regional GAROC structure was approved by members at the 2019 LGA Annual General Meeting these changes to the GAROC TOR will not take effect until the changes receive Ministerial approval, which is pending. Also, the amendments to the GAROC TOR provide for the new regional structure commence from the 2020 LGA elections. Thus, the process to fill the casual vacancy will be same as that used to fill two (2) casual vacancies in 2019.

In order for a nomination to be valid it must be made by a resolution of the council and be submitted on the appropriate form (a copy of which is contained within Appendix 1). The completed form must be signed by both the candidate nominated by the Council to indicate his/her willingness to stand for election and the Chief Executive Officer of the nominating Council.

Nominations (and all accompanying candidate information) must be received by the Returning Officer by 5.00pm Wednesday 26 February 2020.

In the event that the number of nominations for GAROC exceeds the required number of candidates a ballot will be conducted in accordance with the GAROC ToR. A full copy of the ToR is attached as **Appendix 3**.

RECOMMENDATION

That Council:

1. **Notes the report '*Call for Nominations for Members of Greater Adelaide Regional Organisation of Councils (GAROC) - Casual Vacancies*'.**

2. **Nominates XXX to the LGA for a position on the Greater Adelaide Regional Organisation of Councils (GAROC).**

3. **Notes that the above information will be forwarded to the LGA by 5.00pm Wednesday 26 February 2020.**

Attachment

#	Attachment	Type
1	Appendix 1 - Call for Nominations for Member of GAROC Casual Vacancy	PDF File
2	Appendix 2 - GAROC Membership Map	PDF File
3	Appendix 3 - LGA - GAROC Terms of Reference	PDF File

Local Government Association of South Australia

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ECM 693096 LT/AL

13 January 2020

Mr Adrian Skull
Chief Executive Officer
City of Marion
PO Box 21
Oaklands Park SA 5046
Emailed: adrian.skull@marion.sa.gov.au

Dear Mr Skull

Call for Nominations for Member of GAROC – Casual Vacancy

The LGA hereby calls for nominations to fill one (1) casual vacancy on the Local Government Association's (LGA) Greater Adelaide Region Organisation of Councils (GAROC) Committee to commence office from the declaration of this election and to remain in office until the conclusion of the 2020 AGM. A nomination form for the position of member of GAROC is attached and must be received by the LGA CEO, no later than **5pm Wednesday 26 February 2020.**

Casual Vacancy

The resignation of Cr Tim Pfeiffer from the City of Marion has caused a casual vacancy on the GAROC committee. The processes to fill this casual vacancy is outlined in Clause 4.7.3 of the GAROC Terms of Reference (TOR):

> *4.7.3.If there is a casual vacancy in the membership of GAROC then the GAROC Regional Grouping relevant to the GAROC member the subject of the casual vacancy will appoint by resolution of the majority of Members comprising the GAROC Regional Grouping another Council Member to serve as a member of GAROC for the balance of the membership term.*

While a regional GAROC structure was approved by members at the 2019 LGA Annual General Meeting these changes to the GAROC TOR will not take effect until the changes receive Ministerial approval, which is pending. Also, the amendments to the GAROC TOR provide for the new regional structure commence from the 2020 LGA elections. Thus, the process to fill the casual vacancy will be same as that used to fill two (2) casual vacancies in 2019.

Accordingly, I write to you in your capacity as the Chief Executive Officer of an Ordinary Member Council of the Greater Adelaide region to invite nominations from your council for a position on GAROC.

A nomination may only be made by resolution of the council and using the **enclosed** form. The form must be signed by both the candidate nominated by the council to indicate his/her willingness to stand for election, and by you as the Chief Executive Officer of the nominating council.

Voting

As the Returning Officer, the Chief Executive Officer of the LGA is required to conduct a ballot if the number of nominations for GAROC exceeds the required number of candidates. If a ballot is required, the distribution of ballot papers to councils will include any information provided by the candidates to the

Returning Officer in accordance with the requirements specified in clause 4.4.5 of the GAROC TOR (copy attached).

Timetable

Key timings and GAROC Terms of Reference provisions are outlined in the following table:

Indicative Timing	Headline	GAROC TOR Provision
n/a	Returning Officer	Returning Officer for all LGA electoral matters is the Chief Executive Officer (Clause 4.4.1)
13 January 2020	Nominations Called	A/CEO to write to members of GAROC calling for nomination for position of members of GAROC (Clause 4.3.2).
26 February 2020	Nominations Close	Nominations must be received by the CEO no later than 5pm on the day specified for the close of nomination (Clause 4.3.4). Council's will have 6 weeks to lodge their nominations.
n/a	Nominations equal to vacancies	If the number of nominations received equals the number of vacant positions each candidate is elected (Clause 4.4.3).
4 March 2020	Ballot papers prepared and posted	CEO shall provide ballot papers to each GAROC member council (Clause 4.4.5(b)).
15 April 2020	Voting closes	The returning officer will determine the closing date for voting with reference to Clause 4.4.5(f) for counting of votes. Council's will have 6 weeks to lodge their votes.
16 April 2020	Counting of votes	The CEO shall nominate the date, time and place for the counting of votes (Clause 4.4.5(f))
16 April 2019	Final declaration of result	CEO shall declare the candidate with the most votes elected at the conclusion of the counting of the votes. The candidates elected will commence their term immediately and will remain in office until the conclusion of the 2020 AGM.

All nominations (and any accompanying candidate information) must be addressed to the Returning Officer and must be received by 5:00pm Wednesday 26 February 2020.

Extracts from the relevant section of the GAROC TOR relating to nominating and electing members to GAROC is attached for your information.

Local Government Association of South Australia

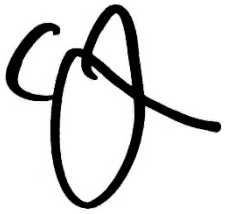
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GAROC Membership

Information about the current membership of GAROC is attached for your information. The GAROC TOR (Clause 4.2.1) requires that all council members elected to GAROC must be from a different Member council. Therefore, if your council already has a council member currently serving as a member of GAROC; no further members of your council are eligible for this election. However, a council may nominate a council member from another council within the Greater Adelaide region for a position on GAROC.

Please contact Lisa Teburea on 8224 2022 or lisa.teburea@lga.sa.gov.au if you have any questions in relation to the election process.

Yours sincerely



Dr Andrew Johnson
Acting Chief Executive Officer
Telephone: (08) 8224 2030
Email: andrew.johnson@lga.sa.gov.au

Attach: GAROC Casual Vacancy Nomination Form
GAROC Casual Vacancy Candidate Information Sheet
Current GAROC membership

Local Government Association of South Australia

The voice of local government.

Nomination Form

GAROC – Casual Vacancy

Nominee's Council	*(insert name of council)*
Nominee's Name (full name)	*(insert title, first name and surname)*
Declaration and signature of nominee	I hereby accept such nomination and consent to act as a member of GAROC if so elected. Signature: ……..
Signature and name of Nominating Council's CEO	Signature: ……. *(insert name)*
Dated	*(insert date)*

This form is to be sent to the LGA Returning Officer

Close of nominations 5:00pm Wednesday 26 February 2020

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Candidate Information Sheet

GAROC – Casual Vacancy

(word limit is strictly 1,000 words)

Name:	*(insert title, first name and surname)*
Council:	*(insert council name)*
Local Government Experience & Knowledge	• *(insert)*
Local Government Policy Views & Interests	• *(insert)*
Other information	• *(insert details of leadership, board, corporate governance experience etc)*

This form must accompany the Nomination Form

This information will be supplied to GAROC member councils in the event that an election is required

Extract – GAROC Terms of Reference

Clause 4 – GAROC

4. GAROC

4.1. Role

The role of GAROC is regional advocacy, policy initiation and review, leadership, engagement and capacity building in the region(s).

4.2. Membership

4.2.1. The GAROC Regional Grouping of Members listed in the schedule to these Terms of Reference will elect in accordance with clause 4.3 and 4.4 from the Members of the GAROC Regional Grouping eight (8) Council Members of Members in the GAROC Regional Grouping to GAROC provided that each person elected is from a different Member.

4.2.2. In addition to the members of GAROC elected in accordance with clause 4.2.1, the Lord Mayor of the City of Adelaide will be a standing member of GAROC.

4.3. Nominations for election to GAROC

4.3.1. The members of GAROC will be elected biennially.

4.3.2. In the year in which GAROC members will be elected, and at least 3 months before the Annual General Meeting, the Chief Executive shall write to all Members of GAROC as listed in the schedule calling for nominations for the membership of GAROC.

4.3.3. A nomination of a person as a member of GAROC must be by resolution of the Member received by the Chief Executive not later than 5 pm on the day specified for the closure of nominations (**Close of Nominations**). A nomination must be signed by the candidate indicating his or her willingness to stand for election and be in the form determined by the Chief Executive.

4.4. Election to GAROC

4.4.1. The Chief Executive shall be the returning officer for any election of members to GAROC.

4.4.2. After the Close of Nominations, the Chief Executive will notify Members of the GAROC Regional Grouping of the candidates for membership of GAROC nominated in the Regional Grouping of Members.

4.4.3. If the only nominations received from a Regional Grouping of Members by the Close of Nominations match the membership positions described in clause 4.2.1 then the Chief Executive will declare those persons duly elected to those membership positions.

4.4.4. If the number of persons nominated by the Close of Nominations by the Regional Grouping of Members exceeds the number of membership positions described 4.2.1 then an election for the purpose of clause 4.2.1 must be held in accordance with this clause.

4.4.5. In the event of an election being required, the Chief Executive shall conduct the election as follows:

(a) at least six weeks before the Annual General Meeting, the Chief Executive shall deliver ballot papers to each Member of the Regional Grouping of Members;

(b) the ballot papers shall:

(i) list the candidate or candidates for election;

(ii) specify the day of closure of the election; and

(iii) be accompanied by an envelope marked "Ballot Paper" and a second envelope marked "Returning Officer";

(c) each Member shall determine by resolution the candidate or candidates (as relevant) it wishes to elect;

(d) the chair of the meeting for that Member shall mark the ballot paper with an "X" next to the candidate or candidates (as relevant) that the Member wishes elected and seal the ballot paper in the envelope marked "Ballot Paper" inside the envelope marked "Returning Officer". Before sealing the second envelope the chair must indicate the Member's name on the inside flap of the envelope. The envelope may then be sealed and delivered to the Returning Officer;

(e) on receipt of the envelopes the Chief Executive must:

(i) open the outer envelope addressed to the "Returning Officer" and record the name of the Member which appears on the inside flap of the envelope on the roll of Member's eligible to vote; and

(ii) place the envelope marked "Ballot Paper" unopened into the ballot box;

(f) the Chief Executive shall nominate the date, time and place for the counting of votes and shall invite each candidate and a person nominated as the candidate's scrutineer to be present;

(g) at the counting of the votes the Chief Executive shall produce unopened envelopes marked "Ballot Paper" and if satisfied that all votes are valid, count the number of votes received by each candidate;

(h) in respect of an election for the purposes of clause 4.2.1, the 8 candidates with the most votes shall be deemed elected and the Chief Executive shall declare the candidates elected at the Annual General Meeting.

(i) in the case of candidates for membership positions described in clause 4.2.1 receiving the same number of votes, the Chief Executive shall draw lots at the counting of the votes to determine which candidate is elected.

4.4.6. The Chief Executive may, in his or her discretion, appoint a deputy returning officer and delegate any of his or her powers, functions or duties to that person who shall act accordingly.

Local Government Association of South Australia

The voice of local government.

November 2019
GAROC Membership

1. **Mayor Karen Redman**
   Town of Gawler
   (GAROC Chair)

2. **Mayor Gillian Aldridge**
   City of Salisbury
   (Office of the Immediate Past President)

3. **Mayor Kevin Knight**
   City of Tea Tree Gully
   (Board Director)

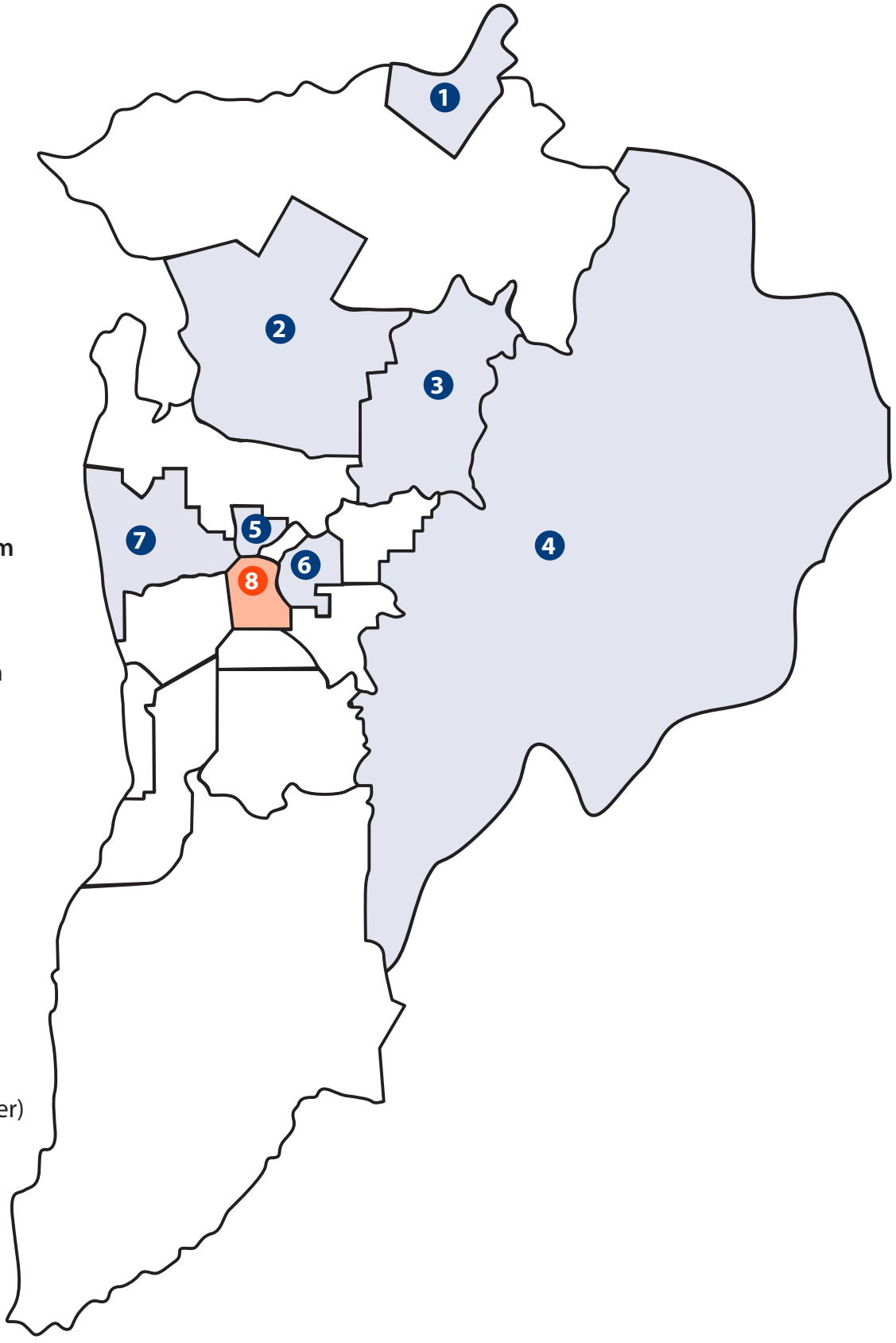
4. **Mayor Jan-Claire Wisdom**
   Adelaide Hills Council
   (Board Director)

5. **Mayor David O'Loughlin**
   City of Prospect
   (Board Director)

6. **Cr Christel Mex**
   City of Norwood, Payneham & St Peters

7. **Mayor Angela Evans**
   City of Charles Sturt

8. **Lord Mayor Sandy Verschoor**
   City of Adelaide
   (GAROC standing member)



Local Government Association of South Australia

The voice of local government.

LGA GAROC Terms of Reference

October 2018

Local Government Association of South Australia

The voice of local government.

Local Government Association of South Australia

GAROC Terms of Reference

Adopted by the LGA Board on 13 September 2018 and Members at the AGM held 26 October 2018

1. Establishment

In accordance with clause 19 of the Local Government Association of South Australia Constitution and Rules (adopted April 13, 2018) (**Constitution**) there are 2 regional organisations of Members: the South Australian Region Organisation of Councils (**SAROC**) and the Greater Adelaide Region Organisation of Councils (**GAROC**).

2. Terms of Reference

2.1. These Terms of Reference set out the functions to be discharged by GAROC.

2.2. The operation of the Terms of Reference may be altered by the Board of Directors either generally or in respect of specific circumstances by resolution with the exception of Clauses 4.2, 4.3 and 4.4. A resolution for the purposes of this clause 2.2 will be reported to the chairperson of GAROC within 24 hours of the meeting of the Board of Directors at which the resolution was passed.

2.3. These Terms of Reference will be presented to the Members at a General Meeting for ratification annually (or more frequently as determined by the Board).

2.4. Clauses 4.2, 4.3 or 4.4 of this Terms of Reference may be altered only:

2.4.1. By resolution passed at a General Meeting of which at least 30 days' notice has been given to Members; and

2.4.2. With approval of the Minister.

2.5. A capitalised term not defined in this document has the meaning provided for the term in the Constitution.

3. Status

GAROC is a committee of the LGA and is responsible to the Board of Directors for the discharge of its functions.

4. GAROC

4.1. Role

The role of GAROC is regional advocacy, policy initiation and review, leadership, engagement and capacity building in the region(s).

4.2. Membership

4.2.1. The GAROC Regional Grouping of Members listed in the schedule to these Terms of Reference will elect in accordance with clause 4.3 and 4.4 from the Members of the GAROC Regional Grouping eight (8) Council Members of Members in the GAROC Regional Grouping to GAROC provided that each person elected is from a different Member.

4.2.2. In addition to the members of GAROC elected in accordance with clause 4.2.1, the Lord Mayor of the City of Adelaide will be a standing member of GAROC.

4.3. Nominations for election to GAROC

4.3.1. The members of GAROC will be elected biennially.

4.3.2. In the year in which GAROC members will be elected, and at least 3 months before the Annual General Meeting, the Chief Executive shall write to all Members of GAROC as listed in the schedule calling for nominations for the membership of GAROC.

4.3.3. Only a Council Member can be nominated to GAROC.

4.3.4. A nomination of a person as a member of GAROC must be by resolution of the Member received by the Chief Executive not later than 5 pm on the day specified for the closure of nominations (**Close of Nominations**). A nomination must be signed by the candidate indicating his or her willingness to stand for election and be in the form determined by the Chief Executive.

4.4. Election to GAROC

4.4.1. The Chief Executive shall be the returning officer for any election of members to GAROC.

4.4.2. After the Close of Nominations, the Chief Executive will notify Members of the GAROC Regional Grouping of the candidates for membership of GAROC nominated in the Regional Grouping of Members.

4.4.3. If the only nominations received from a Regional Grouping of Members by the Close of Nominations match the membership positions described in clause 4.2.1 then the Chief Executive will declare those persons duly elected to those membership positions.

4.4.4. If the number of persons nominated by the Close of Nominations by the Regional Grouping of Members exceeds the number of membership positions described 4.2.1 then an election for the purpose of clause 4.2.1 must be held in accordance with this clause.

4.4.5. In the event of an election being required, the Chief Executive shall conduct the election as follows:

(a) at least six weeks before the Annual General Meeting, the Chief Executive shall deliver ballot papers to each Member of the Regional Grouping of Members;

(b) the ballot papers shall:

(i) list the candidate or candidates for election;

(ii) specify the day of closure of the election;

(iii) be accompanied by an envelope marked "Ballot Paper" and a second envelope marked "Returning Officer";

(c) each Member shall determine by resolution the candidate or candidates (as relevant) it wishes to elect;

(d) the chair of the meeting for that Member shall mark the ballot paper with an "X" next to the candidate or candidates (as relevant) that the Member wishes elected and seal the ballot paper in the envelope marked "Ballot Paper" inside the envelope marked "Returning Officer". Before sealing the second envelope the chair must indicate the Member's name on the inside flap of the envelope. The envelope may then be sealed and delivered to the Returning Officer;

(e) on receipt of the envelopes the Chief Executive must:

(i) open the outer envelope addressed to the "Returning Officer" and record the name of the Member which appears on the inside flap of the envelope on the roll of Member's eligible to vote; and

(ii) place the envelope marked "Ballot Paper" unopened into the ballot box;

(f) the Chief Executive shall nominate the date, time and place for the counting of votes and shall invite each candidate and a person nominated as the candidate's scrutineer to be present;

(g) at the counting of the votes the Chief Executive shall produce unopened envelopes marked "Ballot Paper" and if satisfied that all votes are valid, count the number of votes received by each candidate;

(h) in respect of an election for the purposes of clause 4.2.1, the 8 candidates with the most votes shall be deemed elected and the Chief Executive shall declare the candidates elected at the Annual General Meeting; and

(i) in the case of candidates for membership positions described in clause 4.2.1 receiving the same number of votes, the Chief Executive shall draw lots at the counting of the votes to determine which candidate is elected.

4.4.6. The Chief Executive may, in his or her discretion, appoint a deputy returning officer and delegate any of his or her powers, functions or duties to that person who shall act accordingly.

4.5. Term of office

The term of office for members of GAROC shall commence after the Annual General Meeting of the year in which the member is elected. Each member of GAROC will serve for a period of 2 years or until a circumstance causing a casual vacancy as described in clause 4.7.2 occurs.

4.6. Duties

4.6.1. Each member of GAROC must:

(a) undertake his or her role as a GAROC member honestly and act with reasonable care and diligence in the performance and discharge of functions and duties;

(b) not make improper use of information acquired by virtue of his or her position as a GAROC member to gain, directly or indirectly, an advantage for himself or herself or for another person or to cause detriment to the LGA;

(c) not make improper use of his or her position as a GAROC member to gain, directly or indirectly, an advantage for himself or herself or for another person or to cause detriment to the LGA; and

(d) not act in any matter where the GAROC member has a conflict of interest (provided that an interest shared in common with all or a substantial proportion of the members of GAROC will not be an interest giving rise to a conflict of interest).

4.7. Absences and casual vacancies

4.7.1. A leave of absence may be granted to a member of GAROC by resolution of GAROC. A replacement member of GAROC will be appointed for the period of the leave of absence by resolution of the majority of Members comprising the GAROC Regional Grouping relevant to the person the subject of the leave of absence.

4.7.2. A casual vacancy will occur in the office of a member of GAROC if the member of GAROC:

(a) dies;

(b) resigns from GAROC;

(c) is dismissed by resolution of the Board of Directors from GAROC for Misconduct;

(d) ceases to be a Council Member;

(e) the Member for which the member of GAROC is a Council Member is no longer a member of the Local Government Association; or

(f) an administrator is appointed to administer the affairs of the Member for which the member of GAROC is a Council Member.

4.7.3. If there is a casual vacancy in the membership of GAROC then the GAROC Regional Grouping relevant to the GAROC member the subject of the casual vacancy will appoint by resolution of the majority of Members comprising the GAROC Regional Grouping another Council Member to serve as a member of GAROC for the balance of the membership term.

5. Responsibilities

5.1. Board of Directors

5.1.1. The role of the Board of Directors is to oversee corporate governance of the LGA and provide strategic direction and leadership.

5.1.2. The duties of the Board of Directors are to ensure that:

(a) the LGA acts in accordance with applicable laws and this Constitution;

(b) the LGA acts ethically and with integrity, respecting diversity and striving for gender balance participation in all activities;

(c) the activities of the LGA are conducted efficiently and effectively and that the assets of the LGA are properly managed and maintained;

(d) subject to any overriding fiduciary or other duty to maintain confidentiality, the affairs of the LGA are undertaken in an open and transparent manner; and

(e) the LGA performs to its business plan and achieves or betters the financial outcomes projected in its budget.

5.1.3. The Board of Directors may from time to time refer matters to GAROC for consideration.

5.1.4. The Board of Directors will receive, consider and respond to any report and recommendations provided to the Board of Directors by GAROC.

5.1.5. The Board of Directors will periodically review the performance of GAROC.

5.2. GAROC

5.2.1. GAROC will fulfil its functions under these Terms of Reference in a timely, objective and professional manner consistent with the 'LGA Strategic Management Framework'.

5.2.2. GAROC may, through the Chief Executive and at the LGA's expenses, seek external legal, financial or other advice on matters within its functions or concerning these Terms of Reference.

5.3. Chief Executive

5.3.1. The Chief Executive will make available to GAROC information of the LGA which is relevant to the functions of GAROC.

5.3.2. The Chief Executive will ensure that administrative support and other resources are made available to GAROC as included in the GAROC approved annual business plan and budget to enable GAROC to discharge its obligations under these Terms of Reference.

5.3.3. Resources made available to GAROC will include resourcing by the LGA Office or external resources considered appropriate by the Chief Executive acting in consultation with GAROC.

6. Functions of GAROC

6.1. LGA Object

6.1.1. The object of the LGA is to achieve public value through the promotion and advancement of the interests of local government by:

(a) advocating to achieve greater influence for local government in matters affecting councils and communities;

(b) assisting member councils to build capacity and increase sustainability through integrated and coordinated local government; and

(c) advancing local government through best practice and continuous improvement.

6.1.2. GAROC will assist in the achievement of the LGA's object by:

(a) supporting the activities of the LGA at a regional level;

(b) promoting communication between Members and between Members and the LGA;

(c) advocating in respect of matters which affect the GAROC Regional Group;

(d) encouraging engagement of Members within the GAROC Regional Group with GAROC and the LGA; and

(e) participating in policy development and implementation.

6.2. Consideration and referral of Member items of business

6.2.1. Any Member of the GAROC Regional Grouping may raise an item of business for the consideration of the Board of Directors or a General Meeting with GAROC. The item of business must be clearly described in writing, including an indication as to whether the impact of the item is confined to the Member or has broader implications for the local government sector.

6.2.2. GAROC will consider each item of business raised with GAROC by a Member.

6.2.3. A Member may be invited by GAROC to address a meeting of GAROC in respect of the proposed item of business.

6.2.4. Where considered appropriate by GAROC on the basis of the nature, scope and impact or potential impact of the item on the local government sector, GAROC will refer the item to either the Board of Directors or a General Meeting.

6.2.5. GAROC will inform the Member which has raised the item of business as to whether or not the item will be referred to the Board of Directors or a General Meeting.

6.2.6. Where an item of business is not referred to the Board of Directors or a General Meeting, GAROC may provide assistance or guidance to the Member in respect of progressing the matter.

6.3. Proposals for policy development

6.3.1. GAROC may develop proposals for policy positions for consideration at a General Meeting either in response to an issue raised by a Member within the GAROC Regional Grouping or independently.

6.3.2. A policy position developed by GAROC will be referred to the Board of Directors for consideration and determination as to whether or not the position should be put for consideration and adoption to a General Meeting.

6.4. Election to Board of Directors

6.4.1. GAROC will elect 3 members of GAROC (each of which must be a Council Member with relevant business and governance experience) to the Board of Directors.

6.4.2. In addition to Directors elected under clause 6.4.1, the chairperson of GAROC will be a Director.

6.4.3. The term of office as a Director of the 3 persons elected to the Board of Directors by GAROC and the chairperson of GAROC will commence after the Annual General Meeting of the year in which the person is elected and shall be for 2 years or until a casual vacancy in that office occurs.

6.4.4. Persons elected under clause 6.4.1 are eligible for re-election for subsequent terms.

6.5. Strategic and annual business planning

6.5.1. GAROC will develop, in consultation with the members within the GAROC Regional Group, a 4 year strategic plan for regional advocacy, policy initiation and review, leadership, engagement and capacity building in the GAROC region. The strategic plan will be reviewed and updated annually by GAROC by June each year.

6.5.2. GAROC will develop, in consultation with the members within the GAROC Regional Group, an annual business plan for the next financial year by June each year.

6.5.3. The strategic plan and annual business plan for the next financial year will be presented to the Board of Directors for approval by June each year.

6.6. Other functions

GAROC will undertake any other functions:

6.6.1. of GAROC set out in the Constitution; and

6.6.2. delegated by the Board of Directors to GAROC.

7. Budget

7.1.1. GAROC will by June each year develop and adopt a budget to cover anticipated expenses of activities under the strategic plan and annual business plan during the next financial year. After adoption by GAROC, the budget will be provided to the Board of Directors for consideration and approval.

7.1.2. GAROC will provide a financial report to the Board of Directors no later than September providing a true and correct record of the expenditure of GAROC against the annual budget.

7.1.3. The chairperson of GAROC will meet with the Audit Committee of the LGA or the LGA's external auditor on request to discuss the GAROC financial report.

8. Committees

GAROC may establish committees consisting of any person with relevant experience, skill or expertise for any purpose and determine the terms of reference for such committees.

9. Meetings of GAROC

9.1. Resolution of the Board of Directors

Requirements under this clause 9 may be altered, supplemented or replaced by resolution of the Board of Directors.

9.2. Frequency of meetings and venue

9.2.1. GAROC will meet at least once in each 2 month period at such times and places as shall be determined by the Chief Executive.

9.2.2. Any member of GAROC or the Board of Directors may convene additional meetings of GAROC.

9.2.3. Notice of a meeting of GAROC will be provided in writing to members of GAROC by the Chief Executive no less than 7 days prior to the meeting providing the date, time and place of the meeting and the proposed business to be conducted at the meeting.

9.3. Chairperson

9.3.1. The chairperson of GAROC will be a Council Member appointed by GAROC.

9.3.2. The chairperson will be the official spokesperson for GAROC.

9.3.3. If the chairperson of GAROC is absent from a meeting of GAROC then the members attending the GAROC meeting will appoint a chairperson for the purposes of that meeting.

9.4. Decision making

9.4.1. All questions arising at a meeting of GAROC shall be decided by a simple majority vote of the members of GAROC present and voting on each question.

9.4.2. The Chair of the meeting has a deliberative vote and, if there are equal numbers of votes on any question, a casting vote.

9.5. Meeting procedure

The meeting procedures determined by the Board of Directors from time to time will apply to meetings of GAROC.

9.6. Attendance

9.6.1. Meetings of GAROC will be closed to the public.

9.6.2. GAROC may invite any person to attend its meetings.

9.7. Minutes

9.7.1. Minutes will be kept of all GAROC meetings including a record of the actions of GAROC.

9.7.2. Within 48 hours of a GAROC meeting, the chairperson will review and confirm the draft minutes. The draft minutes will then be circulated to GAROC members for comment and if necessary amendment before being certified as correct by the chairperson.

9.8. Quorum

The quorum for a meeting of GAROC is one half of the members of GAROC, plus 1 member of GAROC (provided that at least 1 member elected by each GAROC Regional Grouping must be present except for a GAROC Regional Grouping with no representation on GAROC).

9.9. Performance assessment

GAROC will assess its performance against:

9.9.1. the strategic plan and annual business plan each quarter; and

9.9.2. these Terms of Reference annually.

9.10. Reporting

9.10.1. A Director elected by GAROC will provide a verbal report to the Board of Directors on key matters being considered by GAROC at each Board of Director's meeting at which the minutes of GAROC are to be considered by the Board of Directors.

9.10.2. Any matter relevant to regional advocacy, policy initiation and review, leadership, engagement and capacity building in the region(s) considered to be of significance to the corporate governance, strategic direction and leadership of the LGA will be reported by GAROC to the Board as soon as practicable after GAROC has considered the matter.

9.10.3. GAROC will provide an annual report to the Board of Directors by September each year summarising:

(a) the discharge of GAROC's responsibilities and functions under these Terms of Reference and against the strategic plan and annual business plan;

(b) the activities of GAROC during the financial year;

(c) items of business referred to the Board of Directors or a General Meeting during the financial year; and

(d) items being considered by GAROC which have not been reported to the Board of Directors and the intended actions in respect of those matters.

10. Access to information

10.1.1. GAROC is entitled, acting though the Chief Executive, to access any information or discuss matters with staff of the LGA Office.

10.1.2. A copy of the agenda for a GAROC meeting, reports to be considered by GAROC and minutes of GAROC meetings certified under clause 9.7.2 will be available to all Directors.

10.1.3. Subject to confidentiality requirements as determined by the Board of Directors or GAROC, a copy of the GAROC agenda, reports and minutes certified under clause 9.7.2 will be published on the LGA website for review by Members.

11. Administration

11.1. Subject to clause 11.2, an administrator appointed to administer the affairs of the Member may exercise the rights and satisfy the obligations of the administered Member under these Terms of Reference.

11.2. An administrator is ineligible to be a member of GAROC.

Schedule: List of Regional Groupings of Members

GAROC Regional Grouping	Members
Metropolitan Region	Adelaide Adelaide Hills Burnside Campbelltown Charles Sturt Gawler Holdfast Bay Marion Mitcham Norwood Payneham & St Peters Onkaparinga Playford Port Adelaide Enfield Prospect Salisbury Tea Tree Gully Unley Walkerville West Torrens

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CITY OF MARION

Community Indicators for City of Marion's Strategic Plan 2019-2029

Originating Officer	Strategic Planner - Sheree Tebyanian
Corporate Manager	Manager Innovation and Strategy - Fiona Harvey
General Manager	General Manager City Development - Ilia Houridis
Report Reference	GC200211R06

REPORT OBJECTIVE

To seek endorsement of a suite of Community Indicators that will inform progress against the City of Marion Strategic Plan 2019-2029.

EXECUTIVE SUMMARY

Council has a purpose 'To improve our residents' quality of life; continuously, smartly and efficiently.'

A suite of Community Indicators are proposed to provide a 'State of the City'.

The indicators are linked to our purpose and to the Strategic Plan's goals, strategies, key outcome statements, and key challenges and opportunities addressed under each strategic theme.

The indicators will be measured and tracked over time to understand changes at the community level, and used as a data source to inform decision making.

Council adopted a suite of Community Indicators (GC110417R06) in 2017 with the Strategic Plan 2019-2029 as a tool to help inform whether the Council's goals and strategies are progressing the community's aspirations over the medium to long term - a community that is Liveable, Valuing Nature, Engaged, Prosperous, Innovative and Connected. The Strategic Plan was updated recently to version 2019-2029.

The Community Indicators were revised and discussed at the Elected Member Forum in August 2019 (EMF190820R03) with feedback provided by Members. A survey was also sent to Elected Members via Making Marion in December 2019 which has informed the latest version of indicators (Attachment 1).

The indicators provided in Attachment 1 provide a baseline of lag indicators, with future updates to show progress and comparators against the baseline data.

The intent of the measures is outlined in the discussion below.

RECOMMENDATION

That Council:

1. **Adopts the suite of Community Indicators as a baseline for assessing progress of the Strategic Plan 2019-2029.**

DISCUSSION

Community Indicators have been selected to measure key issues that can impact Council's direction. The proposed indicators are a targeted suite in the first instance which can be built on over time.

Key benefits for Council having a targeted suite of Community Indicators are to provide:

- A picture of the external environment that can inform Council's decision making
- Support Council's role in advocacy and evidenced-based decision-making on local issues
- A holistic lens over our community and ensure that we track trends to inform policies and decisions
- Data that measures changes in social, environmental and economic activity in the City of Marion and community over time, that can strengthen the context for conversations with key partners and stakeholders, such as funding bodies

Community Indicators are a data-based tool that is being used across a range of councils to inform service and program delivery and track against strategic goals. It should be noted that the Community Indicators differ from performance indicators because Council does not have control over all the outcomes. Rather, the community indicators serve to inform the progression of Strategic Themes over the medium to long term.

The indicators will be updated to align with data updates and reviewed every two years . This will enable us to track long term trends and provide consistent data. A further data updated is scheduled for 2020 that will indicate trends for 2019.

Attachment

#	Attachment	Type
1	Community Indicators draft 2020	PDF File

Draft Strategic Indicators

	Link to Strategic Plan	Community Indicators	Measure	Baseline (2017 unless specified)
Liveable	Key Outcomes 'Access to housing choices and services for a growing and diverse population'	Residential amenity	Dwellings per hectare	7-17 Dwellings per hectare in identified policy areas
			Number of cars per household	1 motor vehicle 36.8% Greater Adelaide 35.4% 2 motor vehicles 34.7% Greater Adelaide 34.7% 3 or more motor vehicles 14.2% Greater Adelaide 15.7
		Population	Estimated resident population	86,900 2017
	10 Year Strategy L1: 'We will make our services, facilities and open spaces more accessible'	Quality and accessibility of open space	Residents that live within 500m of quality open space	98.5% of residential properties within City of Marion are located within 500metres of Open Space
	Key Challenges and Opportunities: 'The changing role of Council in community health'	Participation in active living	Membership across council owned clubs within the City of Marion	No data available for 2017, baseline data to be provided for 2019
Valuing Nature	10 Year Strategy VN3 ' We will operate more efficiently and sustainably in terms of energy and water use, using the best technologies and methods to be as self-sufficient as possible'	Environmental management and sustainability	Monitoring energy use through the grid	1,969,689 KWH
			Volumes of recycled water reused (through the Aquifer)	85ML 2016-2017
			Increased number of sites embracing Water sensitive urban design principles	20
			Volumes of Council product recycled from the Southern Depot (Tonnes)	5311 tonnes
	Key Outcomes 'Improved condition, diversity and connectivity of ecosystems'	Condition and increased extent of native vegetation	Increased percentage of canopy coverage (Increased number of trees/% of tree canopy coverage)	15.3% COM 21.4% Greater Adelaide 535trees/km2
			Condition of identified priority sites	82 Hectares of Remnant Vegetation across 29 priority sites 42.74hectares of open space Identified Natural landscaping areas
	Key Outcomes A city that reflects a deep value of the natural world	Number of residents engaged in environmental programs	% increase in residents participating in council led environmental programs	To be advised
Engaged	Key Outcomes 'Communities that embrace partnering, volunteering and social interaction'	Residents highly value services and facilities	Community value/satisfaction survey	87% satisfied/highly satisfied with Sport and Recreation facilities 97% satisfied/very satisfied with Community and Cultural facilities
		Numbers and diversity of volunteers	% increase in numbers/range of volunteer positions	367 volunteers 53 - Variety of Roles 41489 - Number of Volunteer hours
	Key challenges and opportunities 'High percentage of community not involved in social, recreational or community activities'	Numbers of residents engaging in community activities/programs	Increased utilisation of council facilities (participation)	88 leases/licences in place 82990 participants across programs
			Community satisfaction with programs	90% of neighbourhood centres participants state they are satisfied with programs
			Community perception of neighbourhood connectedness	85% of neighbourhood centres participants state an increase in their social connections, including connection to the broader community
	Key challenges and opportunities 'Cynicism about Government generally'	Engagement with our community	Number of Marion residents who respond to engagement (Making Marion)	14, 624 visitors to Making Marion 1, 234 engaged visitors (took a poll, survey or engaged in a discussion)
			Number of followers across social media channels	7,877 followers
Innovative	10 Year Goal 'By 2029 we will be constantly ready to adapt to technological advances. We will be better and quicker at sharing relevant information'	Partnerships with universities, innovation leaders	Number of partnerships developed	15 partnerships
Prosperous	10 Year Goal 'By 2029 our city will see realisation of the full potential of the Tonsley Precinct and other key commercial-industrial- retail zones'	Gross Regional Product	GRP data, plus GRP per employee data	$3.421Billion
	Key Outcomes 'A city that promotes and supports business growth and offers increased local employment and skills development opportunities'	Unemployment rate	Marion unemployment rate (Small area labour market data - compared to state average)	7%
		Number of jobs in the City of Marion	Number of Jobs	21467 (2016 data)
Connected	Key Outcomes 'A road network that connected neighbourhoods and supports safe walking, cycling and vehicle travel.'	Walking and cycling paths	Kms of shared use trail options for community use	20.75km
			Usage collated over a 4 hour visual data count at designated locations (cyclists and walkers)	Sturt Linear Park shared path 280 commuters Mike Turtur bikeway 285 commuters
	Key challenges and opportunities 'Not all residents have ready access to the internet, data or information and are digitally literate'	Internet access within the City of Marion	% households connected to the internet (compared to state average)	79.4% CoM 79.3% Greater Adelaide

CITY OF MARION

Seacliff Park Residential and Centre Development Plan Amendment - Final Draft DPA

Originating Officer	Senior Policy Planner - David Melhuish
Corporate Manager	Manager Development and Regulatory Services - Warwick Deller-Coombs
General Manager	General Manager City Development - Ilia Houridis
Report Reference	GC200211R07

REPORT OBJECTIVE

To update the Council on the changes to the Seacliff Park Residential and Centre DPA as a result of public consultation and to seek Council support for the DPA to be forwarded to the Minister for approval.

EXECUTIVE SUMMARY

The subject site is primarily located within the City of Marion and a portion in the City of Holdfast Bay.

Following a community engagement process in 2012, which sought the local community's aspirations for the site, numerous investigations were undertaken and a draft Development Plan Amendment (DPA) was created.

The DPA proposes to rezone the vacant land to a Suburban Neighbourhood Zone and this process is being funded by the Developer.

This is a joint DPA with the City of Holdfast Bay and was placed on Government Agency consultation in 2014.

Following consideration of the Agency responses received the DPA was amended and made ready for public consultation in 2015. Public consultation was placed 'on hold' pending finalisation of an agreement between Boral and the Seacliff Group regarding relocation of the quarry haulage road from adjacent the southern boundary of the Seacliff site.

The new location of the haulage road has been resolved and an agreement has been drafted, pending execution by the Developer.

As additional land has been included in the site and the intervening period of time since 2015 has resulted in changes to circumstances previously investigated as part of the DPA, additional and updated investigations were undertaken and an amended/updated version of the DPA was created.

The DPA was placed on public/Government Agency consultation from 22 August to 17 October 2019 and a joint Council Public Hearing was held on 24 October 2019. Responses/feedback received during the consultation period and at the public hearing have been taken into consideration and the DPA (version seeking Ministerial Approval) has been amended, where considered necessary.

The Council is requested to consider the amended version of the DPA and endorse the DPA as suitable for Ministerial consideration.

Council is also requested to consider a summary Infrastructure Deed (between CoM, CHB and the developer) covering the provision of major stormwater infrastructure for the subject site.

A report seeking support of the DPA and the Development Deed is being considered by the City of Holdfast Bay General Council on 25 February 2020.

RECOMMENDATION

That Council:

1. **Endorses the Draft Seacliff Park Residential and Centre Development Plan Amendment, subject to the Execution of the Seacliff Park Development Deed for Ministerial Approval.**

2. **Authorises the Mayor and the Chief Executive Officer, to execute the Seacliff Park Development Deed (upon its completion) for the provision of major stormwater infrastructure.**

GENERAL ANALYSIS

Background

This Development Plan Amendment (DPA) proposes to introduce policies to facilitate the appropriate development of land located within the suburbs of Seacliff, Seacliff Park and Marino. The site is referred to informally as "Cement Hill" or the "Monier/Lorenzin land". The site 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.

At the time of agreement to the original Statement of Intent for this DPA, the area affected covered some 8.1 hectares. However, as a result of further discussions with Boral Resources (the adjoining landowner to the south), an additional 3.9 hectares of land is now able to be included within the area affected. The Minister for Planning has agreed to this revised Affected Area.

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. Dilapidated industrial buildings, areas of stockpiled "fill" and vandalism on the site have contributed to the poor visual appearance of the land, with its derelict nature creating a major cause of concern for local residents and the Councils over a number of years. While recent site works have resulted in the removal of the buildings and some tidying of the land, illegal access and activities on it are continuing. In addition, parts of the site are known to be contaminated from previous land uses.

The relatively discrete nature of the land and its proximity to public transport services and recreation facilities provides an opportunity to consider alternative forms of development to the neighbouring low-density residential uses. The slope of the land and its ability to provide coastal views enhances its consideration for multi-level medium density residential development, with the lower, flatter portions of the site being suitable for shopping and community facilities which are otherwise under-provided for in the locality. In addition, its' proposed redevelopment for residential and neighbourhood activity centre uses will require remediation of contaminated land to a state that is suitable for the future intended land use.

The existing policies applying to the subject land are not conducive to the form or density of development considered necessary to successfully redevelop the land in a manner that will provide significant community benefit and vastly improved amenity.

While the final form and yield of the development area will be determined over a potential 6 to 10 years build time, it is likely to encompass the following elements:

- In the order of 150 residential allotments
- In the order of 430 to 480 multi-storey apartment dwellings
- Shops up to 6,000 square metres in area
- Other non-residential development up to 2,000 square metres in area
- Community open space.

After reviewing a number of policy modules contained within the SA Planning Policy Library, it is considered the Suburban Neighbourhood Zone policies (with minor amendments) best reflect the proposed development scenario for the bulk of the subject land. Given the potential constraints applying to the development of the land (i.e. the location and form of development may change based on the final Site Contamination Audit findings), the proposed Suburban Neighbourhood zoning provides greater flexibility for land use types over other more 'rigid' zones in this instance.

T*he proposed objectives and policies for the Suburban Neighbourhood Zone are shown in full in 'The Amendment' section of the DPA (Attachment 1) to this report.*

To demonstrate that the land is suitable for more intensive development than able to be provided for under the current residential and mineral extraction zoning, detailed investigations have been undertaken for a number of issues including access and traffic movements, stormwater management, site contamination, noise and air quality, impact on the Linwood Quarry operations and the type and form of development appropriate to the land and the surrounding locality.

As additional land has been included in the site and the intervening period of time since 2015 had resulted in changes to circumstances previously investigated as part of the DPA, additional and updated investigations were undertaken and an amended/updated version of the DPA was created.

A summary of the investigations that have been undertaken for this DPA are included in 'Section 3. Investigations' of the 'Explanatory Statement and Analysis' section of the DPA (Attachment 1) to this report.

DISCUSSION

Public Consultation

The DPA was placed on consultation between the 22 August 2019 and 17 October 2019, and a public meeting, before a joint Council's Committee (City of Marion and City of Holdfast Bay) was held on 24 October 2019.

Councils received a total number of 21 responses from the public and 9 responses from government agencies.

Summary of Responses Received

Public

- Increase in local traffic movements and associated issues
- Scholefield Road/Ocean Boulevard intersection is at capacity and requires upgrading
- Proposed scale, location and viability of proposed Neighbourhood Activity Centre is questioned
- Proposed retail component's impact on other existing shopping centres
- Proposed residential density considered excessive
- Loss of views through the site to the sea and coast from multi-storey buildings
- 6 storey apartment blocks would be out of character with surrounding residential areas
- Long term health effects from exposure to low level silica dust

- Impacts associated with development construction need appropriate management
- Desirability of high quality open space and connectivity within and beyond the site
- Critically important for development of the site not to affect the ongoing operations of the Linwood Quarry
- Process of consultation (timeframe, detail provided) considered inadequate

Agencies/Boral

- Works to limit stormwater flows generated within the site and from the upstream catchment are to be undertaken prior to development of the site, to reduce flow rates leading to Pine Gully and the stormwater infrastructure in and downstream of Kauri Parade.
- Future development of site should aim to maximize open green space and retention of mature trees
- In regards to air quality, the EPA has advised that the separation distance between the quarry and the subject site to be sufficient
- Need to design, site and orient residential accommodation in order to minimise potential for impacts of noise from roads, mixed use activities, and the Linwood Quarry.
- The relocation of the haulage road would remove the EPA's previous concerns about its potential noise impacts.
- Previous policies to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry, should be retained.
- Any future development within the subject site with the line of sight of the areas proposed to be mined (east of the existing quarry pit) are discouraged.
- Prior to the rezoning being approved, the developer should enter into a deed for the infrastructure works directly attributed to the rezoning
- Provide confirmation of the extinguishment of the mining licence over the additional land included in the affected area at the time the DPA is lodged for approval.
- When Development Plan is transitioned to the Code the format of the DPA and all existing policies will be updated to reflect the new planning system.

Refer to 'Summary and Response to Public Submissions' Table within the 'Summary of Consultation and Proposed Amendments (SCPA) Report' (Attachment 2) and Summary and Response to Agency Submissions (Attachment 3) for a detailed summary of submissions and Councils discussion/response on the matters.

Proposed Changes to the DPA

- Include policies in the Desired Character and principles of development control, which identify the need to site and design sensitive development so as to not affect the ongoing operation of the Linwood Quarry.
- Policy to be included to ensure that development within the site will not have direct line of sight to mining operations.

- Changes to be made to the Desired Character Statement to seek public open space and the public realm are provided with a high level of amenity through retention of existing and planting of appropriate species of trees that provide canopy cover to encourage walking and cycling through the area.

- Minor amendments made to principles 8, 11 and 12 under 'Form and Character' to provide greater clarity and/or flexibility in achieving certain requirements.

- Map Mar/10 to be updated with additional boundary details

Refer to tracked/highlighted changes within the proposed Desired Character, Objectives and Policies for the Suburban Neighbourhood Zone in 'The Amendment' section of the DPA (Attachment 1) to this report.

Evaluation

The various investigations undertaken for the DPA provide advice that the site can be made suitable for the intended land uses, subject to certain requirements being undertaken.

Overall, the rezoning of the land will offer increased development opportunities (including for forms of development not currently catered for in the locality), provide an incentive for remediation of the site and a significant opportunity to improve the amenity of the area, with consequent benefits to the local and wider community.

The policies proposed in this DPA will support the development of the site for multi-level, medium density residential development, shopping and community facilities and open space, while ensuring potential adverse impacts are overcome or minimised.

Previous analysis of the proposed retail component was undertaken in 2007 and 2013. An updated retail analysis was provided to Councils in November 2019. The analyst's (Location IQ) report states that all impacts from the proposed retail development at Seacliff would be well within normal competitive bounds and not impact on the viability or continued operation of any existing or proposed centres. *(A copy of the report is attached in Attachment 4).*

The DPA document is considered to be at a point that is suitable for the DPA to proceed to the next stage of the process, ‘Seeking Ministerial Approval’.

Infrastructure

In regards to infrastructure, the DPA sets policy direction for the infrastructure required for the development to occur (at a broad level). Separate to the DPA, certain infrastructure agreements are required prior to the DPA being approved by the Minister for Planning. The agreements will cover infrastructure as follows:

- improvements to the intersection of Scholefield Road and Ocean Boulevard (Developer and DPTI) and;

- upgrades to the stormwater network, which includes management of flows from the upstream catchment, flows generated by the subject site and improvement of existing drainage issues downstream of the site (Developer and Holdfast Bay / Marion).

Norman Waterhouse Lawyers has been appointed to represent Council in the infrastructure negotiations.

Other infrastructure requirements such as the upgrade of Scholefield Road and the design, form and amount of open space will be worked through during the land division/master planning components of the development process.

Stormwater Agreement/Deed

A Development Deed is in the final stages of preparation. The Deed obliges the Developer to provide stormwater detention capacity sufficient to detain stormwater generated by the development site to alleviate any additional pressure on stormwater infrastructure downstream of the site. It also ensures that adequate pipe capacity, in an easement, is provided through the site to contain stormwater, in-pipe, at the northern boundary at Kauri Parade.

Additional studies undertaken for the 2 councils and developer further inform the options for the 2 councils to manage the stormwater generated outside the site, to the south in Marion, and the subsequent flows in Holdfast Bay, through Pine Gully to the ocean. The options for councils are being investigated to determine the most feasible, practical and cost effective approach and an agreeable cost sharing arrangement. These council arrangements do not preclude the Developer from commencing development if a rezoning approval is gained, as the obligations of the Developer will already be confirmed and agreed in the proposed Deed.

While the Deed is nearing completion, a summary of the contents of the Deed has been prepared for Council's consideration. Administration has used relevant internal and external expertise to draft the Deed and it is recommended that Council delegate the execution of the Deed to the Mayor and CEO.

Refer to Attachment 5 - Summary of Stormwater Deed

Traffic Agreement/Deed

A Deed between the Developer and the DPTI is being finalised for an extension to the turning lane capacity from Brighton Road/Ocean Boulevard on to Scholefield Road. DPTI does not require any further traffic infrastructure to be confirmed at this time. Local traffic infrastructure will be further negotiated at the development assessment stage.

Planning Reform

A new planning system is currently being introduced into South Australia. The new Planning, Development and Infrastructure Act 2016 (PDI Act) is being introduced in stages. The Planning and Design Code is the cornerstone of the new planning system, it consolidates the planning rules contained in South Australia’s 72 Development Plans into one rulebook. In this regard the Marion and Holdfast Bay (City) Development Plans will be superseded by the new Planning and Design Code in July 2020. Existing zones in the current Development Plans will be transitioned to the equivalent zone in the Planning and Design Code.

We are currently in the transition between the two pieces of legislation. This DPA, being undertaken by the Councils, is being prepared and consulted on under the Development Act 1993 to amend the Councils current Development Plans.

In regard to the policy changes proposed in this DPA, all changes involve the introduction of a new zone and associated policy from within the current SA Planning Policy Library, with some local additions. If the DPA is approved by the Minister for Planning, the new zone and associated policy will be added to both Councils Development Plans. When superseded by the Planning and Design Code, the intent of the policy changes will be transitioned across into the Code. Potentially local additions will be transitioned into a subzone.

The transition period for completion of any outstanding DPAs will expire with the introduction of the new Planning and Design Code on 1 July 2020. The Minister of Planning has indicated that the DPA be finalized no later than 31 March 2020 if it is to be completed under the Development Act 1993.

Other matters

- The agreement between the Developer and Boral for the additional land is due to be signed by the Board of Boral at their next meeting (end of February 2020).

- The City of Holdfast Bay have deferred their report to the 25 February 2020 in order undertake further analysis of the retail floor space cap.
- The City of Marion Urban Planning Committee discussed this issue; however felt that the Draft DPA adequately balances the needs of the community as well as commercial outcomes noting that the market will likely dictate the final retail floor space.

Attachment

#	Attachment	Type
1	Attachment 1 - SCPA Report - Seacliff Park DPA	PDF File
2	Attachment 2 - SCPA - Retail Analysis LocationIQ - Nov19	PDF File
3	Attachment 3 - Seacliff Park DPA - Ministers Approval - 2020 2	PDF File
4	Attachment 4 - Seacliff Pk DPA - Summary_and_Response_to_Agency_Submissions - Final 090120	PDF File
5	Attachment 5 - Summary of Stormwater Deed - Feb 2020	PDF File

City of Marion
City of Holdfast Bay

Seacliff Park Residential and Centre DPA

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 "Insert: A or B(with consultation approval) or B(consultation approval not required) or C" 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 Black

(b) Hon. Corey Wingard, Member for Gibson

No comments were received.

The consultation period ran from 22 August 2019 to 17 October 2019

Public Notification

A notice(s)/Notices was/were published in the 'The Advertiser' on 22 August 2019, the Government Gazette on 22 August 2019 and Messenger Newspaper on 22 August 2019.

The DPA documents were also on display at City of Marion Council Offices, 245 Sturt Road, Sturt and the City of Holdfast Bay Council Offices, Brighton Civic Centre, 24 Jetty Road, Brighton. A copy of the DPA was forwarded to the Department of Planning and Local Government on 22 August 2019.

Public and Agency Submissions

Public Submissions

21 public submissions were received. Key issues raised in the submissions are summarised as follows:

(a) Increase in local traffic movements and associated issues

(b) Scholefield Road/Ocean Boulevard intersection is at capacity and requires upgrading

(c) Proposed scale, location and viability of proposed Neighbourhood Activity Centre is questioned

(d) Proposed retail component's impact on other existing shopping centres

(e) Proposed residential density considered excessive

(f) Loss of views through the site to the sea and coast from multi-storey buildings

(g) 6 storey apartment blocks would be out of character with surrounding residential areas

(h) Long term health effects from exposure to low level silica dust

(i) Impacts associated with development construction need appropriate management

(j) Desirability of high quality open space and connectivity within and beyond the site

(k) Critically important for development of the site not to affect the ongoing operations of the Linwood Quarry

(l) Process of consultation (timeframe, detail provided) considered inadequate

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

Agency Submissions

9 responses were received from agencies. Key issues raised in the responses are summarised as follows:

a) Works to limit stormwater flows generated within the site and from the upstream catchment are to be undertaken prior to development of the site, to reduce flow rates leading to Pine Gully and the stormwater infrastructure in and downstream of Kauri Parade.

b) Future development of site should aim to maximize open green space and retention of mature trees

c) In regards to air quality, the EPA has advised that the separation distance between the quarry and the subject site to be sufficient

d) Need to design, site and orient residential accommodation in order to minimise potential for impacts of noise from roads, mixed use activities, and the Linwood Quarry.

e) The relocation of the haulage road would remove the EPA's previous concerns about its potential noise impacts.

f) Previous policies to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry, should be retained.

g) Any future development within the subject site with the line of sight of the areas proposed to be mined (east of the existing quarry pit) are discouraged.

h) Prior to the rezoning being approved, the developer should enter into a deed for the infrastructure works directly attributed to the rezoning

i) Provide confirmation of the extinguishment of the mining licence over the additional land included in the affected area at the time the DPA is lodged for approval.

j) When Development Plan is transitioned to the Code the format of the DPA and all existing policies will be updated to reflect the new planning system.

Review of Submissions and Public Meeting

Copies of all submissions were made available for public review from 18 October 2019 to 24 October 2019 on the Council website and at the Council offices.

9 submitters requested to be heard, and therefore a public meeting was held on 24 October 2019. A summary of verbal submissions made at the public meeting are included as an addition to the person's/group's submission in ***Attachment A***

Additional Matters and Investigations

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

(a) As the retail reports were undertaken between 2007 and 2013 a more up to date analysis was requested.

A 'Retail Floorspace Demand Analysis' was prepared by Location IQ in November 2019 to further assess, the likely demand and sales potential for the Seacliff site and the likely impacts on other retailers throughout the surrounding region. The report states that all impacts from the proposed retail development at Seacliff would be well within normal competitive bounds and not impact on the viability or continued operation of any existing or proposed centres.

A copy of additional investigations and documents 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:

The Cities of Marion and Holdfast Bay were not prepared to put the DPA on public consultation until an agreement on the relocation of the quarry haulage road between Boral and the developer of the subject land had been signed. It has been a complex and long process and negotiations have only recently reached a stage where the two Councils were comfortable undertaking consultation.

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 City of Marion and the City of Holdfast Bay 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) Include policies in the Desired Character and principles of development control, which identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry.

(b) Policy to be included to ensure that development within the site will not have direct line of sight to mining operations.

(c) Changes to be made to the Desired Character Statement to seek appropriate species of trees within the public realm and open space that provide canopy cover to encourage walking and cycling throughout the area.

(d) Mapping to be updated with additional boundary details.

Attachment A – Summary and Response to Public Submissions

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

	Name and Address	Submission Summary	Comment	Councils Response
1.	Ann Heatley, Marino	• Amenity of homes abutting western side of site should not be adversely affected by impacts of commercial development (odours, smoke, noise, waste disposal)	• The issues of noise, air quality waste disposal etc are covered in the General Section of the development plan, under: – Design and Appearance – Centres and Retail Development – Interface between Land Uses	No recommended change to DPA in response to submission
2.	Mark Gamrat, Marino	• Welcomes the redevelopment of 'Cement Hill' • Retail facilities and well thought out open space would be welcome • Buildings should be limited to 4 storeys to maintain character of the surrounding areas	• Noted • Noted • The site is isolated from the surrounding areas and currently/previously does/did not reflect the existing character of those areas. • It is likely that retail/commercial buildings will be fronting onto Scholefield Road which will provide a new built form to the area. Taller buildings further back in the site are likely to be visually screened by the commercial buildings on Scholefield Road.	No recommended change to DPA in response to submission
3.	Michelle Rice 14 Scholefield Rd Seacliff	• Ongoing road safety risk when reversing out of driveway due to 'blind corner' on Scholefield Road • Redevelopment of the Site will result in an increase in traffic using Scholefield Road and further safety concerns	• The existing issues may be improved if a new roundabout in this position is identified as the most appropriate traffic management device to interface with traffic entering and exiting the proposed development site. This will be dealt with at the Development Application stage in the usual manner • Noted	No recommended change to DPA in response to submission

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	Name and Address	Submission Summary	Comment	Councils Response
		• Proposed traffic management device (roundabout) at the corner should ensure greater safety for vehicles accessing driveways • Lack of safe 'on-street' parking at eastern end of Scholefield Road	• 13 on-street car parks to the north of the intersection provide on street parking for visitors.	
4.	Philip Rump 14 Scholefield Rd Seacliff	• Fully support redevelopment of the site and surrounding area 'in principle' • Very general information on the built form provided in the flyer. • The more detailed design shown in the DPA document should have been provided to residents • Potential issues/remedies raised focussed on development site and not surrounding areas <u>Traffic safety</u> • Design of Scholefield Road needs consideration to ensure traffic safety risks do not increase as a result of the proposed development <u>Public transport</u> • Local train services have been reduced in recent years and parking facilities are at capacity • Bus services are currently inadequate also <u>Traffic Distribution</u> • A 25% increase in traffic resulting from the proposal cannot be called minimal • Main Road intersections/system is already at capacity and results in 'rat running' through local roads, so will be unable to handle future natural	• Noted • Noted • The DPA is the document for residents to view – the flyer provided guidance about how to find more information. • Design of Scholefield at future access points and intersections will be considered at the design stage for the development and the assessment process will seek to minimise impacts on adjacent existing areas. This DPA /policy process is about reviewing the likely impacts and whether the intended use of the area is appropriate. • Councils will continue to advocate to State Government to increase public transport services rather than decrease them. • The traffic assessment models/ forecasts a 25% increase but in line with Aust Roads standards the increase in volumes is not expected to change the designation of the roads as local. • Rat-running through local roads is under study as it is possible that it is a symptom of congestion on Brighton Road which	No recommended change to DPA in response to submission

	Name and Address	Submission Summary	Comment	Councils Response
		increase, let alone additional traffic generated by the proposal • Questions the appropriateness of increased housing densities given current traffic congestion	has been an outcome of the last 2-3 years of construction activity on Main South Road Darlington and Oaklands Crossing. Anecdotally this has reduced since Oaklands Crossing opened.	
		<u>Retail Assessment</u> • Primarily a residential area and doesn't need more retail (associated traffic and noise) • Doesn't want to live next to a major supermarket and retail shops • Marion shopping centre has/is to expand further and there are other centres within a short distance with spare capacity • Where is the demand for retail at this location going to come from? • Rather than supporting a walkable neighbourhood concept the retail component will attract more cars	• A recent 'Retail Floorspace Demand Analysis' was prepared by Location IQ in November 2019 to further assess, the likely demand and sales potential for the Seacliff site and the likely impacts on other retailers throughout the surrounding region. The report states that all impacts from the proposed retail development at Seacliff would be well within normal competitive bounds and not impact on the viability or continued operation of any existing or proposed centres. • The analysis for Ministerial DPA on Existing Centres (2016) explains the evolution of planning policy for centres toward being more flexible and allowing mixed uses to encourage more walkable neighbourhoods with services and employment close by.	
		<u>Environmental Noise and Vibration Assessment</u> • DPA covers noise issues for new development from Scholefield Road but does not cover noise problems for existing residents adjacent the new housing and retail development	• The issues of noise, air quality waste disposal etc are covered in the General Section of the development plan, under: – Design and Appearance – Centres and Retail Development – Interface between Land Uses	
		• Relocation of haulage road will benefit residents on Clubhouse Road but residents on Scholefield Road are expected to put up with heavy vehicle servicing the proposed supermarket	• Scholefield is currently designated as a collector road in the care and control of Holdfast Bay and its function is to allow arterial traffic access in to local areas.	

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	Name and Address	Submission Summary	Comment	Councils Response
		• The potential for extra residual heat in the area and the lack of green space, particularly along Scholefield Road, doesn't appear to be covered.	• The General Planning Policy requirements set out principles for water sensitive design, and open space.	
		<u>Stormwater Management</u> • Concerned about stormwater inundation through the lower lying residences on Scholefield Road from the subject site	• Stormwater both from the upstream catchment and generated within the site will be carefully managed to seek to ensure that flows do not exceed the capacity of the downstream system	
		<u>Social Impact Assessment</u> • Do not understand the argument that the new retail and housing development will result in increased housing prices in adjacent areas	• Development of the site will provide a vastly improved amenity to the area. High quality development, particularly residential, will make the overall area more attractive	
	Public Hearing	• Questions the business case for new retail and office space because of the vacancies existing in the area	• The viable size of retail and commercial space will be determined by the market	
		• Raises the 10 year 'short term' construction period	• The construction period will be determined by the market. Timelines could be shorter or longer dependent on demand for a particular product	
		• Would appreciate redesign of the road corner near his house to allow safer access.	• Noted and a design should be able to be incorporated at development application stage in that location.	
5.	Garth Elliss 4 Clubhouse Rd Seacliff Park	• Congratulate those involved in making this happen • Concerns regarding impact on views from properties on Clubhouse Road if residential development on eastern side is not of single storey detached dwelling form	• Noted • Buildings of up to 6 storeys can be constructed within the site. Detail of where particular forms and height of building will be located will not be known	No recommended change to DPA in response to submission

	Name and Address	Submission Summary	Comment	Councils Response
			until the lodgement of development applications are received in the future. • The DPA does seek a maximum of 3 storeys at the interface with lower rise residential development • The development plan does not provide protection for distant views obtained through another person's property • The proposed General Residential zone anticipated to be the predominant residential zone within the two council areas under the new Code provisions envisages two storey housing.	
6.	Trent Bishop Seacliff Park	• Development of up to 6 storey in height was never part of the original consultations and is considered inappropriate • Development of 6 storeys seems to be driven by required financial return rather than what is appropriate on the site • Will affected residents be compensated for loss of views and enjoyment of their properties	• Multi storey development was introduced at the original community workshops in 2012. • Development up to 6 storeys in height has been included in the DPA since 2014 (Agency Consultation) • An opportunity for multi-storey apartment style living was considered appropriate for the site due to its good separation from most of the existing housing stock (located at the edge of the suburb, adjacent Ocean Boulevard) and being large enough to provide appropriate transition down to existing lower scale housing, and space around buildings. • The development plan does not provide protection for distant views obtained through another person's property	No recommended change to DPA in response to submission
7.	Adam Bough Marino	• With Marino being an established area with a reasonably older demographic, and the development site being in close proximity to a school and playgrounds, can council offer any assurances that the final users will be private	• A development plan provides guidance on the type and form of development that should be built and seek diversity to cater for the various needs of the community. However, it cannot, nor is it appropriate	No recommended change to DPA in response to submission

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	Name and Address	Submission Summary	Comment	Councils Response
		owners and not government or government affiliated entities?	to control the ownership or tenancy of the buildings.	
8.	Lynette Seacliff Park	• Suggest that new traffic lights be installed, including pedestrian crossovers, at the Scholefield Road/Ocean Boulevard intersection, so residents on eastern side of Ocean Boulevard have safer access to the proposed development and foreshore amenities and train service.	• DPTI have indicated lights in this location are not the highest priority yet and will be addressed in time when they become a priority. • Pedestrian lights exist a short distance to the north of the intersection.	No recommended change to DPA in response to submission
9.	Jon Richards Marino Public Hearing	• Turning south from Scholefield Road onto Ocean Boulevard is very hazardous at certain times of the day. • Suggests that Marion Council tasks the State Government to fund an underpass at this junction • Seek improved public transport between Marino and Glenelg. • Propose tunnelling of Ocean Boulevard between Clubhouse Road to just past the Seacliff Primary School pedestrian crossing.	• DPTI have indicated that future options will be considered as part of the wider network • Noted	No recommended change to DPA in response to submission
10.	Amy Wright	• Opportunity to construct an indoor snow slope for skiing and snowboarding on the site • Would bring tourism and economic growth to the area	• An innovative and entrepreneurial idea for the site • However does not fit within the scope of the DPA	No recommended change to DPA in response to submission
11.	Matthew James Landau Marino	• Concerns about the long term health effects of low level silica dust exposure to residents adjacent to the Linwood Quarry • Requires a more thorough assessment before housing 1000 people downwind of a quarry.	SA Health and the EPA have advised: • The resource material at Linwood quarry contains about 20% of crystalline silica, which is low in comparison with other materials (i.e. quartz) • Workers exposed directly to dust are mostly at risk. • Boral as part of their obligations under WHS legislation undertake monitoring of workers for silica exposure	No recommended change to DPA in response to submission

	Name and Address	Submission Summary	Comment	Councils Response
			• Non-occupationally related silicosis has been observed in only a few places, mainly in the developing world and where the quartz content was over 40% • There have been studies on residential exposure to silica near quarries in England and in California, but exposure was low and silica-related diseases have not been found. • The measured PM2.5 dust level at the Boral measurement sites is not high when compared to comparison EPA sites (Netley, Christies Beach) therefore the residents are not exposed to excessive small particles due to Boral mining activities.	
	Public Hearing	• Believes there is no safe level of exposure to silica dust. Does not believe EPA has taken account of the long term exposure.	• See above	
12.	Dan Taylor 18 Angas Crescent Marino	• Would not want to see 6 storey apartment blocks as part of the development • Too tall, too much crowding and too much additional traffic • Totally out of line with the existing surrounding area	• An opportunity for multi-storey apartment style living was considered appropriate for the site due to its good separation from most of the existing housing stock (located at the edge of the suburb, adjacent Ocean Boulevard) and being large enough to provide appropriate transition down to existing lower scale housing. • The anticipated additional traffic generated by the site has been modelled by a traffic consultant. • The adjacent road network will be able to cater for the additional traffic with some upgrading of traffic management devices as required by DPTI at Ocean Boulevard and councils when detailed applications are lodged. • The site is isolated from the surrounding areas and currently/previously does/did not reflect the existing character of those	No recommended change to DPA in response to submission

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			adjoining and nearby areas. The DPA provides for a new and emerging character • It is likely that retail/commercial buildings will be fronting onto Scholefield Road which will provide a new built form to the area. Taller buildings further back in the site are likely to be visually screened by the commercial buildings on Scholefield Road.	
	Public Hearing	• Need to get traffic management at macro level right now as it will be more of a nightmare in 20 years. • Need more car parks at Marino Station and Foodland.	• Agree the macro level consideration is important and DPTI has that responsibility – The North South priority corridor is a key Federal and State Government action.	
13.	M Shorten Marino	• Fully support the proposed mix of residential, commercial and community space • Incorporation of a hotel (pub) would be a positive • Question need for a medical centre as there are many options near by • Strongly suggest that all vehicle access into shopping centre be from Scholefield Road only and not off Newland Ave • Traffic lights at Scholefield Road/Ocean Boulevard intersection is unacceptable – an underpass and slipway must be included	• Noted • At this stage a hotel is not envisaged by the policy but is also not precluded. • Commercial decision whether a medical centre will be viable in response to community need. • It is anticipated that the majority of vehicles using the proposed Newland Ave access point would already be travelling on Newland Ave so it would make little difference to Newland Ave traffic volumes if they were to continue down to Scholefield Road, as analysed by the expert traffic engineers. • An alternative access at Newland Ave has been proposed to also provide cycling and walking connectivity throughout the area. • DPTI determines the requirements of the arterial network.	No recommended change to DPA in response to submission

	Name and Address	Submission Summary	Comment	Councils Response
		• Concerned about the impact on car parking at the beach with an additional 600 dwellings • The broader suburb of Marino should be considered for a shift to medium density block sizes to support this centre of activity	• Demand for carparking along the foreshore generally already exceeds supply at peak times – parking is being considered as part of the Holdfast-wide transport strategy. • The new Planning and Design Code on consultation indicates zoning policy that will allow for an increase in density for Marino and other surrounding suburbs	
14.	Vic and Colleen Tokmakoff 8 Clubhouse Road Seacliff Park	• Welcome development in the area but object to the construction of 6 storey buildings • Buildings of this height will interfere with sea views and are not in keeping with the amenity of the area • 6 storey apartments are considered high density residential living and not medium density • High rise buildings should only be allowed on the lower (western side) of the site and only when it does not 'pollute' the skyline and interfere with sea views.	• An opportunity for multi-storey apartment style living was considered appropriate for the site due to its good separation from most of the existing housing stock (located at the edge of the suburb, adjacent Ocean Boulevard) and being large enough to provide appropriate transition down to existing lower scale housing. • The development plan does not provide protection for distant views obtained through another person's property • The DPA proposes densities in the order of 35 to 70 dwellings units per hectare across the zone, (which is recognized as medium density by State Government) • An opportunity for multi-storey apartment style living was considered appropriate for the site due to its good separation from most of the existing housing stock (located at the edge of the suburb, adjacent Ocean Boulevard) and being large enough to provide appropriate transition down to existing lower scale housing. • Detail of where particular forms and height of buildings will be located will not be known until the lodgement of	No recommended change to DPA in response to submission

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	Name and Address	Submission Summary	Comment	Councils Response
			development applications are received in the future.	
		• Zoning should be set that development of the land is *'consistent with the best considerations of community interests and requirements'* and not '*consistent with the intended uses of the land'*.	• Amongst other factors, when considering appropriate development for the land the wider community interests and requirements are taken into consideration	
	Public Hearing	• The suggested 'stepdown' approach for building height may mitigate effects on existing residents.	• Noted	
15.	Coralie & Vic Bandiera High Street Seacliff Park	• Overlook the subject site and have views to the ocean • 6 storey buildings will inhibit their views and devalue their property • Could the site be low density • 3 storeys would be acceptable	• Buildings of up to 6 storeys can be constructed within the site. Detail of where particular forms and height of building will be located will not be known until the lodgement of development applications in the future. • The DPA does seek a maximum of 3 storeys at the interface with lower rise residential development	No recommended change to DPA in response to submission
		• Not fair that others benefit from sea views at the expense of losing their views	• The development plan does not provide for protection of views over another person's property	
		• Could the golf course be extended over the subject land to 18 holes	• Not within the scope of the DPA	
16.	Bob Couch 5 Coolinga Rd Marino	• In total opposition to the proposed development of 'Cement Hill' • No remotely satisfactory answers to the issues of rat running, congestion on, and access to Brighton Road, water run off etc have been provided	• Noted • Appropriate analysis has been undertaken on the issues raised.	No recommended change to DPA in response to submission
		• Government policy of wanting population growth for SA to ensure economic growth is flawed	• Noted	
		• More people means more strain on infrastructure and an increase in carbon emissions	• Appropriate analysis has been undertaken on the issues raised.	
		• Everyone must work within the limits of the Earth	• Noted	

	Name and Address	Submission Summary	Comment	Councils Response
17.	Timothy Gard *(as a resident)* Marino	• General intent of DPA to convert land to residential and commercial is acceptable • Need to create commercial facilities that service the immediate neighbourhood rather than an entire district and beyond • Believe there has been a major and negative shift of commercial proportions since community consultation occurred in 2012 which has potential to reduce significantly the quality of life in the area • Need to model most carefully the transport and infrastructural components to ensure they enhance the immediate suburbs rather than cause deterioration in living standards and devaluation of property • Existing streets are unlikely to adjust well to large increases in traffic, including the introduction of one-way routes • Need for considered site management planning/control measures to ensure noise, dust and other forms of pollution are kept to a minimum during the many years of development construction • Ocean Boulevard will require strategic adjustment in traffic management coordinated between the Clubhouse Road and Scholefield Road intersections • Desirable for high quality open space and connectivity between the east and west sides of Ocean Boulevard for walking and cycling	• Noted • Suburban Neighbourhood Zone adopted from SA Planning Policy Library for this purpose. • Retail and non-residential floorspace was proposed up to 8000m² in 2014. This has not changed in 2019. • Infill development will increase traffic especially if public transport usage and active transport do not increase to offset extra vehicle trips. Councils can advocate for improved public transport service frequency and reliability to support infill and intensification in all suburbs. • Policy in the DPA provides for shopping and other supporting uses such that the requirement for travel beyond the site will be reduced • Traffic modelling and monitoring is an ongoing process - driver behaviours alter and local area traffic management treatments can be varied as need is demonstrated. • Development Assessment conditions as well as EPA requirements provide for control of construction impacts. • DPTI is responsible for Ocean Boulevard traffic management and infrastructure. • The proposed development concept provides for such open space and connectivity in association with the development – safe crossing points at Ocean Boulevard would be part of future	No recommended change to DPA in response to submission

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	Name and Address	Submission Summary	Comment	Councils Response
			consideration by DPTI at the development application stage.	
		• Need for attractive major boundaries *(built form ?)* to the site to enhance the entrance of Marino	• Entrance statements for other suburbs are not part of the rezoning proposal.	
			• Redevelopment of the site will improve the visual amenity.	
		• Site has been subject to much negative feedback due to its sub-standard appearance – particularly in relation to property values • This development can make or break the area and its environment		
	Public Hearing	• Due to the absence of any consultation processes on the actual detail of the development, residents are heavily reliant on the State Government for constructive representations that will lead to the positive outcomes that are known to be achievable	• The planning process embodies policy guidance that applies to all development, and employs qualified professionals to assess and regulate detail of development at the application stage.	
		• Acknowledged material conflict of interest and representing himself as a resident not councillor	• Noted	
		• Supported carrying through the intent of the Suburban Neighbourhood Zone as it was accepted as a reasonable model in 2012	• Noted	
		• Suggested that given the expansion of the site from 8 to 12 hectares the use of the site may need re-thinking	• Noted	
		• Believed that 5000 m² is not good size for a supermarket in this location - huge potential to impact with traffic social behaviour visual amenity. He did not want to see more supermarket with less spread of services than were discussed in 2012. A smallish Aldi would be acceptable.	• See other responses regarding this matter	
		• Six storey high-rise/medium rise pushed to the south west corner of the site would tower over	• An opportunity for multi-storey apartment style living was considered appropriate	

	Name and Address	Submission Summary	Comment	Councils Response
		existing residents at the boundary and will also collect emissions from the quarry • Not so concerned about six storey development except where there may be six storey on raised areas that may cause issues.	for the site due to its good separation from most of the existing housing stock and being large enough to provide appropriate transition down to existing lower scale housing, and provide space around buildings. • Multi level residential building will be set back around 45 to 50 metres from the western boundary by virtue of the landscaped public open space that runs along this boundary • Councils have undertaken analysis of the potential line of sight of mining operations from the subject site. Cross sections produced by the developer and Boral show differences in potential for line of sight between 6 storey buildings on the Seacliff Park site and the final quarry face at the most southerly point. Due to the distance between the two points and that existing and proposed landscaping (buffers) are not reflected on the cross sections, the actual line of site cannot be accurately ascertained at this time. Future development applications would require more accurate indication of line of sight (photographic, more detailed cross section etc.) Policy shall be included to ensure that development within the site will not have direct line of sight to mining operations.	Policy to be included to ensure that development within the site will not have direct line of sight to mining operations.
		• Considers there needs to be more than just 'adequate' open space • Concerned about the amount of local traffic to be generated	• Open space will be more than the statutory 12.5% but will multifunctional • Traffic management will be reviewed at the time of development applications	

	Name and Address	Submission Summary	Comment	Councils Response
		• Indicated that Boral does a good job to mitigate and manage dust although he would like to see a more scientific approach taken. As a coastal councillor he has had access to much more information than the local community generally and if that information had been negative he would have not stayed. • Thinks the new mining license to the east towards Ocean Boulevard will cause more emissions at the northern end of the eastern push.	• Council relies on the advice of experts in this area. The EPA and SA Health have been involved during the DPA process.	
18.	Boral Resources (SA) Limited	• Boral is generally supportive of the DPA and welcomes the development of the Land for residential purposes. • Linwood Quarry has an estimated remaining useful life of over 100 years • It is critically important to protect the mine operator's ability to effectively conduct extractive industry at the Quarry • Whilst wanting to facilitate the rezoning of the Area Affected Boral must also ensure that any future development of the Land does not prejudice its ongoing mining operations of the adjacent Linwood Quarry, a state significant mining resource. • Boral is therefore cognisant of the importance of ensuring: – Appropriate policy is established to ensure new development incorporates buffering, and any other forms of attenuation/mitigation as required so not to curtail current and future mining operations;	• Noted • Noted • Agreed • The 2014 version of the DPA included policies in the Desired Character and principles of development control to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry. With the relocation of the haul road these policies have been removed. The EPA has recommended that policies in respect of the Linwood Quarry be retained. After further consideration, Councils believe that the policies should be reintroduced. • As above The policy includes reference to landscape buffers to the south of the site to mitigate air quality issues from quarry activities	Policies to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry to be included in the Desired Character and principles of development control for the zone

	Name and Address	Submission Summary	Comment	Councils Response
		– The rezoning process does not facilitate a form and density of development which results in a direct line of sight with the mining operations, as such may create circumstances which could prejudice future mining approval processes;	• Councils have undertaken analysis of the potential line of sight of mining operations from the subject site. Cross sections produced by the developer and Boral show differences in potential for line of sight between 6 storey buildings on the Seacliff Park site and the final quarry face at the most southerly point. Due to the distance between the two points and that existing and proposed landscaping (buffers) are not reflected on the cross sections, the actual line of site cannot be accurately ascertained at this time. Future development applications would require more accurate indication of line of sight (photographic, more detailed cross section etc.) Policy shall be included to ensure that development within the site will not have direct line of sight to mining operations.	Policy to be included to ensure that development within the site will not have direct line of sight to mining operations.
		– That all possible processes be initiated to ensure that prospective future owners and occupiers of the redevelopment area be made aware of the existing lawful mining operations and expectation for such to continue well into the future;	• Cannot be included in the DPA, however, Councils will seek that the owner/developer of the site ensures that prospective future owners/occupiers are made aware of the mining operations, via an encumbrance or similar prior to purchasing property within the site.	No recommended change to DPA however, Councils to seek that the owner/developer of the site ensures that prospective future owners/occupiers are made aware of the mining operations, via an encumbrance or similar prior to purchasing property within the site
		– That there is an environment of certainty to all stakeholders, in order to mitigate against potential complaints.	• Noted	
		• The proposed Suburban Neighbourhood Zone in the DPA envisages residential development of up to six storeys in height. Six storey residential development at the Land is likely to have line of sight to the quarry operations. Line of sight to quarry operations should generally be avoided where possible and we understand the Department for Energy and Mining (DEM) has	• See above	

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		expressed similar views in comparable circumstances. • Boral therefore submit that the DPA investigations need to include a **Visual Impact Analysis** that holistically considers the interface between the Area Affected and the Linwood Quarry. Such would assist to inform how best to manage the siting and height of residential development and associated visual buffer treatments to the southern boundary of the Area Affected. **Planning and Development Code Transition** • Note that the Suburban Neighbourhood Zone, as proposed through this DPA, is substantially different to the various PDC zones which were released for consultation on 1 October 2019. • From a review of the PDC consider that the 'Master Planned Suburban Neighbourhood Zone' is most likely to apply to the context of the subject land. • In relation to building height, the following draft Deemed to Satisfy / Designated Performance Outcome Criteria for the Master Planned Suburban Neighbourhood Zone is stated as follows: *DTS/DPF 5.1 Dwellings outside of Activity Centres do not:* *(a) exceed a maximum building height of 3 levels and 12m; and* *(b) have a wall height exceeding 12 metres for a gable ended wall; or* *(c) have a wall height exceeding 10 metres for any other wall.* **Conclusion** • Whilst Boral is supportive of the intent of the DPA and the development of the land for residential development purposes, it is critical that interface management be more carefully addressed, particularly recognising the required future conversion of the proposed DPA policies to the PDC.	• See above • Noted • Perhaps • Although generally intended for large scale green field urban developments the Suburban Neighbourhood Zone was considered appropriate for this smaller brown field site, as it allowed residential densities of 45-70 dwellings per hectare with buildings up to a height of 6 storeys within and adjacent to activity centres. • When transitioning to the PDC all policy/factors relating to this DPA will need to be taken into consideration. A process has been provided by DPTI to ensure this occurs.	

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		Specifically, Boral request that the following matters be addressed ahead of Council submitting the DPA for the authorisation of the Minister: – A Visual Impact Assessment be undertaken to ascertain the potential viewshed implications arising from a six-storey apartment building toward the quarry interface both from the perspective of future residents but also potential impacts on quarrying operations; – Further detail in respect to the outcomes to be achieved by the interface/open space buffer located adjacent to the southern boundary of the Area Affected. Boral submit that such should include principles relating to depth of the open space, together with landscape qualities; – Minimum Category 2 public notice be required for residential development adjacent to the interface;	• Refer above • Refer above re landscape buffer. Previous policy from 2014 (to be reinstated) seeks a minimum width of 10m adjacent the southern boundary. Greater detail would be provided at the development application stage. • If the landscape buffer is constructed appropriately and there is policy within the zone that ensures that there will be no line of sight to mining operations, there is no reason for public notice • Public notice would be problematic as Category 2 requires all adjacent properties within a designated distance to be notified, not just Boral	Policies to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry to be included in the Desired Character and principles of development control for the zone
	Public Hearing	• Desired Character Statement and Concept Plan should be translated across to the Planning and design Code, or translated provisions may prove inadequate	• Agree - DPTI to note	DPTI to note
19.	5049 Coastal Community	**General** • Process of consultation – considered inadequate; time frame needs to be extended; more up to date and detailed evidence provided; published in a form which is more accessible to a lay person.	• The process has been conducted as required under the Development Act 1993. The DPA Analysis section seeks to provide the plain English summary of the policy implications of the technical assessments.	

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		• New Planning Portal – Unclear how the DPA will fit into the new Planning Framework, as it appears to be inconsistent. • Construction Activity – The impact and management is not covered in the DPA • 5049 CC Survey – Highlights many of the issues covered in this submission Other than this survey, no empirical survey of residents has been conducted. **DPA** • Desired character statement – not enough information provided for the community to determine if this will be a good fit? • Zoning Plan Comparison – The proportion of commercial to residential development has increased from 2015, the increase is incompatible with the local character and it reduces the potential for more housing options and open space. • The size of the commercial building upper limits is inconsistent with the 2012 vision, the character statement in the DPA and suggests a district rather than a local hub in the community. It is likely to prove unviable (see retail) and should be reduced.	• The transition of planning policy to the new Code is subject to consultation and councils are also engaged in the process of clarifying translation. • Development Assessment conditions as well as EPA requirements provide for control of construction impacts. • The statutory DPA process has been followed. • Desired Character statements are intended to be broad enough to allow for diversity within the guidance of the intended outcomes. • Commercial space in the 2015 draft DPA was identified at 8000m²- 6000m^2 for retail and 2000m^2 for other non-residential uses. This figure has not changed. The area in which the commercial uses can be situated in has been enlarged in the Concept Plan Map (Mar/10, HoB/7) however this purely provides more flexibility for final location. The excess land would be available for residential and open space purposes. • More open space has been proposed in association with the increased development area to the south. • The viable size of retail and commercial space is determined by the market – the caps proposed limit the size to a neighbourhood scale (in a metropolitan context). Refer above comment	No recommended change to DPA in response to submission No recommended change to DPA in response to submission

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		• Residential Density – the minimum block sizes are significantly less than the Draft Housing Diversity DPA and also apparently smaller than the new Planning Design Code. Given the issues experience elsewhere in the City of Marion and the potential adverse impacts on the quality and configuration of green space; this aspect needs to be reviewed in more detail.	• The minimum allotment sizes within the Housing Diversity DPA and to a certain extent, the Planning and Design Code predominantly relate to infill development within established residential areas and /or the creation of conventional subdivisions. This site is a large 'stand-alone' site where the development of the site can be master planned, leading to a more coordinated outcome with its own character.	No recommended change to DPA in response to submission
		• The maximum height of 6 storeys –It is unclear from the DPA where the opportunity for the maximum height would occur and the likely impacts of this unique feature in this DPA. How will that be managed under the DPA?	• An opportunity for multi-storey apartment style living was considered appropriate for the site due to its good separation from most of the existing housing stock (located at the edge of the suburb, adjacent Ocean Boulevard) and being large enough to provide appropriate transition down to existing lower scale housing. • Buildings of up to 6 storeys can be constructed within the site. Detail of where particular forms and height of building will be located will not be known until the lodgement of development applications are received in the future. Appropriate policies are proposed to guide this design process.	
		• Environmental Performance – This DPA should incorporate high performance ESD standards for this development via stretch targets and incentives?	• General Planning Policy requirements embed various ESD requirements.	No recommended change to DPA in response to submission
		• Overall Design Outcomes - Councils should develop site specific design guidelines to reinforce the character envisaged in the DPA and ensure this is truly an exemplar development for the area and State?	• All areas of the State should be designed to as high standards as practicable. While there are non policy mechanisms to regulate design by location they rely on site specific administration and are difficult to administer and enforce on	No recommended change to DPA in response to submission

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			individual owners on a case by case basis.	
		• Stormwater management – The DPA should ensure that the final solution is retention on site rather than putting a higher load on the underground pipe network.	• Retention on the development site is a sound principle for a site of this size where appropriate. Detention and slow off peak release of flow is a practical approach for this site given the nature of filling of areas during previous industrial uses.	
		• Site Contamination – Can the DPA be approved based on an out of date report? Councils should insist on the review and monitoring of the critical groundwater and vapour conditions prior to the approval of the DPA?	• There is a specific site contamination process administered under the EP Act that relies on accredited specialists to assess the investigations undertaken and certify that the site is suitable for the intended uses (with appropriate remediation if determined). The EPA has provided no objection in this regard.	No recommended change to DPA in response to submission
		• Traffic & transport infrastructure – Has the supporting study taken into account the findings of the City of Holdfast Bay's Integrated Transport strategy and the future impacts of major upgrades eg Hove Crossing. Also has it considered the impacts of this development on the smaller surrounding road network, already suffering from "rat running".	• The Integrated Transport strategy is in progress but will not be completed for this DPA. The strategy is considering impacts of various activities on the local road network. • Major infrastructure projects such as the North- South corridor and Hove level crossing removal will have an impact on the broader network performance. The outcomes of both projects will probably change traffic behaviour.	
		• Retail Development The retail reports are out of date and make some assumptions that are not valid eg "trade area"; current retail offers in the local area. Demographics, topography, local transport habits, barriers to access (Eg Brighton Rd) and recent shopping trends are all ignored.	• A more recent 'Retail Floorspace Demand Analysis' was prepared by Location IQ in November 2019 to further assess, the likely demand and sales potential for the Seacliff site and the likely impacts on other retailers throughout the surrounding region. The report states that all impacts from the proposed retail	

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			development at Seacliff would be well within normal competitive bounds and not impact on the viability or continued operation of any existing or proposed centres.	
		• Social Impact – Given the scale and impact of this development and the minimal level of consultation/engagement conducted with the community, will council undertake more research into the long term impacts via detailed modeling and engagements to assess the true impacts of this significant change on the community before approving the DPA?	• Councils continue to take on increasing responsibility for community facility and service provision and regularly engage their communities in review of services provision including open space, community facilities etc. • The scale of this development is relatively small compared with other recent brownfield renewal areas eg Cheltenham (35ha).	
		We want the DPA to set the standards and requirements for the development to meet the community's expectation of a 21st C major urban development, one that: – supports diverse and active communities; – Provides for high qualitative public open spaces for all; – Environmentally sustainable; – High quality urban design;	• The new P&D Code will set the standards for the next 20 years. • The 30Year Plan and State Planning Policies upon which development policy is based, embrace these principles.	No recommended change to DPA in response to submission
		– Major emphasis on WSUD (water sensitive urban design);	• The application of the WSUD in this case will be dependent on the underlying quality of soil and avoiding leaching any contaminants to groundwater.	
		– Exceeds expectations on integrated transport strategies and accessibility; – Effectively manages all of the infrastructure impacts including roads and services;	• Infrastructure impacts are considered in association with the policy changes and are the subject of separate but relevant processes.	
		– Works closely with Boral (Quarry) on resolution of the mutual impacts on amenity and environment;	• Boral operations are regulated under the Mining Act and EP Act	
		– Provides effective communications regarding the timeframes and stages,	• The rezoning process identifies the intended land uses and the measures that guide what is developed. Owners	

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		including impacts;	determine when they develop land – the DA process manages impacts by applying established standards and requirements.	
		– Provides effective site management and presentation;	• Development Assessment conditions as well as EPA requirements provide for control of site management and construction impacts.	
		– Brings opportunities for Community participation and engagement during the process; and	• Community participation and engagement in detailed planning is often used for community owned land. This is private land.	
		– Brings opportunities for direct community collaboration in an integrated community	• Engagement on strategic regional policy is intended to provide the opportunity for communities to express what they envisage for their integrated community.	
		Submission issues The following broad issues are of concern and should be addressed as part of the final drafting of the DPA:		
		• <u>Process of Consultation</u> – Could councils extend the timeframe and allow better access to the conceptual content behind the DPA via interactive workshops to allow a more facilitated dialogue on the proposal to better inform the final DPA that goes to the minister. – approx. 200 people at the forum were clearly wanting more?	• The timeframe is set by the Minister and has already been extended several times. • The policy process is necessarily not the detailed process – it provides the guidance of what may and may not be developed to allow for variation. Specific design input is often sought by governments for land they are developing on behalf of their communities.	
		• <u>Relationship to the new Planning Portal</u> – How will the DPA will be reflected and integrated in the new Planning Code; given	• It is understood that DPTI, in the first instance, will translate the zone	

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		the impact of the proposed code on the Housing Diversity DPA which was gazetted in part (approved by the minister) and would appear to have been ignored under the new code? – Is this DPA likely to be over written by the new Planning Code? • 5049 CC Survey Major concerns (all rating more than "4" on a 5-point scale). – Multi Story Dwellings. 68% of all graded this as a concern, with most of these expressing it as the highest priority. – Scholefield Road entry to Ocean Boulevard. – Increased local traffic flow along minor roads in Seacliff and Marino. – Inadequate parking at local rail stations. – Open space and wetlands – Storm water issues – Contamination and how it might be dealt with Other, frequently mentioned lesser concerns – The length of time the development might take. – Concern over high density in a small space. – Resident and visitor parking – Need good range of quality housing which complements the existing area. – Quarry dust. – Hotel, Café, Supermarket and Medical Centre in commercial area. – Green space along Scholefield Road – attractive entry to Marino – The amount of through traffic increasing from Brighton and The Cove Road. – Concern that the development should be attractive, well planned and integrated into	consistently with other similar zones, and tailor as necessary. • The process is in the hands of DPTI and the Minister. • Noted and see above	

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		the surrounding area such that character is not lost. • <u>Construction activity</u> – Can Council incorporate any specific provisions in the DPA to ensure that an appropriate site presentation during the construction period is a requirement? • <u>The DPA Review</u> Desired Character Statement – Clearly from our survey the issue of "up to 6 storey" was of concern to many – Could the community be provided with additional illustrations of the conceptual intent behind the DPA with regards to the look and feel, as well as the broad massing and 3D modeling? Zoning Plan comparison – proportion of development – Do Councils believe the DPA will provide sufficient controls to ensure the commercial development would contribute to the vibrancy of the suburb; and be a sufficiently articulated design to be of human scale and to deliver on the vison contained in the 2012 presentation? – How does the increase in the NAC fit with the vison for a balanced mixed use development when 50% of the site is commercial?	• Beyond the scope of the DPA. The issue can be addressed at the Development Application stage. Other existing legislation/mechanisms can be used to control site presentation • Noted • No formal illustrations, plans or models are available at this time as the final form of the development is still being considered. Greater detail will be provided for assessment at the development application stage • The 2012 presentation was an artist's impression for the purposes of promoting a general understanding of the type of development that may be possible. • Commercial space in the 2015 draft DPA was identified at 8000m². This figure has not changed. The area in which the commercial uses can be situated in has been enlarged in the Concept Plan Map (Mar/10, HoB/7) however this purely provides more flexibility for final location. The excess land would be available for residential and open space purposes. The actual area required for the commercial buildings and associated carparking areas would take up approximately 50% of the area shown on	

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			the Concept Plan for the Neighbourhood Activity Centre. It is likely that the footprint of the Commercial land use component will only cover approximately 25% of the area in the Concept Plan shown for residential/commercial uses	
		– This is much more of a district rather than a local facility envisaged in the 2012 presentation; is this warranted or sustainable?	• Typically a district type facility has in the past been expected to provide a wider range of services for up to 60,000 people with a range of light industry, service trade, entertainment, bulky goods and more. (Planning Strategy 2006). A suburban neighbourhood would be providing for local residential communities and incorporating a mix of services for their daily and weekly needs (30 Year Plan 2010) This is what is intended to be provided for.	
		– How does this approach fit within the context of the surrounding area regarding balance of space in a predominantly residential area?	• The 30 Year Plan 2010 and 2017 and State Planning Policies envisage an increasing mix of land uses in many residential areas to provide services and that enable people to reduce their distances travelled for their daily and weekly needs.	
		– Council should reduce the building footprints and go back to the 2015 zone plan and increase the residential component?	• Refer above	No recommended change to DPA in response to submission
		– If the retail/commercial/medical centres prove to be un-viable, what will that land use revert to?	• The zoning allows for the land to be used for the range of land uses envisaged in the zone provisions. It is the concept plan that indicates where particular uses may be concentrated.	
		The Medical Centre – Indicative concept site is shown at the gateway to the suburb and as such and	• There are general criteria for designing and siting buildings near main roads –	

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		development here should be noted in the DPA as requiring special attention in urban design and street-scaping terms. – Does council believe the DPA can achieve this? – Or should there be separate criteria for this corner site?	the P&D Code is anticipated to have more specific requirements in overlays.	
		A variety of dwelling types and densities – The minimum block sizes (200- 270m2), frontages (5-7m) are much less than the current adjoining residential zone in Marion Council	• Covered above	
		– The New Draft Planning Development Code proposes a variety of dwelling types in the southern suburbs with detached dwellings (min 300m²/9m frontage) down to row dwellings (min 200m²/7m frontage). So the proposal envisages less than the new planning code.	• Covered above. The P&D Code requirements are provisional at this stage and subject to change as a result of state-wide consultation.	
		– Would appear that the housing offerings would not support families and hence not provide diversity. Given the size of the development this seems limiting and not in keeping with the intent of the DPA.	• Families come in all sizes and a couple or a couple with one child are families that apartment living may suit. The surrounding residential areas comprise predominantly large family type homes. It is anticipated that this site will provide forms of housing options not currently available in the surrounding area, thereby providing greater diversity.	No recommended change to DPA in response to submission
		– Given the issues that Marion Council in particular have been experiencing in their northern area regarding congestion and lack of amenity is this minimum too low to achieve the intent of the DPA, particularly given the smaller block sizes?	• Covered above	
		– With the potential high proportion of 2 cars, larger cars (SUV, s) caravans, boats how will this be managed under the DPA given the density?	• The market attracted to apartment living may not need caravan and boat storage on site, hence the need for areas to have a diversity of housing options.	

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		– How will the DPA ensure that housing diversity is achieved? – How will the DPA ensure that there is adequate green space within the housing blocks and the public realm? – Why are the affordable housing and noise/air emissions overlay shown only in the Neighbourhood Activity Centre area (Holdfast Bay area) only Maximum height of 6 storeys – How is that controlled in the DPA in terms of location on the site? Should there be guidance on this? – Are there height limits set for the commercial zone? – How will the DPA manage views as amenity? Environmental Performance – Can high level Sustainability and ESD targets beyond the current minima be included in the DPA? – Can incentives be developed by Council and State/Federal Government to make this a benchmark development? Overall Design Outcomes – Councils should develop a site specific design guidelines to reinforce the character envisaged in the DPA and ensure this is truly an exemplar development for the area and State?	• As above • The concept of contemporary high quality apartment living includes green space and quality public realm. • Both overlays are also within the Marion version of the DPA. Each Councils mapping only shows the spatial extent of the overlay within the respective council. • Buildings of up to 6 storeys can be constructed within the site. Detail of where particular forms and height of building will be located will not be known until the lodgement of development applications are received in the future. • The DPA does seek a maximum of 3 storeys at the interface with lower rise residential development • The development plan does not provide protection for distant views obtained through another person's property • See above • See above	No recommended change to DPA in response to submission

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		Review of Supporting reports and technical inputs Service utilities – DPA States: *No significant impediments to service provision have been identified however there are several outstanding reviews from SA Water and SA Power Networks.* – Are there any uncovered risks associated with this incomplete work? – What discussions have there been for alternative power arrangements for this major development eg Co-generation on site? Stormwater Management – The final solution should be retention on site rather than a higher load on the underground pipe network – Have more site specific WSUD policies and incentives to set a new benchmark? – The remediation of the site contamination will contribute to the stormwater management, as the need for lining the detention basin could be removed/reduced and infiltrations allowed, if the remediation was successful. Site Contamination – DPA States: *There are varying levels of contamination identified across the site, which can be dealt with by established methods to render the land suitable for the intended use.* – *A review of current groundwater and soil vapour conditions across the (combined) development site is also required.* – Given the changes to the site since 2013 the report on the vast majority of the site is potentially out of date	• Utilities were consulted in 2014 and no risks were identified – most utilities require infrastructure augmentation to be paid for by the developer in line with their augmentation policies. • Co-generation would be an owner led initiative if it were to be considered. • See above • A Site Contamination Auditor will determine these matters. Refer also the EPA response to the matter. • See above references to the Site Contamination Audit processes.	No recommended change to DPA in response to submission

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		– Can the DPA be approved based on a potentially out of date report? – Will councils insist on the review and monitoring of the critical groundwater and vapour conditions prior to the approval of the DPA Traffic Impacts The main areas that are critical are: – the access and egress to and from Brighton Road and Ocean Boulevard as a gateway to the suburbs – access and egress to and from the new development site itself – traffic flows and possible congestion in the suburbs immediately surrounding the development due to increased loads and "rat running tendencies" The following questions arise from the traffic report: – Given the traffic controls/upgrade to Scholefield Road/ Ocean Boulevard are not triggered by the development; when will the upgrade be undertaken by DPTI? – Will clubhouse road link to Ocean Boulevard be signalized? – Does the report make reference to the issues raised by the City of Holdfast Bay Integrated transport strategy, in particular the "rat running issues"? – Does the report take into account the most limited alternatives for traffic movement, off the main roads? – Does the report and analysis take into account the Hove crossing grade separation impact on flows?	• This process will occur at the detailed development assessment stage and will be overseen by an environmental auditor. • See above • See above • See above • To be determined by DPTI • To be determined by DPTI • These issues are being examined on a region wide basis. • Hove is some considerable distance away and region wide review will determine the distributional impact of the Hove level crossing removal project in 4 years time. • See above	No recommended change to DPA in response to submission

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		– Does the commercial development need to be restricted to servicing the local neighbourhood, rather than being a district attraction or facility with associated high traffic loads?		
		– What level of acoustic control will the development be required to employ regarding traffic noise?	• An acoustic buffer is required to manage road noise on residential development from Ocean Boulevard Noise from commercial premises and associated service vehicles are covered by general policies within the development plan	
		– Will the local transport infrastructure and services be enhanced to support this development?	• The appropriate traffic management treatments will be required depending on the development application and the conditions at the time of the applications.	
		Retail Development – We are not opposed to the inclusion of a local and neighbourhood activity centre (NAC), but have concerns about its scale, location, viability and impact on existing retail offerings. In particular, we believe that many of the assumptions and assertions in the two Retail Assessment Reports (are significantly flawed, making the proposed NAC problematic.	• Noted The viable size of retail and commercial space will be determined by the market	
		– Both reports were written in 2013. Much has changed in the retail landscape and with shopping habits (eg on-line shopping; home delivery) since then. – The Retail Studies attached to the DPA are both outdated, narrowly focussed and able to be challenged. More recent retail analysis suggests that a supermarket is unlikely to be attracted to the site, and therefore associated retail and other services will not follow. Similarly, a medical centre seems unviable.	• A more recent 'Retail Floorspace Demand Analysis' was prepared by Location IQ in November 2019 to further assess, the likely demand and sales potential for the Seacliff site and the likely impacts on other retailers throughout the surrounding region. The report states that all impacts from the proposed retail development at Seacliff would be well within normal competitive bounds and not impact on the viability or continued operation of any existing or proposed centres.	No recommended change to DPA in response to submission

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		– Given the serious questions on the viability of the NAC
		  – The DPA should be adjusted to reduce the Zone to a more appropriate and viable scale ?
		  – What other development will be constructed in the proposed NAC zone?
			• See above
			• Principle 2 within the proposed zone lists a number of uses envisaged for the neighbourhood activity centre. The non-complying development table lists forms of development that are not appropriate within the centre. Other uses that are neither envisaged nor non-complying would be considered on their individual merit.	

		Environmental Noise and Vibration – DPA States: *A combination of factors such as setbacks, acoustic barriers, siting, design and materials used in construction, can provide a suitable amenity for sensitive development in proximity to likely noise and vibration sources. The relocation of the Quarry haulage road to the south-east of the area affected has removed the potential for noise and vibration impacts caused by Quarry truck movements.* – The assertion about the haulage road is only partially correct. There will still be an operational need for Boral trucks to travel north via Brighton Road for local deliveries – this development at least! With the lack of a current viable link to the southern expressway off Majors Road from Lonsdale Road, it is likely that the number of HGVs will continue to use Ocean Boulevard and this coupled with the potential signalised junction (or other) with Scholefield Road will add to the potential; traffic noise. – This should be considered in the analysis here and in the traffic report?	• Noted • The DPA identifies a buffer along Ocean Boulevard for noise purposes to separate housing further from the road. • See above	

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		Air Quality – DPA States: Data suggests that the Linwood Quarry is not significantly impacting on the local particulate (PM10) count. The relocation of the Quarry haulage road to the south-east of the area affected has removed the need for specific amelioration measures to be applied to the subject land in relation to dust issues. – How closely has the issue of silica dust been reviewed as part of the study? Linwood Quarry – It is true that Boral have improved their practices and have invested in mitigation measures. There is a certain resignation in the community to the impacts of the quarry and serious concerns about the long term health impacts of dust. – Given a doubling of the population to the north of the quarry, and the expansion of the mine does Council believe the studies conducted are adequate for the purposes of the DPA? Flora & Regulated Trees – The Councils should provide clearer guidance for the developer for this specific site beyond the general policy provisions for Flora and Fauna, including consulting with state and local groups on suitable sustainable biodiversity? – The Councils should provide clear provisions for the remaining protected trees as part of the DPA Aboriginal and other Heritage	• Noted refer above • Council relies on the advice of experts in this area of public health. The EPA and SA Health have been involved during the DPA process • Noted • See above • Councils will liaise with the owner/developer as part of the development assessment process. Analysis undertaken to date does not indicate existing vegetation of significance. • Protected trees have legislation to safeguard them and policy that reflects that legislation.	

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		– Whilst there is nothing registered for the site will the council via the DPA ensure that there is support for interpretive elements within the development to honour and reflect the history of this area and local industrial history?	• The DPA is not a vehicle for this action. Councils may consider how the history of this land could be part of future public realm on the site as it will be transferred to their care and control. None of this is known yet.	No recommended change to DPA in response to submission
		Social Impact – DPA States: *The site is currently viewed as a 'blight' on the area and a barrier for the transition of people throughout the area. The proposed development is considered to have great potential to address any shortfalls in amenity and lifestyle choice for incoming residents and the surrounding communities and therefore have significant positive social impacts.*		
		– Given the scale and impact of this development and the minimal level of consultation/engagement conducted with the community, council and the developer should undertake more research into the long term impacts via detailed modelling and engagements to assess the true impacts of this significant change on the community before approving the DPA?	• Specific impacts will not be clear until detailed designs are lodged and the policy is used to assess their suitability. • The more fundamental issue of the development of this land has been suitably addressed in the DPA	No recommended change to DPA in response to submission
		Open Space – DPA States: *In-principle agreement has been reached between the proponent and the Councils on key areas of open space and their support for stormwater initiatives and pedestrian/cyclist links within the subject land and to adjacent networks. These requirements will be further developed at the Development Application stage for land division and land use proposals where the design process is more advanced*.		
		– This aspect has a significant impact on the amenity and character of the development. It	• Noted	

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Attachment A — Summary and Response to Public Submissions

	Name and Address	Submission Summary	Comment	Councils Response
		is also of significant interest to the community. – Will the detailed process include community consultation and indeed participation?	• The concept has been provided for community comment in the DPA.	
		Conclusion This is too important to rush. Please take our submission as a request for better, accessible information for the community and more active engagement in this important project.	• Noted	
	Public Hearing	– Modelling should be done to show house six storey steps down to 3 storey	• This is likely at the development application stage	No recommended change to DPA in response to submission
		– Public transport services have already been reduced and are getting less and this DPA indicates a reasonable level of public transport in the area as support for this type of development in this location.	• Noted. Councils will continue to advocate to DPTI for improved public transport services	
20.	Sophie Haselgrove Seacliff Park	• Have serious concerns regarding signalising the intersection of Scholefield Road and Ocean Boulevard. – This poses serious risks of traffic accidents. – believe the risk of brake failure will be even worse if there are traffic lights installed on the	• DPTI does not consider there is sufficient priority to signalise the intersection at this stage. This is not to say that such will not come in due course. • DPTI is responsible for these matters.	

	Name and Address	Submission Summary	Comment	Councils Response
		steep section of road at the Scholefield Road Intersection. – suggest re-aligning Scholefield Road, or perhaps combining a Signalised Intersection with the School Crossing at a location closer to Pine Avenue.	• The need for traffic management devices will be clearer when more detailed plans have been lodged for development.	No recommended change to DPA in response to submission
		• The inclusion of two additional roundabouts on Scholefield Road is completely unnecessary. – Additional obstacles on this road will inconvenience public transport vehicles and may discourage holiday-makers with caravans from travelling to this area.	• Traffic management device design will have to take account of the types of vehicles to use the area and the road capacity to accommodate them.	
		• Minimum dwelling site area should be set to 300 square metres	• The minimum allotment sizes found in other zones within the development plan predominantly relate to infill development within established residential areas and /or the creation of conventional subdivisions. This site is a large 'stand-alone' site where the development of the site can be master planned, leading to a more coordinated outcome with its own character.	
		– Although urban infill is necessary to prevent urban sprawl onto agricultural land and remnant vegetation, it should not come at the expense of garden space to encourage family time and self-sufficiency.	• This zone is a medium density zone and family homes with large gardens are unlikely. The wider area accommodates a large number of such dwelling options.	
		• The design of dwellings needs to consider the principles of sustainability. – Suggest a multi-storey row system which allows a smaller footprint and greater garden space. • Doesn't want to see a repeat of the concrete box houses that are being constructed along Brighton Road	• Noted	
		• Surprised that family homes will be a minority in the site	• See above	

	Name and Address	Submission Summary	Comment	Councils Response
		• Open space should be designated as areas of native vegetation as well as for recreational purposes. • Opposed to the inclusion of retail development on the site as there are sufficient shops and businesses in the area so would be no demand for additional retail. • Disappointed that there was no consideration on the effects of dust on local residents during demolition and cleaning up of the site • The retention of the Hills Face Zone and Open Space/Buffers along some sides of the site is a benefit. Should be an in-depth revegetation of this site in collaboration with the community, the public and private sectors • This area should be developed for the sake of progress if it sacrifices the history of the businesses that originally occupied this site.	• The open space proposal embraces this. • Noted • Noted • Noted • Noted	
21.	Tim Rugless Brighton Foodland (Late Submission)	• In January 2018 the Brighton Central shopping centre development was completed with a full line Foodland supermarket of 3100 sqm plus 18 specialty shops. This shopping centre is approximately 2.5kms from Cement Hill and it provides all the basic services required by a community-pharmacy, hairdresser, baker, butcher, seafood, liquor store, café and many more, along with the supermarket • In March 2019 a Woolworths supermarket was rebuilt on the corner of Keelara St and Brighton Road at Brighton. This is another full line supermarket of 3600sqm. This shopping centre is approximately 3kms from Cement Hill. • The Hallett Cove shopping centre now is home to 2 full line supermarkets (Foodland and Woolworths both over 3000sqm) plus a recently added Aldi supermarket. It is interesting to note that there are many vacant tenancies in this shopping centre. • Westfield Marion has, in the last 18 months, added a new Aldi supermarket while in the	• A more recent 'Retail Floorspace Demand Analysis' was prepared by Location IQ in November 2019 to further assess, the likely demand and sales potential for the Seacliff site and the likely impacts on other retailers throughout the surrounding region. The report states that all impacts from the proposed retail development at Seacliff would be well within normal competitive bounds and not impact on the viability or continued operation of any existing or proposed centres.	No recommended change to DPA in response to submission

	Name and Address	Submission Summary	Comment	Councils Response
		same period the Coles supermarket has undergone a major refurbishment. • While competition is healthy, building a new neighbourhood centre that simply spreads the trade spend and makes retail business even less viable is an irresponsible outcome. Both Brighton centres will need the new population growth in this development to continue to prosper and thrive and hence reinvest.		

Attachment B – Summary and Response to Public Meeting Submissions

9 submitters requested to be heard, and therefore a public meeting was held on 24 October 2019. A summary of verbal submissions made at the public meeting are included as an addition to the person's/group's submission in ***Attachment A***

Attachment C – Timeframe Report

SCPA Timeframe Report: Process A

The SOI was agreed by the Minister and Council on 31 July 2012

Key steps	Length of time agreed in SOI	Actual time taken	Reason for difference (if applicable)
Investigations conducted and draft DPA prepared	20 weeks	20 weeks	
Agency consultation conducted (report on any delays incurred by agencies)	6 weeks	6 weeks	
Agency comments assessed, DPA refined and sent to Minister with a request to commence public consultation	12 weeks	Refer to text below table	
DPA prepared for public consultation	4 weeks	Refer to text below table	
Public Hearing held, submissions summarised and DPA amended in accordance with Council's assessment of submissions. *Summary of Consultations and Proposed Amendments* submitted to Minister for approval.	12 weeks	Refer to text below table	

The Minister approved the Statement of Intent for the DPA on 31 July 2012. Investigations were conducted, a draft DPA was prepared, agency consultation was undertaken and the DPA received the Minister's approval to undergo public consultation on 28 July 2015.

The Cities of Marion and Holdfast Bay were not prepared to put the DPA on consultation until an agreement on the relocation of the quarry haulage road between Boral and the developer of the subject land had been signed. It has been a complex and long process and negotiations have only recently reached a stage where the two Councils were comfortable undertaking consultation.

The five year timeframe for the DPA lapses on 31 July 2017 however the Minister has on several occasions granted an extension of time in which to lodge the DPA for the Minister's approval.

On 7 June 2019 the Minister granted an extension of time giving the Councils until 31 March 2020 in which to lodge the DPA for approval.

Attachment D – 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 Tony Lines, as Acting 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 persons have provided advice to the councils for the purposes of section 25(4) of the Act:

David Melhuish, Senior Policy Planner, City of Marion

Warwick Deller-Coombs, Manager Development and Regulatory Services, City of Marion

Caroline Chapman, Strategic Planner, City of Holdfast Bay

Geoff Butler, URPS

DATED this 22 day of August 2019

A/ 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, Adrian Skull, as Chief Executive Officer of the City of Marion, certify, in relation to the proposed amendment or amendments to City of Marion Development Plan as last consolidated on 15 August 2019, 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

Warwick Deller-Coombs, manager Development and Regulatory services, City of Marion

Caroline Chapman, Strategic Planner, City of Holdfast Bay

Geoff Butler, URPS

Grazio Maiorano, URPS

Date:

.....

Chief Executive Officer

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

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

I, Roberto Bria, as Chief Executive Officer of the City of Holdfast Bay, certify, in relation to the proposed amendment or amendments to City of Holdfast Bay Development Plan as last consolidated on 2 June 2016, 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:

Caroline Chapman, Strategic Planner, City of Holdfast Bay

David Melhuish, Senior Policy Planner, City of Marion

Warwick Deller-Coombs, manager Development and Regulatory services, City of Marion

Geoff Butler, URPS

Grazio Maiorano, URPS

Date:

.....

Chief Executive Officer

Attachment F – Additional Matters and Investigations

Retail Floorspace Demand Analysis' prepared by Location IQ - November 2019

(refer to separate attachment to this Report)

SEACLIFF, ADELAIDE

Retail Floorspace Demand Analysis

Prepared for Design IQ
November 2019

LOCATION IQ

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INTRODUCTION

This report presents an independent assessment of the demand for retail floorspace as part of a Mixed Density Residential and Neighbourhood Activity Centre at Seacliff in southern Adelaide. The report will inform the Development Plan Amendment process to rezone the site and consequently considers the likely economic impacts that would result from any neighbourhood-based retail at the proposed development. The retail component of the proposal is referred to as Cement Works Market, and the broader development - Seacliff Village, throughout the remainder of this report.

This report is structure and presented in **five (5)** sections as follows:

- Section 1 details the location of the Seacliff Village site and discusses the context of the site within the south-west Adelaide area. The proposed development scheme is also reviewed.
- Section 2 examines the trade area which is relevant to the proposal, including current and projected population and retail spending levels.
- Section 3 provides an overview of the retail structure within the surrounding region.
- Section 4 outlines our assessment of the likely demand and sales potential for the Cement Works Market component of the proposed Seacliff Village and then presents an economic impact assessment. Likely trading impacts on other retailers throughout the surrounding region are considered, as are the employment and other economic impacts, both positive and negative, of the proposal.
- Section 5 presents the key findings of the analysis.

EXECUTIVE SUMMARY

The key points of this report, regarding the demand for retail floorspace to inform the Development Plan Amendment for the proposed Seacliff Village development, include:

i. The suburb of Seacliff is located on the coast of Adelaide, approximately 17 km south-west of the Adelaide Central Business District (CBD) and primarily contains residential lands.

ii. Cement Works Market is the planned retail component of the Seacliff Village estate, comprising Neighbourhood Activity Centre facilities, anchored by a full-line supermarket. A development plan amendment is being prepared to assess the potential for rezoning of the land for a range of uses including such facilities. The key components of the Cement Works Market Development would be as follows:

- A major full-line supermarket of 4,000 sq.m.
- Approximately 2,000 sq.m of specialty floorspace (which may include mini-major floorspace).

iii. For the purposes of this assessment, Cement Works Market is expected to be trading by 2022/23 (first full year). The site for the proposed development is located directly south of Scholefield Road, between Lipson Avenue and Newland Avenue. The close proximity of Ocean Boulevard also makes the site easily accessible for broader region residents.

iv. The Cement Works Market main trade area population is currently estimated at 14,750 (2019) and is projected to increase at an average rate of 1.0% per annum to 16,700 by 2031.

v. The socio-economic profile of the main trade area population is consistent with that of a coastal area popular with retirees. This demographic would have a strong affinity with convenience-based retail facilities within close proximity to their place of residence.

vi. Main trade area retail expenditure is currently estimated at $221.4 million and is projected to increase to $288.0 million by 2031, representing an average annual growth rate of 2.2%. The largest commodity spending market is food and liquor at $98.4 million, representing 44.5% of the total retail spending market. This is the most relevant market for supermarket spending. All figures presented in this report are in constant 2019 dollars and include GST.

vii. There is only one supermarket currently provided within the defined main trade area, namely Foodland IGA of 700 sq.m, provided 1.8 km to the north-east at Seacliff Park Shopping Centre. This supermarket

is relatively small by modern supermarket standards, with full-line supermarkets that serve the weekly shopping needs of local residents typically 2,500 sq.m in size and larger.

viii. In addition to Seacliff Park Shopping Centre, two other Neighbourhood Centres, and a small range of Local Centres are provided within the main trade area.

ix. Based on the current metropolitan Adelaide benchmark of supermarket floorspace per 1,000 persons, the main trade area population alone could support up to 6,593 sq.m of supermarket floorspace currently, increasing to some 7,465 sq.m by 2031. This would represent an undersupply of 6,765 sq.m of supermarket floorspace across the main trade area by 2031.

x. Assuming a full-line supermarket of 4,000 sq.m at the subject site by 2023, there would still be an indicative undersupply of some 2,059 sq.m of supermarket floorspace across the main trade area in that year, increasing to an undersupply of some 2,765 sq.m by 2031. Workers, commuters and visitors would add to demand.

xi. Forecast sales for the proposed full-line supermarket at Cement Works Market are $34.4 million in 2022/23, at an average of $8,608 per sq.m. This can be compared with the current Australian average of $8,000 - $10,000 per sq.m and shows strong demand for the proposed supermarket.

xii. Assuming a 'maximum' scenario, whereby all specialty floorspace is occupied by retail tenants (i.e. no allowance for non-retail floorspace), total retail specialty forecast sales are $14 million, or $7,000 per sq.m in 2022/23. This would reflect total centre retail forecast sales of $48.4 million.

xiii. Of this total, some $1.8 million is projected as a result of a redirection of spending from major retail facilities in the main trade area (i.e. convenience shops at Seacliff and the supermarket centre at Seacliff Park), with the remainder ($46.6 million) being a reduction in expenditure from facilities beyond the main trade area or not represented. Of this remaining impact, some $4.3 million is likely to result in small impacts on a range of retail facilities that are not currently represented in this analysis.

xiv. Overall, the proposed Cement Works Market development would not impact on the viability or continued operation of any existing or proposed centres in the surrounding region, with all impacts at 13.5% or less, which is well within normal competitive bounds. At these projected impact levels, the viability of any centres or precincts would not be threatened.

xv. In addition, the proposed development would represent a Neighbourhood Activity Centre, and thus residents will continue to frequent other centres/shops in the surrounding area for a variety of tenants that are not likely to be provided as part of the proposed development.

xvi. It is the conclusion of this report that a substantial net community benefit would result from the development of the proposed Cement Works Market. Offsetting the trading impacts on some existing retailers, there are very substantial positive impacts including the following:

- Significant improvement in the range of retail facilities that would be available to residents, particularly in terms of convenient supermarket retailing.
- The proposed development would improve choice of location and allow for price competition. The inclusion of a full-line supermarket would satiate some of the significant undersupply of supermarket floorspace within the main trade area.
- The addition of the subject development would also result in the retention of spending currently being directed to other large supermarket facilities at major shopping centres situated beyond the trade area, thereby reducing the need for local residents to travel further afield for their supermarket and convenience-based shopping needs. The additional customer flows created through retained spending within the main trade area would positively impact on the existing retail facilities within the local retail precinct.
- The proposed development would represent a Neighbourhood Activity Centre and thus residents will continue to frequent other centres/shops in the surrounding area, for a broader retail selection and non-food offer. In addition, the proposed retail specialty floorspace will provide greater choice for residents of Seacliff and surrounds.
- The creation of additional employment which would result from the project, both during the construction period, and more importantly, on an ongoing basis once the development is complete and operational. In total, some 881 jobs are likely to be created both directly and indirectly because of the proposed development. This includes a number of youth employment opportunities with retail developments generally employing a large number of younger staff.

xvii. It is concluded that the combination of the substantial positive economic impacts serve to more than offset the trading impacts that could be anticipated for a small number of existing and proposed retail stores, particularly supermarkets, in the region. Further, the impacts would not threaten the viability of any retail facilities.

1 LOCATION AND COMPOSITION

This section of the report reviews the regional and local context of the proposed Cement Works Market at Seacliff Village and provides a summary of the proposed development scheme.

1.1. Regional and Local Context

i. The suburb of Seacliff is located on the coast of Adelaide, approximately 17 km south-west of the Adelaide Central Business District (CBD) (refer Map 1.1).

ii. Seacliff primarily contains residential lands and is located across two Local Government Areas (LGA), namely the City of Marion and the City of Holdfast Bay. The suburb is surrounded by the suburbs of Marino, Brighton and Seaview Downs.

iii. Access to the suburb is excellent, given its strategic location along Ocean Boulevard/Brighton Road. Brighton Road connects Seacliff residents to the northern suburb of Glenelg and ultimately to the Adelaide CBD via the Anzac Highway. Ocean Boulevard connects residents to the southern suburbs of Hallett Cove and Seaford.

iv. The site for the proposed Seacliff Village is located directly south of Scholefield Road, between Lipson Avenue and Newland Avenue. The close proximity to Ocean Boulevard makes the site easily accessible for residents of not only Seacliff but also those within the surrounding suburbs of Seacliff Park, Marino and Kingston Park.

v. Cement Works Market is proposed to form part of the Seacliff Village residential estate, which is also planned to include approximately 125 terrace houses, 419 apartments, community facilities and a medical centre. The proposed Cement Works Market would be easily accessible for future residents of the estate, with ingress and egress to the estate also provided via Scholefield Street.

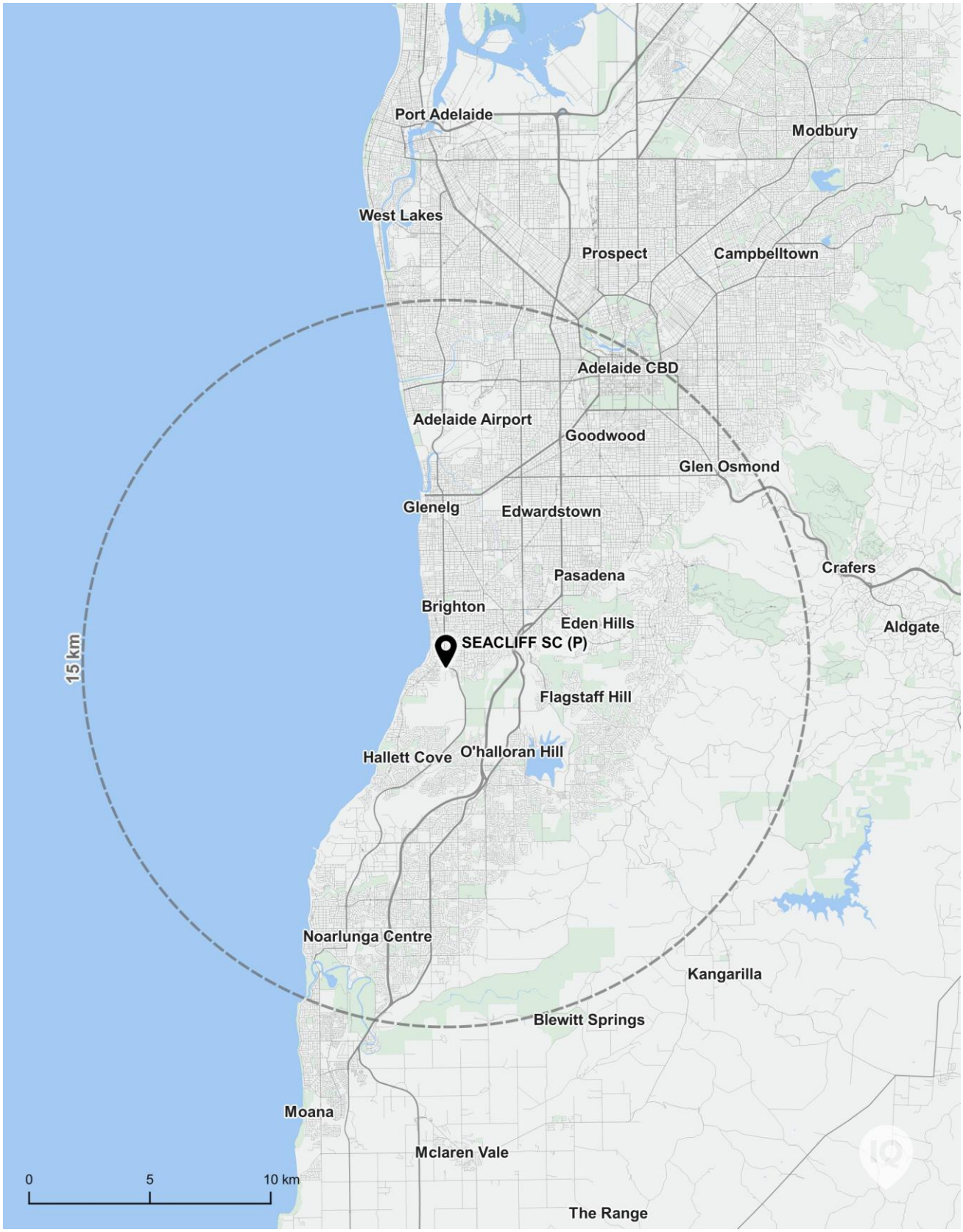
vi. Map 1.2 illustrates the local context of the Seacliff site, with key points to note as follows:

- A small retail facility containing The Wood Blinds Factory, Seacliff Day and Night Pharmacy and a small Friendly Grocers foodstore is situated along Ocean Boulevard, some 500 metres to the north of the site.
- Seacliff Primary School is located 500 metres to the north of the site, along Barwell Avenue.

- The Marion Park Golf Course is located immediately south of the site.

vii. Overall, the proposed Cement Works Market shopping centre enjoys a convenient location along a major road and would be well known and easily accessible to the local and wider region population.

MAP 1.1. CEMENT WORKS MARKET REGIONAL CONTEXT



MAP 1.2. – CEMENT WORKS MARKET LOCAL CONTEXT



1.2. Proposed Development

i. Cement Works Market is the planned retail component of the Seacliff Village estate, comprising Neighbourhood Activity Centre facilities, anchored by a full-line supermarket. A development plan amendment is being prepared to assess the potential for rezoning of the land for a range of uses including such facilities. The key components of the Cement Works Market Development would be as follows:

- A major full-line supermarket of 4,000 sq.m.
- Approximately 2,000 sq.m of specialty floorspace (which may include mini-major floorspace).

ii. This can be compared with the Urbis Shopping Centre Benchmarks *(Urbis Averages 2018)* for single supermarket-based shopping centres which indicate an average of 3,614 sq.m of supermarket floorspace and some 3,660 sq.m of combined mini-major, retail specialty floorspace and non-retail floorspace. Consequently, at 6,000 sq.m in total, the proposed Cement Works Market would be smaller than the single supermarket based average of 7,274 sq.m.

iii. Additionally, a medical centre of some 2,000 sq.m is proposed to be accommodated along Scholefield Road, to the adjacent north-west of the subject site.

iv. The remainder of this report assesses the demand for the facilities outlined above to be included as part of the Neighbourhood Activity Centre precinct at Cement Works Market, and the likely impacts the development may have on existing retail facilities in the surrounding area. This will help to inform the Development Plan Amendment (DPA).

v. For the purposes of this assessment, Cement Works Market is expected to be trading by 2022/23 (first full year).

1.3. Planning Context

i. This report represents an update of work originally undertaken in 2013 to accompany a request for a Development Plan Amendment (DPA) and examines the need and demand for additional retail floorspace and, in particular, supermarket floorspace within the community, including:

- The potential for the proposed retail component of the development at Seacliff, as well as the likely trading and other impacts that can be anticipated following the construction of the proposal.
- The range of community and economic benefits, including employment generation, which will be facilitated by the subject development.

ii. Relevant strategic planning documents have also been considered such as the *City of Marion Strategic Plan 2019*, the *Marion Council Development Plan 2019 – 2029*, *Our Place 2030 Strategic Plan* for Holdfast Bay, Holdfast Bay *Development Plan 2016 and the 30-year Plan for Greater Adelaide 2017/18*.

iii. The Marion Council and Holdfast Bay Council Neighbourhood Centre zoning seeks to accommodate a variety of uses, including supermarkets, shops, consulting rooms, offices, restaurants, cafes and hotels. Key objectives are described as follows:

1. *A centre providing a range of facilities to meet the shopping, community, business, and recreational needs of the surrounding neighbourhood.*
2. *A centre that provides the main focus of business and community life outside a district centre and provides for the more frequent and regularly recurring needs of a community.*
3. *A centre accommodating residential development above non-residential development.*
4. *Development that contributes to the desired character of the zone.*

2 TRADE AREA ANALYSIS

This section of the report outlines the trade area likely to be served by the proposed Cement Works Market, including current and projected population and retail spending levels. The socio-economic profile of the trade area population is also reviewed.

2.1. Resident Trade Area Definition

i. The trade area for the proposed Cement Works Market development has been defined considering the following.

- The scale and composition of the development.
- The provision of existing and proposed retail facilities throughout the region.
- Regional and local accessibility
- The pattern of urban development
- Significant physical barriers such as rivers and major roads.

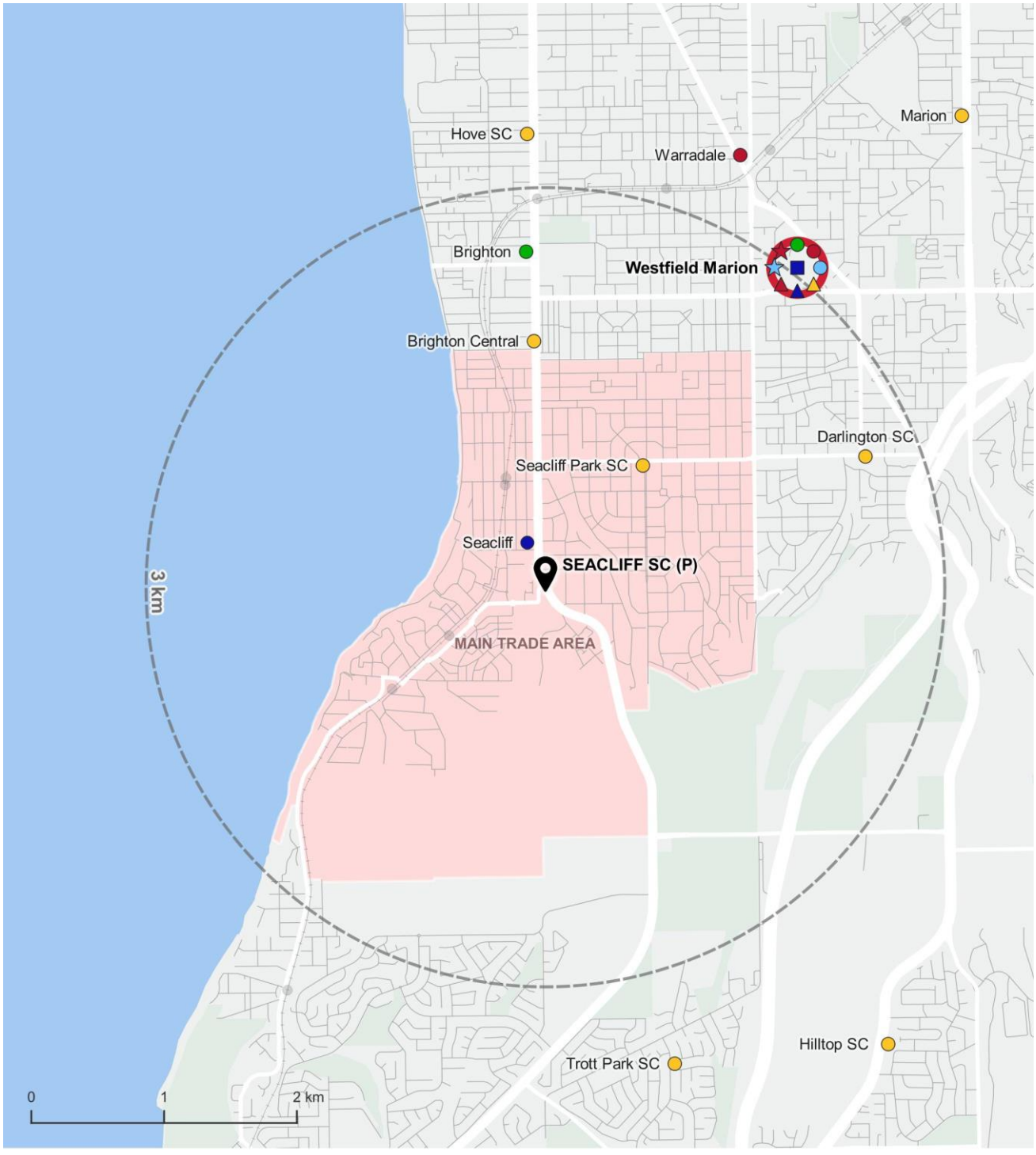
ii. Map 2.1 illustrates the defined main trade area for Cement Works Market, which extends some 1.5 – 2.0 km around the site to include the suburbs of Seacliff, Seacliff Park, Seaview Downs, Marino, Kingston Park, South Brighton and Dover Gardens. The main trade area is limited by the provision of full-line supermarkets at Westfield Marion to the north and Hallett Cove Shopping Centre to the south.

iii. The main trade area is the area from which the proposed development would attract the majority of its customers. The retail offer at the proposed Cement Works Market would serve local residents by providing a range of food and convenience shops focused around a full-line supermarket.

iv. The extent of the trade area, at around 2 km, is appropriate for a Neighbourhood Activity Centre, with many trade areas for Neighbourhood Activity Centres in metropolitan areas anchored by a full-line supermarket extending 2 – 3 km

v. The defined trade area is consistent with the previous report undertaken by this office in 2013 since which a full-line Woolworths supermarket has opened at Brighton (beyond the main trade area), further reinforcing the boundary definition.

MAP 2.1. MAIN TRADE AREA AND COMPETITION



* White dot indicates proposed store

2.2. Trade Area Population

i. Table 2.1 details the main trade area current and projected population by sector. This information is sourced from the following:

- The 2011 and 2016 Census of Population and Housing undertaken by the Australian Bureau of Statistics (ABS).
- New dwelling approval data sourced from the ABS over the period from 2011/12 – 2018/19 (refer Chart 2.1). Over this period, an average of 74 new dwelling approvals have occurred annually across the main trade area.
- Population projections prepared at a SA2 level by the South Australian Department of Planning, Transport and Infrastructure.
- Investigations by this office into new residential developments in the region.

ii. The Cement Works Market main trade area population is currently estimated at 14,750 (2019) and is projected to increase at an average rate of 1.0% per annum to 16,700 by 2031.

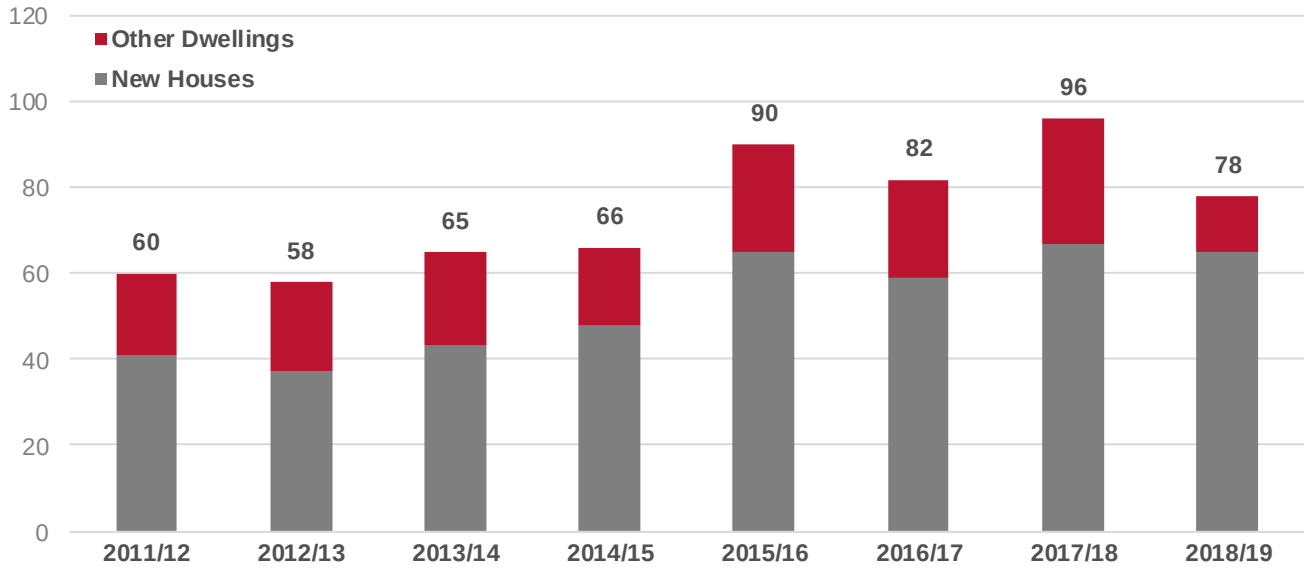
iii. As outlined previously, 120 terrace houses and 419 apartments are proposed as part of the overall Seacliff Village masterplan. This would indicatively result in an additional 1,200 persons provided at the subject site. Additional population growth is likely to be driven by infill development given the established residential nature of the area.

TABLE 2.1. CEMENT WORKS MARKET MAIN TRADE AREA POPULATION, 2011 – 2031

	Actual			Forecast		
Population	**2011**	**2016**	**2019**	**2021**	**2026**	**2031**
Main Trade Area	14,030	14,450	14,750	14,950	15,825	16,700
	Actual			**Forecast**		
Average Annual Change (No.)		**2011-16**	**2016-19**	**2019-21**	**2021-26**	**2026-31**
Main Trade Area		84	100	100	175	175
	Actual			**Forecast**		
Average Annual Change (%)		**2011-16**	**2016-19**	**2019-21**	**2021-26**	**2026-31**
Main Trade Area		0.6%	0.7%	0.7%	1.1%	1.1%
Adelaide Metro		*1.1%*	*1.0%*	*1.0%*	*0.9%*	*0.8%*
Australian Average		*1.7%*	*1.4%*	*1.4%*	*1.4%*	*1.3%*

All figures as at June and based on 2016 SA1 boundary definition.
Sources : ABS; Planning SA

CHART 2.1. MAIN TRADE ARE NEW DWELLING APPROVALS, 2011/12 – 2018/19



Source: ABS

2.3. Socio-economic Profile

i. Table 2.2 summarises the socio-economic profile of the Cement Works Market main trade area population compared with the Adelaide metropolitan and Australian benchmarks. This information is based on the 2016 Census of Population and Housing, with key points to note including:

- Residents of the main trade area are generally older than the benchmark, with an average age of 42.3 years (compared with the Adelaide average of 39.8 years).
- Residents earn higher than average incomes on both a per capita and household basis.
- The level of home ownership is higher than the Adelaide average, at 76.7% (as compared with the Adelaide benchmark of 69.9%).
- The main trade area is generally Australian born, however, there is a higher than average number of European born persons.
- The area contains a higher portion of couples without children, reflecting the popularity of the region with retirees.

ii. In summary, the socio-economic profile of the main trade area population is consistent with that of a coastal area popular with retirees. This demographic would have a strong affinity with convenience-based retail facilities within close proximity to their place of residence.

TABLE 2.2. MAIN TRADE AREA SOCIO-ECONOMIC PROFILE, 2016 CENSUS

Characteristics	Main TA	Adelaide Metro Average	Aust Average
Income Levels			
Average Per Capita Income	$40,163	$35,710	$38,500
Per Capita Income Variation	12.5%	n.a.	n.a.
Average Household Income	$94,877	$86,746	$98,486
Household Income Variation	9.4%	n.a.	n.a.
Average Household Size	2.4	2.4	2.6
Age Distribution (% of Pop'n)			
Aged 0-14	16.2%	17.3%	18.5%
Aged 15-19	5.4%	6.2%	6.1%
Aged 20-29	11.0%	13.7%	13.9%
Aged 30-39	12.2%	13.4%	14.0%
Aged 40-49	13.5%	13.3%	13.6%
Aged 50-59	14.1%	13.1%	12.8%
Aged 60+	27.6%	22.9%	21.2%
Average Age	42.3	39.8	38.6
Housing Status (% of H'holds)			
Owner/Purchaser	76.7%	69.9%	67.9%
Renter	23.3%	30.1%	32.1%
Birthplace (% of Pop'n)			
Australian Born	75.7%	73.5%	72.9%
Overseas Born	24.3%	26.5%	27.1%
• Asia	3.7%	9.4%	10.7%
• Europe	14.4%	11.8%	8.0%
• Other	6.1%	5.4%	8.4%
Family Type (% of Pop'n)			
Couple with dep't children	41.3%	42.8%	45.2%
Couple with non-dep't child.	7.6%	7.6%	7.8%
Couple without children	27.1%	23.2%	23.0%
Single with dep't child.	7.4%	9.3%	8.9%
Single with non-dep't child.	4.1%	3.9%	3.7%
Other family	1.2%	1.2%	1.1%
Lone person	11.4%	12.1%	10.2%

Sources: ABS Census of Population and Housing 2016

2.4. Main Trade Area Retail Expenditure Capacity

i. The estimated retail expenditure capacity of the main trade area population is based on information sourced from MDS Market Data Systems. MDS utilises a detailed micro-simulation model of household expenditure behaviour for all residents of Australia.

ii. The MDS model takes into account information from a wide variety of sources, including the regular ABS Household Expenditure Survey, National Accounts Data, Census Data and other information. MarketInfo estimates used in this analysis are based on the 2016 release, benchmarked against the latest National Accounts Data, released by the ABS. All figures presented in this report are in constant 2018 dollars and include GST.

iii. Charts 2.2 and 2.3 illustrate the retail expenditure levels per person across the Seacliff main trade area, as compared with the Adelaide metropolitan average. As shown, total retail expenditure per capita for main trade area residents is higher than the Adelaide metropolitan benchmark across all categories, with the exception of other food and groceries, which is slightly higher.

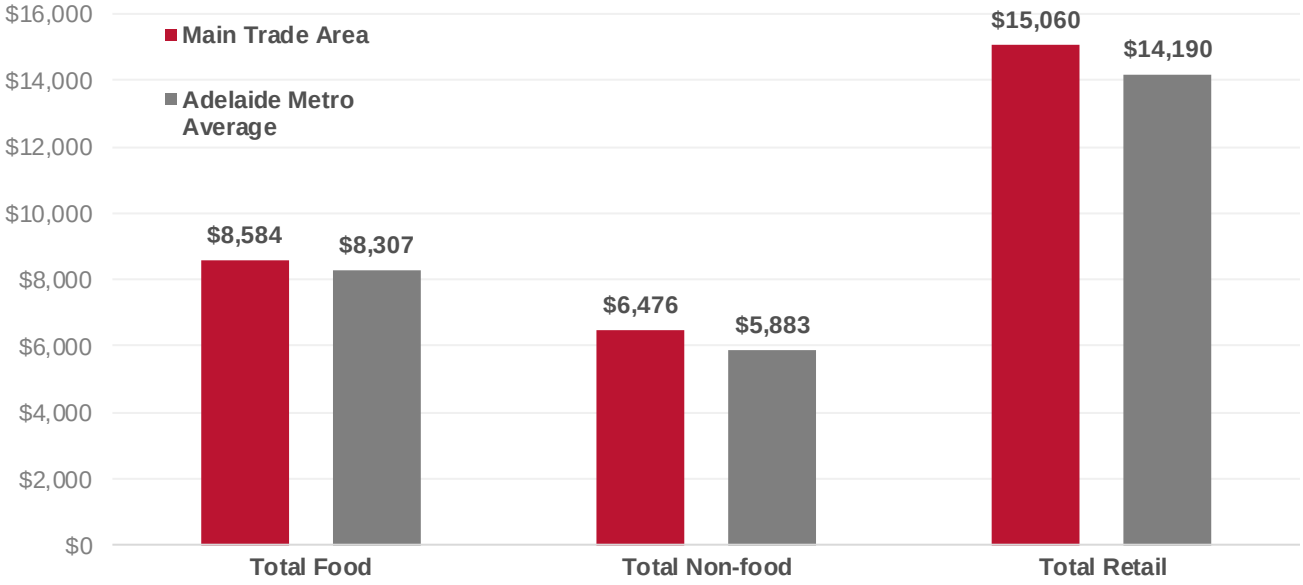
iv. Main trade area retail expenditure is currently estimated at $221.4 million and is projected to increase to $288.0 million by 2031, representing an average annual growth rate of 2.2% (refer Table 2.3). All figures presented in this report are in constant 2019 dollars and include GST.

v. The average annual retail spending growth rate of 3.8% reflects the following:

- Real growth in retail spending per capita of 0.5% annually for food retail and 1.0% for non-food retail over the period to 2030/31. This is in-line with the national averages. Real growth in retail spending refers to the increase in retail sales consumption of a household adjusted for changes in prices.
- Main trade area population growth of around 1.0% per annum.

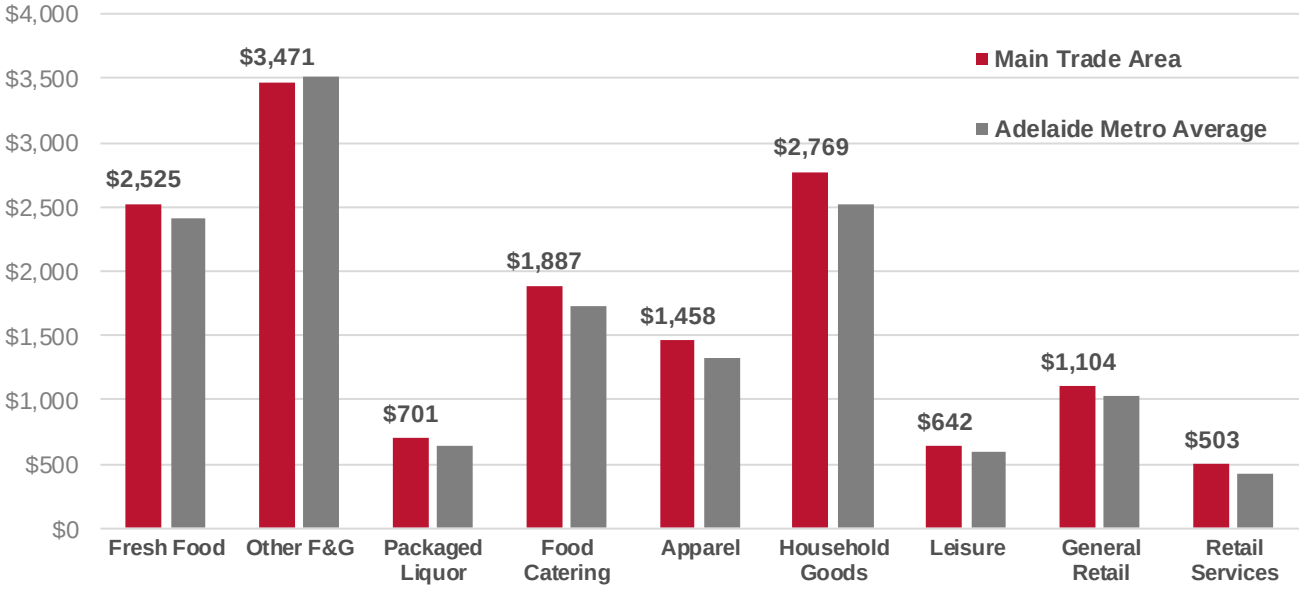
vi. Table 2.4 presents a breakdown of retail spending by key commodity group, indicating the largest spending market is food and liquor at $98.4 million, representing 44.5% of the total retail spending market. This is the most relevant market for supermarket spending.

CHART 2.2. AVERAGE PER CAPITA RETAIL SPENDING, 2018/19



Source: Marketinfo

CHART 2.3. AVERAGE PER CAPITA RETAIL SPENDING, 2017/18



Source: Marketinfo

TABLE 2.3. MAIN TRADE AREA RETAIL EXPENDITURE, 2019 – 2031

Y/E June	Main TA
2019	221.4
2020	225.1
2021	228.9
2022	233.5
2023	238.8
2024	244.5
2025	250.4
2026	256.4
2027	262.4
2028	268.6
2029	274.9
2030	281.4
2031	288.0
Expenditure Growth	
2019-2021	7.5
2021-2026	27.5
2026-2031	31.6
2019-2031	66.6
Average Annual Growth Rate	
2019-2021	1.7%
2021-2026	2.3%
2026-2031	2.4%
2019-2031	2.2%

**Constant 2017/18 dollars & Including GST*
Source : Marketinfo, Location IQ

TABLE 2.4. MAIN TRADE AREA RETAIL EXPENDITURE BY KEY COMMODITY GROUP, 2019 – 2031

Y/E June	Food & Liquor	Food Catering	Apparel	H'hold Goods	Leisure	General Retail	Retail Services
2019	98.4	27.7	21.4	40.7	9.4	16.2	7.4
2020	99.6	28.2	21.9	41.6	9.6	16.6	7.6
2021	100.8	28.7	22.4	42.5	9.8	16.9	7.7
2022	102.2	29.2	23.0	43.7	10.1	17.4	7.9
2023	103.9	29.9	23.7	44.9	10.4	17.9	8.2
2024	105.6	30.5	24.4	46.4	10.7	18.5	8.4
2025	107.4	31.2	25.2	47.8	11.1	19.1	8.7
2026	109.1	31.8	26.0	49.3	11.4	19.7	9.0
2027	110.9	32.5	26.8	50.9	11.8	20.3	9.2
2028	112.7	33.2	27.6	52.5	12.2	20.9	9.5
2029	114.4	33.9	28.5	54.1	12.5	21.6	9.8
2030	116.3	34.6	29.4	55.8	12.9	22.2	10.1
2031	118.1	35.3	30.3	57.5	13.3	22.9	10.5
Expenditure Growth							
2019-2021	2.3	0.9	1.0	1.8	0.4	0.7	0.3
2021-2026	8.3	3.2	3.6	6.8	1.6	2.7	1.2
2026-2031	9.0	3.5	4.3	8.2	1.9	3.3	1.5
2019-2031	19.7	7.6	8.9	16.8	3.9	6.7	3.1
Average Annual Growth Rate							
2019-2021	1.2%	1.7%	2.2%	2.2%	2.2%	2.2%	2.2%
2021-2026	1.6%	2.1%	3.0%	3.0%	3.0%	3.0%	3.0%
2026-2031	1.6%	2.1%	3.1%	3.1%	3.1%	3.1%	3.1%
2019-2031	1.5%	2.0%	2.9%	2.9%	2.9%	2.9%	2.9%

**Constant 2018/19 dollars & Including GST*
Source : Marketinfo, Location IQ

3 COMPETITIVE ENVIRONMENT

This section of the report reviews the competitive retail environment within which the proposed Cement Works Market would operate, to assist with the assessment of likely trading impacts.

The hierarchy of shopping centres presented in this assessment is consistent with centre zoning outlined in the City of Marion and Holdfast Bay Council's development plans.

Information on the size, composition and performance of centres outlined (refer Table 3.1) is based on the Location IQ proprietary database that includes information from the following sources:

- Actual size information provided by retail and property owners;
- The PCA Database;
- Annual reports;
- Cordell database;
- Press releases in relation to new store openings, closures and asset transactions;
- Ste visits and floorspace surveys;
- Measurements undertaken by this office.

TABLE 3.1 – COMPETITIVE CENTRES

Centre	Shopfront GLA (sq.m)	Anchor Tenants	Dist. From Seacliff Site (km)
Regional Activity Centre			
Westfield Marion	131,100	David Jones (13,816), Myer (13,796), Harris Scarfe (3,387), Big W (7,948), Target (7,413), Kmart (6,623) Woolworths (4,577), Coles (3,637)	4.5
District Activity Centres			
Brighton	10,100		2.1
• Brighton Central	5,100	Foodland IGA (2,600)	
• Other	5,000	Woolworths (3,630)	
Hallett Cove SC	19,600	Big W (5,166), Woolworths (3,149), Drakes (3,116), Aldi (1,573)	5.5
Neighbourhood and Local Activity Centres			
Seacliff	400	Friendly Grocer (275)	0.5
Seacliff Park SC	1,700	Foodland IGA (700)	1.8
Hove SC	1,800	Foodland IGA (1,200)	3.6
Darlington SC	1,100	Foodland IGA (700)	3.6
Warradale	5,000	Coles (3,600)	5.0
Trott Park SC	1,000	IGA (440)	5.4
Glenelg	14,000		6.9
• Bayside Village	5,500	Woolworths (3,686)	
• Other	8,500	Coles (3,550)	
Hilltop SC	3,600	IGA (485)	7.0

Source: Australian Shopping Centre Council Database

3.1. Within Main Trade Area

i. There is only one supermarket currently provided within the defined main trade area, namely Foodland IGA of 700 sq.m, provided 1.8 km to the north-east at Seacliff Park Shopping Centre. This supermarket is relatively small by modern supermarket standards, with full-line supermarkets that serve the weekly shopping needs of local residents typically 2,500 sq.m in size and larger. Signage indicates that the store is planned to undergo refurbishment by 2020.

ii. In addition to Seacliff Park Shopping Centre, two other Neighbourhood Centres, and a small range of Local Centres are provided within the main trade area (refer Table 3.1). Key points to note are as follows:

- **Greenfield Road/Fowler Street:** Neighbourhood Centre zoning is provided at the north-eastern portion of the Greenfield Road and Fowler Street intersection. Facilities provided include Seacombe Uniting Church and Bella Textiles.

- **Seacombe Road/Warunda Avenue:** a small Neighbourhood Centre is provided at the intersection of Seacombe Road and Warunda Avenue and is anchored by Seaview Downs Deli.
- There is a small range of Local Activity Centres provided throughout the main trade area, including a Friendly Grocer of some 275 sq.m along Brighton Road. These centres are intended to provide local shopping and community facilities within walking distance of nearby residents and as such generally contain limited retail floorspace.

TABLE 3.1. SHOPFRONT SURVEY

Location	GLA	Tenants
Neighbourhood Activity Centres		
Seacombe Road/Davenport Terrace	2,260	
• Seacliff Park SC	1,700	Foodland IGA, BWS, Terry White Chemmart, Australia Post, Bake Bakery, The Lott, Seaview Chicken and Fish, Classique Hair Design, Seaview Accounting
• Other	560	PsychMed, BP
Greenfield Road/Fowler Street	1,100	Vacant
Seacombe Road/Warunda Avenue	650	Seaview Downs Deli, Pizza & Yiros, Laundromat, Tigers Eye Hair, Reflections of Beauty, Thai Take Away, DMS, Vacancy
Local Activity Centres		
Brighton Road/Thomas Street	1,615	Friendly Grocer, Seacliff Day & Night Pharmacy, The Storage Shop, Diet For You, It's a Secret Hair Studio, Home Loans & More, TDR Electrical, Essence of Health, Vacancy
Brighton Road/Wheatland Street	1,000	Tattoo Asylum, Sovereign Antiques, The Craft Trap, Adelaide Building Inspections
Brighton Road/Yarmouth Street	500	Gorilla Pizza, Hair by Cat, Tandoori Delight, Brighton Laundromat
Seacombe Road/High Street	400	Pets on Wheels, Indian Flavours Express, Syles on C'Comb Hair Designs, Radio Specialists
Esplanade/Wheatland Street	1,000	Seacliff Beach Hotel, Café Olive
Marine Parade/George Court	230	Marino Rocks Café

Source: Location IQ Florospace Survey November 2019

3.2. Beyond Main Trade Area

i. Beyond the defined main trade area, other supermarkets include:

- Foodland IGA of 2,600 sq.m at Brighton Central shopping centre, 2.1 km to the north. A Woolworths supermarket of 3,630 sq.m is also provided further north within the District Activity Centre zone.
- Foodland IGA (1,200 sq.m) at Hove Shopping Centre, located 3.6 km to the north of the subject site.

- Foodland IGA of 700 sq.m at Darlington Shopping Centre, 3.6 km to the north-east of the subject site.
- Woolworths (4,577 sq.m) and Coles (3,637 sq.m) supermarkets at Westfield Marion, which is the major regional shopping centre serving residents of south-west Adelaide. This facility is located 4.5 km to the north-east of the subject site.
- Coles (3,600 sq.m) at Warradale, provided 5.0 km to the north-east of the subject site.
- A small IGA of 440 sq.m at Trott Park Shopping Centre, 5.4 km to the south-east of the subject site.
- Woolworths (3,149 sq.m), Drakes (3,116 sq.m) and Aldi (1,573 sq.m) supermarkets provided at Hallett Cove Shopping Centre, 5.5 km to the south of the subject site.
- Woolworths (3,686 sq.m) and Coles (3,550 sq.m) supermarkets at Glenelg, provided 6.9 km to the north of the subject site.
- A small IGA of 485 sq.m at Hilltop Shopping Centre, 7.0 km to the south-east of the subject site.

3.3. Supermarket Floorspace Provision

i. Table 3.3 provides a summary of the current provision of supermarket floorspace across the defined main trade area, as compared with the Adelaide metropolitan benchmark.

ii. Based on the current Location IQ database, metropolitan Adelaide currently comprises:

All Supermarkets (500+ sq.m)

- Supermarkets are typically defined in court and planning documents as:

  "Grocery and dry goods stores of at least 500 sq.m, with smaller stores classified as foodstores."

- 263 supermarkets (of 500 sq.m or greater), representing an average provision rate of one supermarket for every 5,156 persons. Across the defined main trade area, the provision level is currently one supermarket per 14,750 persons (significantly lower provision).
- Across metropolitan Adelaide, the provision of supermarket floorspace equates to 445 sq.m per 1,000 persons, almost ten times higher than the supermarket provision across the defined main trade area currently.

Full-line Supermarkets (2,500+ sq.m)

- Full-line supermarkets are the largest format of supermarket, generally totalling 2,500 sq.m or larger and catering to the weekly grocery shopping needs of customers. These large format stores are typically operated by major chains such as Woolworths and Coles.
- Across metropolitan Adelaide¸ some 111 supermarkets are full-line offers of 2,500 sq.m or larger. This equates to one full-line supermarket per 12,217 persons. The Seacliff main trade area does not currently include a full-line supermarket.
- Full-line supermarket floorspace across metropolitan Adelaide totals some 398,910 sq.m, equating to 294 sq.m per 1,000 persons.

TABLE 3.2. MAIN TRADE AREA SUPERMARKET FLOORSPACE PROVISION

	Seacliff MTA	Adelaide Metro
Population		
Est. 2019	14,750	1,356,066
Total Supermarkets (500+ sq.m)		
Total Stores	1	263
Persons per store	*14,750*	*5,156*
Total Floorspace	700	603,496
GLA per 1,000 persons	*47*	*445*
Full-line Supermarkets (2,500+ sq.m)		
Total Stores	0	111
Persons per store	*133*	*12,217*
Total Floorspace	0	398,910
GLA per 1,000 persons	*0*	*294*

Sources: ABS, LIQ SC Database

3.4. Summary

i. There are currently limited retail facilities provided within the main trade area, with only one full-line supermarket provided within 3 km of the subject site (beyond the main trade area), namely Woolworths at Brighton. Reflecting this, supermarkets within the region (upon inspection) trade strongly.

ii. Currently, main trade area residents would be travelling beyond the trade area to larger supermarket facilities, residents of the region should be provided with a wider range of food and grocery items within proximity to their homes, with the proposed development planned to include a supermarket of around 4,000 sq.m. The existing supermarket offer within the main trade area, namely Foodland IGA at Seacliff Park Shopping Centre, would be of a more convenience-nature than the proposed development.

iii. A Neighbourhood Activity Centre comprising a full-line supermarket at the proposed Cement Works Market would provide the local population with additional choice for their food and grocery needs and promote price competition, as well as providing an increased range and choice within the local area. This is particularly important given the elderly nature of the trade area population.

iv. Additionally, there are currently no proposed supermarket developments within the main trade area or nearby region.

4 POTENTIAL FOR RETAIL FACILITIES

This section of the report considers the potential for the proposed Cement Works Market development at Seacliff, as well as the likely trading and other impacts that can be anticipated following the construction of the proposal.

4.1. Retail Demand

i. The estimated provision of retail floorspace in Australia has increased from around 1.5 sq.m in 1985/86 to around 2.3 sq.m currently, representing an average annual growth rate of around 1.5%.

ii. The growth in retail floorspace per person has largely been driven by real growth in income levels throughout Australia and consequently increases in retail spending capacity. In addition, new retail formats have been introduced as the retail industry has evolved.

iii. Consequently, during this period, Australia has witnessed the extensive development of super regional and regional shopping centres, many more neighbourhood centres (anchored by supermarkets), homemaker centres and outlet centres.

iv. The major supermarket chains, namely Woolworths and Coles, continue to search for new store opportunities, particularly throughout metropolitan areas. The preferred store size for Woolworths and Coles has increased in recent years, with both chains now typically seeking stores of 3,400 sq.m and larger. The major supermarket chains target a population of 8,000 – 10,000 persons to support one major full-line supermarket.

v. Table 4.1 outlines an analysis of retail and supermarket floorspace demand within the main trade area based on current and projected population growth over the period to 2031, with key assumptions as follows:

- The provision of supermarket and full-line supermarket floorspace is based on metropolitan Adelaide benchmarks, as outlined previously in Section 3.3 of this report.
- Retail floorspace demand does not consider the provision of retail facilities located just beyond the main trade area, in particular, at Westfield Marion.

- This assessment does not take into consideration other customer segments such as workers and visitors from beyond the trade area. These customer segments would further add to demand.

vi. As shown, this methodology would indicate that:

Retail Floorspace Demand

- Typically, 2.3 sq.m of retail floorspace is provided per person throughout Australia, indicating that around 38,410 sq.m of retail floorspace will be demanded by main trade area residents in 2031. Having determined the total retail floorspace need generated by residents within the main trade area, the proportion of retail floorspace which can reasonably be allocated to each type of Activity Centre across the retail hierarchy needs to be quantified.

- Retail floorspace demand is normally allocated across the various levels of the retail hierarchy, which in Adelaide is generally structured as follows:

  — The Capital City Activity Centre/CBD typically account for 5% – 10% of retail floorspace needs.

  — Regional Activity Centres, typically being regional or large sub-regional centres, generally account for 20% – 25% of retail floorspace needs.

  — District Activity Centres, typically being sub-regional in nature, generally account for around 15% – 20% of retail needs.

  — Centres at the Local and Neighbourhood levels in the hierarchy generally account for around 20% – 25% of total retail needs.

  — Dedicated large format retail (bulky goods centres) typically accommodate 25% – 30% of the total retail floorspace needs.

  The above hierarchy is a reasonable representation (i.e. not relevant to all situations) of the general pattern of activity centres within Adelaide and reflects the typical situation for well-established parts of the metropolitan area.

- Taking the above into account, the proportion of retail floorspace which can reasonably be allocated to the proposed Neighbourhood Centre would be some 20% - 25%, or 7,682 sq.m – 9,603 sq.m in 2031. This figure would be around 7,000 sq.m – 9,000 sq.m by 2023. Workers and commuters would add to demand.

- Currently within the main trade area, there is an estimated 6,230 sq.m of retail floorspace, however much of this is fragmented throughout the area.

Supermarket Floorspace Demand

- Based on the current metropolitan Adelaide benchmark, the main trade area population alone could support up to 6,593 sq.m of supermarket floorspace currently, increasing to some 7,465 sq.m by 2031. This would represent an undersupply of 6,765 sq.m of supermarket floorspace across the main trade area by 2031.
- Again, workers, commuters and visitors would add to demand.
- Assuming a full-line supermarket of 4,000 sq.m at the subject site by 2023, there would still be an indicative undersupply of some 2,109 sq.m of supermarket floorspace across the main trade area in that year, increasing to an undersupply of some 2,765 sq.m by 2031.
- Based on the metropolitan Adelaide benchmark of 294 sq.m of full- line supermarket floorspace for every 1,000 persons, up to 4,913 sq.m of full-line supermarket floorspace would be supportable within the main trade area by 2031.

vii. Given the location of competitive facilities in the surrounding area, particularly large non-food-based shopping centres such as Westfield Marion, it is likely that a sizable proportion of the non-food spending of main trade area residents both now and in the future will be directed to these larger facilities.

viii. As a priority, the main trade area should provide for the majority of the food and liquor, as well as day to day retail spending of local residents.

ix. To complement the full-line supermarket, a range of specialty stores would also be appropriate, such as fresh food specialty stores (i.e. baker, butcher), pharmacy, newsagents and retail services stores such as hairdresser, optometrist and the like. The success of the major tenant, however, ultimately drives the demand for specialty stores at a centre, with the sales potential for the supermarket at Seacliff considered hereafter.

TABLE 4.1. MAIN TRADE AREA INDICATIVE RETAIL FLOORSPACE DEMAND

Metric	Benchmark	Existing MTA	Projected				Diff.
		2019	2019	2021	2026	2031	Existing - 2031
Population							
Main Trade Area	-	14,750	14,750	14,950	15,825	16,700	**1,950**
Retail Floorspace Demand	*Australia*						
Total Retail Floorspace	2.3 sq.m per person	6,230	33,925	34,385	36,398	38,410	**32,180**
• 20% retained	Local/Neighbourhood Centre	*6,230*	*6,785*	*6,877*	*7,280*	*7,682*	***1,452***
• 25% retained	Local/Neighbourhood Centre	*6,230*	*8,481*	*8,596*	*9,099*	*9,603*	***3,373***
Supportable Smkt* Floorspace	*Metro Adelaide*						
Total Supermarkets*	445 sq.m per 1,000 persons	700	6,593	6,683	7,074	7,465	**6,765**
Full-line supermarkets**	203 sq.m per 1,000 persons	0	4,339	4,398	4,655	4,913	**4,913**

**Supermarkets > 500 sq.m **Full-line supermarkets > 2,500 sq.m*

undersupply | **oversupply**

4.2. Sales Overview

i. To assess the potential economic benefits and impacts that may arise from the development of the Cement Works Market, the retail sales level which the development is projected to achieve is outlined.

ii. The sales performance of any retail facility, be it an individual store or a collection of stores provided in a shopping centre or precinct, is determined by a combination of the following critical factors:

- The composition and quality of the facility, including the major trader or traders; the specialty mix; centre layout and configuration; ease of accessibility and parking; and the overall feel of the centre.
- The size of the available catchment which the facility serves.
- The location and strength of competitive retail facilities.

4.3. Supermarket Sales Potential

i. The proposed full-line supermarket at the subject site will be 4,000 sq.m in size. Supermarkets generate sales primarily from the food and groceries market, as discussed and measured in Section 2 of this report.

ii. Table 4.1 details the current sales for the proposed supermarket at the Cement Works Market site. The calculations in this Table go through a series of steps, commencing with the available expenditure that is of relevance to supermarkets, namely food and grocery spending; assessing the share of expenditure which all supermarkets are likely to achieve; and then concluding with the likely sales which main trade area supermarkets can expect to generate.

iii. Forecast sales are detailed for the proposed supermarket of 4,000 sq.m, noting that supermarkets are defined as grocery and dry goods stores of at least 500 sq.m. Smaller foodstores less than 500 sq.m are excluded from this analysis.

iv. The assessment detailed in Table 4.1 is based on the experience of many comparable analyses in locations throughout Australia, as follows:

- For the main trade area defined earlier in this report, the total food and grocery spending market is estimated at $88.1 million for the year to June 2019. The food and grocery spending market for the main trade area population is projected to increase to $93 million by 2022/23 and further to $105.7 million by 2030/31 (constant 2019 dollars).

- Typically in Australia, approximately 70% - 75% of food and grocery expenditure is directed to supermarkets, not including small corner stores, convenience stores and milk bars. This ratio varies from location to location depending on the provision of such facilities and the socio-economic profile of the trade area population. In the defined main trade area, the proportion of food and grocery spending directed to supermarkets is currently estimated at 70% and is estimated to increase to 75% in 2022/23 upon opening of the proposed full-line supermarket at the subject site as additional supermarkets in an area typically generate a higher propensity for residents to shop at supermarkets.

- The next step in the analysis is to estimate the likely proportion of food and grocery expenditure which can be retained by main trade area supermarkets; specifically in this case, the proportion of expenditure that can be retained by the proposed full-line supermarket and the Seacliff Foodland, as compared with spending directed to supermarkets beyond the main trade area.

- Assuming the proposed supermarket, the level of retained spending is projected at 50% in 2022/23. Based on our experience, this is a conservative figure and reflects the geographic extent of the main trade area, as well as the current and future network of supermarkets. 50% of main trade area supermarket spending would go to supermarkets beyond the main trade area (i.e. $34.9 million in 2022/23).

- Additionally, supermarket sales are likely to be attracted from beyond the defined main trade area, reflecting the high-profile location of the site.

v. The steps detailed above generate the annual estimates of food and grocery spending available to supermarkets within the main trade area. On this basis, after the opening of the subject development, this figure is projected at $38.8 million in 2022/23. This figure does not include retail inflation. By 2030/31, available food and grocery spending directed to main trade area supermarkets is projected to increase to $44.1 million, expressed in constant 2019-dollar terms.

vi. Finally, to estimate the total likely sales volume available to main trade area supermarkets, additional components of sales (other than food and grocery) are taken into account, the major component of which is general merchandise and non-food items. Non-food items typically generate around 6% of total store sales for modern supermarket chains. On this basis, the total volume of sales available is estimated at $41.2 million in 2022/23.

vii. Forecast sales for the proposed full-line supermarket at Cement Works Market are $34.4 million in 2022/23, at an average of $8,608 per sq.m. This can be compared with the current Australian average of $9,000 - $10,000 per sq.m and shows strong demand for the proposed supermarket. Supermarkets in the surrounding area are also understood to trade at levels in-line or higher than the Australian average.

viii. Projected supermarkets sales impacts would be spread across a number of supermarkets, which would mean the impact on any one supermarket would not detrimentally affect the performance of any stores, which are all trading at above-average volumes. All supermarkets serve significant and overlapping population catchments.

TABLE 4.2. SUPERMARKET SALES POTENTIAL, 2019 – 2031

	Financial Year			
	2019	2023	2026	2031
Total Food & Grocery (F&G) Spending				
Main Trade Area	88.1	93.0	97.7	105.7
F&G Spending to Supermarkets				
Main Trade Area (@ 70% incr. to 75% in 22/23)	61.7	69.8	73.3	79.3
F&G Spending Retained by TA Smkts				
Main Trade Area (@ 10% incr. to 50% in 22/23)	6.2	34.9	36.6	39.7
F&G Sales from Beyond TA (@ 10%)	0.7	3.9	4.1	4.4
Total F&G Sales for TA Smkts	**6.9**	**38.8**	**40.7**	**44.1**
General Merchandise Sales (@ 6%)	0.4	2.5	2.6	2.8
Total TA Smkt Sales	**7.3**	**41.2**	**43.3**	**46.9**
Smkt Floorspace in TA (sq.m)**	700	4,700	4,700	4,700
Average Trading Level ($/sq.m)	10,419	8,773	9,215	9,973
Distribution of TA Smkt Sales				
Cement Works Market Supermarket	0.0	34.4	36.2	39.1
Other TA Supermarkets**	7.3	6.8	7.1	7.7
Total TA Smkt Sales	**7.3**	**41.2**	**43.3**	**46.9**

Source : Marketinfo, Location IQ
***Existing supermarkets in MTA as at 2019*

4.4. Total Retail Sales Potential

i. Table 4.3 shows total retail forecast sales for the proposed Cement Works Market, including supermarket forecast sales outlined previously and retail specialty forecast sales.

ii. Assuming a 'maximum' scenario, whereby all specialty floorspace is occupied by retail tenants, total retail specialty forecast sales are $14 million, or $7,000 per sq.m in 2022/23. This would reflect total centre retail forecast sales of $48.4 million.

iii. Typically, most shopping centres include a mix of retail and non-retail specialty shops. Non-retail shops can include a real estate agent, a medical provider, a travel agent, a bank etc. By not assuming

any of the specialty shops are within non-retail categories, this assessment presents the highest forecast sales level that would be likely to occur. In this regard, resultant projected impacts on surrounding centres should also be considered as a 'worst-case' scenario. If a provision of non-retail tenants was allowed for, forecast sales, as well as impacts on surrounding centres, would be lower than presented.

TABLE 4.3. CEMENT WORKS MARKET FORECAST SALES, 2022/23

Component	GLA (sq.m)	Sales ('$000)	Sales ($/sq.m)
Supermarket	4,000	34,431	8,608
Specialty Shops	2,000	14,000	7,000
Total Centre	**6,000**	**48,431**	**8,072**

**Constant 2018/19 dollars & including GST*

4.5. Sales Impacts

i. This sub-section of the report outlines the likely sales impacts on competitive retail facilities because of the opening of the retail component of the proposed development.

ii. It is important to note that impacts outlined in this report are indicative as it is difficult to precisely project the sales impact of the opening of a new store/centre on existing retail facilities. Several factors can influence the impact on individual centres/retailers, including but not limited to:

- Refurbishment/improvements to existing centres.
- Expansions to existing centres.
- Loyalty programs of existing retailers.
- The existing centre mix and how it competes with the proposed development.

iii. For all these reasons and other similar factors, sales impacts outlined in this report should be used as a broad indication.

iv. The following factors are typically considered when assessing the potential impacts of a new supermarket-based development on each existing facility or centre:

- The distance of the (impacted) centre, by road, from the proposed development.
- The size of the centre, in terms of total retail floorspace.
- The amount of supermarket floorspace, and brands of these supermarkets.

- The role and function of the centre.
- Relative accessibility and convenience compared with the proposed retail development.
- The estimated performance of the centre (in current sales) and future performance (in the impact year), accounting for any future developments in the region that may also impact on the future sales of existing centres.
- The share of available expenditure which the centre attracts from the identified main trade area of the proposed development. A centre may not be situated in the identified main trade area of the proposed development, but its main trade area may extend to include parts, or all, of the main trade area. For example, the main trade area for large regional shopping centres typically includes circa 250,000 persons. Such a trade area is likely to include (partially or completely) trade areas for surrounding smaller convenience-based centres, sub-regional centres, retail strips and stand-alone supermarkets.

v. The following key principles are then relied on when assessing the dollar (and percentage) impacts that are likely to be absorbed by existing facilities/centres:

- The greatest impacts are typically absorbed by the closest comparable centres. For example, a new full-line supermarket is generally likely to impact the closest nearby full-line supermarket of the same brand to the greatest extent, followed by impacts on other comparable supermarkets of a different brand, and at the lower end of the spectrum, smaller scale supermarkets/foodstores, which serve much more limited roles.
- Impacts on local foodstores tend to be smaller in scale, as these stores normally attract a lower market share of available main trade area expenditure and perform a different role and function within the hierarchy, often serving the local walkable catchments surrounding them, and/or serving more specialised/discerning needs (e.g. a smaller Foodland/IGA).

vi. Table 4.3 outlines forecast sales impacts from the proposed Cement Works Market development on surrounding centres. The steps involved in assessing the sales and impacts on surrounding centres are presented as follows:

- **Step 1 -** Estimate sales levels for existing centres in the 2018/19 financial year. Existing sales for all centres outlined are based on:
  - Expert opinions formed through qualitative consideration of factors including location, catchment, brand and infrastructure (our experience);
  - Multiple visits to Adelaide over the last 10 years;

- A site visit specifically for the preparation of this assessment;
- Actual data that includes publicly available information and Location IQ proprietary data (acquired from various retail clients and similar).

For centres where actual data was not available, the current sales levels are conservatively estimated. Retail specialty floorspace sales productivity levels of $5,000 - $6,000 per sq.m have been applied on average, which is well below reported benchmark levels as follows:

- Supermarket based shopping centres: $8,420 per sq.m (Urbis Retail Averages).
- Sub-regional shopping centres: $8,665 per sq.m (Urbis Retail Averages).
- Regional shopping centres: $10,782 per sq.m (Urbis Retail Averages).
- Westfield Marion: $11,375 (Shopping Centre News Big Guns 2019)
- Castle Plaza: $8,964 per sq.m (Shopping Centre News Little Guns 2018).

vii. This means that sales could well be higher at these centres, and as a result, impacts would be lower in percentage terms.

- **Step 2 –** Forecast sales are presented for existing and proposed developments in 2022/23, which is the first full year of trading for the proposed Cement Works Market. This also allows for the expansion of Westfield Marion. These projections include retail market growth and are presented in constant 2019 dollars (i.e. excluding inflation).
- **Step 3 -** Outline the change in sales at each centre in 2022/23, as a result of the development of the proposed site, as well as future competitive developments (as outlined in sub-section 3.3 of this report). Again, all sales are expressed in constant 2019 dollars.
- **Step 4 -** Show the impact on sales in 2022/23, both in dollar terms and as a percentage of sales for each centre.

viii. Generally, retail trading impacts of around 10% or less are considered to be within the normal competitive range, with impacts less than 5% generally considered minor/negligible. However, other factors such as the current trading performance; expansions of centres; potential loss of services to the community; expected growth in the region; and overall net community benefit should be considered. Impacts of between 10% - 15% are also generally considered an acceptable level.

TABLE 4.4. CEMENT WORKS MARKET PROJECTED IMPACTS, 2019 – 2023

	Unit	Estimated 2019	Projected 2023 Pre Dev.	Projected 2023 Post Dev.	Impact 2023 $M	Impact 2023 %
Cement Works Market Site	***$M***	***n.a.***	***n.a.***	***48.4***	***n.a.***	***n.a.***
Regional Activity Centre						
Westfield Marion	$M	662.8	861.8	846.7	-15.1	-1.8%
District Activity Centres						
Brighton	$M	74.4	81.4	70.4	-11.0	-13.5%
Hallett Cove SC	$M	103.2	113.0	105.1	-7.9	-7.0%
Neighbourhood and Local Activity Centres						
Seacliff	$M	3.8	4.1	3.6	-0.5	-12.5%
Seacliff Park SC	$M	11.8	12.9	11.7	-1.3	-10.0%
Hove SC	$M	12.0	13.1	12.2	-1.0	-7.5%
Darlington SC	$M	7.1	7.7	7.3	-0.4	-5.0%
Warradale	$M	45.0	49.3	46.8	-2.5	-5.0%
Trott Park SC	$M	7.8	8.5	8.3	-0.3	-3.0%
Glenelg	$M	124.2	136.0	131.9	-4.1	-3.0%
Hilltop SC	$M	19.5	21.4	21.2	-0.2	-1.0%

Source : Marketinfo, Location IQ
[1] Proposed centres and expansions assumed to be trading for a full year by FY2021

ix. As outlined previously, the proposed Cement Works Market development is forecast to record sales of $48.4 million in 2022/23, including supermarket sales of $34.4 million.

x. Of this total, some $1.8 million is projected as a result of a redirection of spending from major retail facilities in the main trade area (i.e. convenience shops at Seacliff and the supermarket centre at Seacliff Park), with the remainder ($46.6 million) being a reduction in expenditure from facilities beyond the main trade area or not represented. Of this remaining impact, some $4.3 million is likely to result in small impacts on a range of retail facilities that are not currently represented in this analysis.

xi. Key impacts as outlined in Table 4.3 are described as follows:

- The small provision of existing shops at Seacliff (including a Friendly Grocer foodstore) is projected to be impacted by around $0.5 million. These shops will continue to serve the top-up convenience needs of the immediate surrounding residents and will benefit from the population growth over time, in particular, the addition of new dwellings to the precinct as part of the Seacliff Village development.

- An impact of $1.3 million is projected on Seacliff Park Shopping Centre, which is anchored by the existing Foodland supermarket. However, the centre will continue to remain viable, given

its role as the major convenience orientated retail location within the north-east portion of the main trade area.

- The highest projected impact in dollar terms is likely to fall on the redeveloped Westfield Marion, at $15.1 million or 1.8%. This impact would largely be on the major full-line Woolworths and Coles supermarkets at this centre. On inspection, both these stores appear to trade strongly. This impact would also be mitigated by the planned expansion of the centre.

- The second highest impact will fall on Brighton, with impacts projected at $11 million or 13.5% to primarily fall on the Woolworths and IGA supermarkets within the precinct, although both stores will continue to trade at viable levels.

- Hallett Cove Shopping Centre is projected to be impacted by $7.9 million or 7.0%. Again, the majority of this impact will be felt by the existing major full-line supermarkets at the centre (although impacts will be higher on the Woolworths than the Drakes). This impact will not threaten the viability of either store, with both stores continuing to trade at above-average levels. Big W would also be likely to gain sales from the additional population within the subject development.

- Other smaller supermarket-based precincts within the surrounding region, namely Hove Shopping Centre, Darlington Shopping Centre, Coles at Oaklands Park, Trott Park Shopping Centre, Hilltop Shopping Centre and the major full-line supermarkets at Glenelg, are projected to be impacted by $4.1 million or less. This level of impact would not threaten the viability of retailers/centres within either of these precincts. These facilities will continue to remain viable, serving their immediate surrounding population with key convenience orientated retail facilities.

xii. Overall, the proposed Cement Works Market development would not impact on the viability or continued operation of any existing or proposed centres in the surrounding region, with all impacts at 13.5% or less, which is well within normal competitive bounds. Again, at these projected impact levels, the viability of any centres or precincts would not be threatened.

xiii. In addition, the proposed development would represent a Neighbourhood Activity Centre, and thus residents will continue to frequent other centres/shops in the surrounding area for a variety of tenants that are not likely to be provided as part of the proposed development.

xiv. In summary, all sales impacts across the identified centres are considered to be within an acceptable range less at 13.5% or less, and when considered in the context of the size, performance and role and function of surrounding centres, would be highly unlikely to result in a material reduction of retail service provision.

4.6. Employment and Consumer Impacts

i. The proposed Cement Works Market would result in a range of important economic benefits which will be of direct benefit to the local community. These key positive employment and consumer impacts include:

- The provision of a wider range of retail facilities in close proximity to residents' homes.
- Increased convenience and price competition for residents.
- Improved customer amenity, design and aesthetic for the local residents by way of a new and modern development.

Ongoing Employment Generation

- Table 4.4 summarises the projected level of ongoing employment likely to be generated by the retail and complementary non-retail components of the Cement Works Market development. The employment benchmarks (jobs per 1,000 sq.m) used to calculate the indicative total jobs generated is based on typical floorspace and employment yield benchmarks.
- The retail component of the development is projected to employ around 320 persons. Taking a conservative view and allowing for an estimated 10% of the total increase to be because of reduced employment at existing facilities, net additional jobs are estimated at 288.
- Based on *Average Weekly Earnings* data released by the ABS in May 2019 (Cat. 6302.0), the additional permanent employees would earn combined total salary/wages of some $11.5 million across retail workers ($39,868 per worker per year) at the site, reflecting additional salary/wages for the local economy, as a direct result of the retail component alone.

Construction

- Construction of the entire Cement Works Market is estimated to incur total capital costs of some $30 million, generating significant employment within the construction and associated industries during the development of the project.
- By using the appropriate ABS Input/Output Multipliers that were last produced in 1996/97 and a deflated estimated total capital cost of construction of $17.6 million (i.e. in 1996/97 dollars), it is estimated that the construction period of the proposed retail and commercial component (in isolation) would directly create some 123 full-time, part time and temporary jobs over the development timeline (refer Table 4.5).

Multiplier Effect

- Overall, the retail and commercial component of the subject development is estimated to directly generate 411 jobs, including (refer Table 4.6):
  - **Ongoing Employment from Planned Floorspace**: 288 jobs
  - **Construction Phase:** 123 jobs
- In addition to this direct employment, multiplier effects will flow through the local economy and indirectly generate additional employment opportunities through ancillary businesses/suppliers that support the development and services, as well as additional consumption expenditure by workers employed within the precinct (spending wages).
- Again, by using the appropriate ABS Input/Output Multipliers that were last produced in 1996/97 and adjusting for inflationary and other changes to present, it is estimated that an additional 470 jobs will be created indirectly.

ii. Overall, some 881 jobs are likely to be created both directly and indirectly as a result of the subject development.

TABLE 4.5. ONGOING EMPLOYMENT GENERATING FLOORSPACE

Component	Total Floorspace (sq.m)	Employment Potential		
		Employm. per 1,000 sq.m	Indic. Total Jobs	Net Increase[1]
Retail				
Supermarket	4,000	50.0	200	180
Retail Specialty Shops	2,000	60.0	120	108
Total Retail	**6,000**		**320**	**288**

1. Indicates the estimated number of net additional ongoing jobs as a result of the proposed development
Source : Australian National Accounts: Input-Output Tables 1996-97

TABLE 4.6. CONSTRUCTION GENERATED EMPLOYMENT

Metric	Retail Floorspace
Estimated Capital Costs of Construction	
Estimated Capital Costs 2018/19 ($M)*	$30.00
Estimated Capital Costs 1996/97 ($M)	$17.56
Direct Employment Generation	
Construction Jobs per $1 million (2018/19)	4.10
Total Construction Jobs[1]	**123**

Source : Australian National Accounts: Input-Output Tables 1996-97
Employment totals include both full-time and part-time work. Indicates the estimated number of jobs over the life of the construction project plus ongoing multiplier effects, for the equivalent of one year

TABLE 4.7. ESTIMATED TOTAL EMPLOYMENT GENERATED

Metric / Category	Est. Net Employment Increase[1]	Employment Multiplier Effects	Total Employment
Ongoing Employment from Planned Floorspace			
Retail	288	273	561
Construction Phase			
Direct Employment Generation	123	197	320
Net Additional Employment	**411**	**470**	**881**

Source: Design IQ
1. Net increase includes an allowance for reduced employment levels at impacted centres estimated at 10% of the total increase

5 NEEDS ANALYSIS

5.1. Population and Supermarket Demand

i. The proposed Cement Works Market main trade area population is currently 14,750 and is projected to increase to 16,700 persons by 2031, representing a solid average annual growth rate of 1.0%.

ii. Based on the current metropolitan Adelaide benchmark, the main trade area population alone could support up to 6,593 sq.m of supermarket floorspace currently, increasing to some 7,465 sq.m by 2031.

iii. Assuming a full-line supermarket of 4,000 sq.m at the subject site by 2023, there would still be an indicative undersupply of some 2,059 sq.m of supermarket floorspace across the main trade area in that year, increasing to an undersupply of some 2,715 sq.m by 2031.

iv. Reflecting the low provision of supermarket floorspace across the established main trade area population, existing supermarkets within the surrounding region are understood to trade at levels in-line or above the Australian average.

5.2. Consumer Trends

i. Retail facilities in Australia, such as the proposed development, play fundamental roles in the economies of Australia's metropolitan areas, having developed around the need to meet consumer demand. The nature of consumer demand continues to develop and evolve, reflecting social changes within society, such as:

- Increasing time pressures on working families.
- Population and income growth.
- The evolution of new retail formats and traders.
- Competitive retail developments and precincts.

ii. The demands of retailers, as well as consumers, combine to add pressure for additional retail floorspace in existing retail precincts.

iii. There is a strong need for supermarket facilities within close proximity to the homes of main trade area residents, with consumers visiting supermarkets two to three times a week on average.

iv. Over the past decade, there has been an increasing trend towards convenience shopping. This trend has been largely driven by broader social trends that have resulted in consumers becoming more time poor, such as longer working hours and an increase in the number of women in the labour force.

v. Time pressures are ranked at the top of the list of issues that consumers face when undertaking their regular food and grocery shopping. As a result, there is growing demand for convenience shopping facilities to meet the needs of local residents.

vi. The subject development will provide a convenient supermarket facility within close proximity to local residents.

5.3. Location & Supply of Retail Facilities

i. The proposed Cement Works Market would enjoy a high-profile location directly south of Scholefield Road, between Lipson Avenue and Newland Avenue. This would be very convenient and easily accessible for the local population and passing traffic, not only within Seacliff, but also within the surrounding suburbs of Seacliff Park, Marino and Kingston Park.

ii. There are currently no existing full-line supermarkets provided within the defined main trade area. The development of the proposed Neighbourhood Activity Centre at Seacliff Village would provide a major full-line supermarket in addition to a provision of mini-major/retail specialty shops.

iii. The proposed supermarket offer would cater to the needs of the local population and allow them to undertake a weekly food and grocery shop in close proximity to their homes.

iv. The nearest major full-line supermarket to the Seacliff Village site is located a round trip of approximately 5 - 6 km away, indicating a clear need for additional supermarket and specialty floorspace due to the current underprovision of facilities. The planned Seacliff Village would provide increased choice for the surrounding population and an alternative to the larger regional and sub-regional shopping centres for the immediate population to undertake their weekly food and grocery shop.

5.4. Impact on Existing and Proposed Retailers

i. The analysis of impacts provided in the previous section of this report shows the projected impacts on other retailers throughout the area from the proposed development would not threaten the viability or continued operation of any centre/precinct.

ii. The proposed Cement Works Market development is forecast to have an impact of $1.8 million within the main trade area as a result of a redirection of spending (i.e. convenience shops at Seacliff and the supermarket centre at Seacliff Park), with the remainder ($46.6 million) being a reduction in expenditure from facilities beyond the main trade area.

iii. Overall, the proposed Cement Works Market development would not impact on the viability or continued operation of any existing or proposed centres in the surrounding region, with all impacts within the normal competitive range, at 13.5% or less. Again, at these projected impact levels, the viability of any centres or precincts would not be threatened.

iv. In addition, the proposed development would represent a Neighbourhood Activity Centre, and thus residents will continue to frequent other centres/shops in the surrounding area for a variety of tenants that are not likely to be provided as part of the proposed development.

5.5. Impacts on Retail Hierarchy

i. The proposed supermarket and shops at Cement Works Village will provide additional choice and competition for convenience-based retail, within the region.

ii. Residents will however continue to frequent other centres/shops in the surrounding area. Projected impacts on these businesses are likely to be limited, given the supermarket and associated specialty shops would primarily serve a convenience-based role in the retail hierarchy.

iii. The proposed supermarket at the subject development would provide a key anchor tenant that would benefit most shopfronts in the immediate area by increasing the ability of the population to shop locally, while not impacting the future viability of current and proposed neighbourhood and district centres in the surrounding area. In addition, increased competition between supermarkets is beneficial to consumers and will not adversely affect the balance of the centre hierarchy.

iv. Residents within the trade area will utilise facilities at both the Seacliff Village and Westfield Marion/Hallett Cove Shopping Centre, with the latter being the focus for higher order retail needs including non-food shopping. Existing facilities at Seacliff and Seacliff Park would continue to serve the convenience needs of their respective population catchments.

5.6. Net Community Benefits

i. It is the conclusion of this report that a substantial net community benefit would result from the development of the proposed Cement Works Market. Offsetting the trading impacts on some existing retailers, there are very substantial positive impacts including the following:

- Significant improvement in the range of retail facilities that would be available to residents, particularly in terms of convenient supermarket retailing.
- The proposed development would improve choice of location and allow for price competition. The inclusion of a full-line supermarket would satiate some of the significant undersupply of supermarket floorspace within the main trade area.
- The addition of the subject development would also result in the retention of spending currently being directed to other large supermarket facilities at major shopping centres situated beyond the trade area, thereby reducing the need for local residents to travel further afield for their supermarket and convenience based shopping needs. The additional customer flows created through retained spending within the main trade area would positively impact on the existing retail facilities within the local retail precinct.
- The proposed development would represent a Neighbourhood Activity Centre and thus residents will continue to frequent other centres/shops in the surrounding area, for a broader retail selection and non-food offer. In addition, the proposed retail specialty floorspace will provide greater choice for residents of Seacliff and surrounds.
- The creation of additional employment which would result from the project, both during the construction period, and more importantly, on an ongoing basis once the development is complete and operational. In total, some 881 jobs are likely to be created both directly and indirectly because of the proposed development. This includes a number of youth employment opportunities with retail developments generally employing a large number of younger staff.

ii. It is concluded that the combination of the substantial positive economic impacts serve to more than offset the trading impacts that could be anticipated for a small number of existing and proposed retail stores, particularly supermarkets, in the region. Further, the impacts would not threaten the viability of any retail facilities.

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Development Plan Amendment

By the Council

City of Marion
City of Holdfast Bay

Seacliff Park Residential and Centre DPA

Explanatory Statement and Analysis

For Minister's Approval 13.01.20 Version

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Have Your Say

This Development Plan Amendment (DPA) will be on public consultation from 22 August 2019 until 17 October 2019.

The DPA is available for inspection by the public during normal office hours at the City of Marion Council Offices, 245 Sturt Road, Sturt and the City of Holdfast Bay Council Offices, Brighton Civic Centre, 24 Jetty Road, Brighton. Alternatively the DPA report can be viewed on the Internet at www.makingmarion.com.au/SeacliffDPA

During this time anyone may make a written submission about any of the changes the DPA is proposing.

Submissions should be sent to Submissions Seacliff Park Residential and Centre DPA, Chief Executive Officer, City of Marion, PO Box 21, Oaklands Park SA 5046. If you wish to lodge your submission electronically, please email it to communityengagement@marion.sa.gov.au or complete an online submission on the Making Marion website www.makingmarion.com.au/SeacliffDPA

Submissions should indicate whether the author wishes to speak at a public meeting about the DPA. If no-one requests to be heard, no public meeting will be held.

If requested, a meeting will be held on 24 October 2019 at 7.00pm at Kingston Room, Brighton Civic Centre, 24 Jetty Road, Brighton, SA 5048, at which time interested persons may be heard in relation to the DPA and the submissions.

Explanatory Statement

Introduction

The *Development Act 1993* provides the legislative framework for undertaking amendments to a Development Plan. The *Development Act 1993* allows either the relevant council or, under prescribed circumstances, the Minister responsible for the administration of the *Development Act 1993 (*the Minister*),* to amend a Development Plan.

Before amending a Development Plan, a council must first reach agreement with the Minister regarding the range of issues the amendment will address. This is called a Statement of Intent. Once the Statement of Intent is agreed to, a Development Plan Amendment (DPA) (this document) is written, which explains what policy changes are being proposed and why, and how the amendment process will be conducted.

A DPA may include:

- An Explanatory Statement (this section)
- Analysis, which may include:
- Background information
- Investigations
- Recommended policy changes
- Statement of statutory compliance
- References/Bibliography
- Certification by Council's Chief Executive Officer
- Appendices
- The Amendment.

While this DPA is developer funded, by Seacliff Oceanview Estate Pty Ltd, it has been prepared with the assistance of independent consultants under the direction of the City of Marion and the City of Holdfast Bay.

Need for the amendment

This DPA proposes to introduce policies to facilitate the appropriate development of land located within the suburbs of Seacliff, Seacliff Park and Marino. The site is referred to informally as "Cement Hill" or the "Monier/Lorenzin land". The site 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.

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. Dilapidated industrial buildings, areas of stockpiled "fill" and vandalism on the site have contributed to the poor visual appearance of the land, with its derelict nature creating a major cause of concern for local residents and the Councils over a number of years. While recent site works have resulted in the removal of the buildings and some tidying of the land, illegal access and activities on it are continuing. In addition, parts of the site are known to be contaminated from previous land uses.

In this scenario, the proposed redevelopment of the land will have a number of positive benefits. The relatively discrete nature of the land and its proximity to public transport services and recreation facilities provides an opportunity to consider alternative forms of development to the neighboring low-density residential uses. The

slope of the land and its ability to provide coastal views enhances its consideration for multi-level medium density residential development, with the lower, flatter portions of the site being suitable for shopping and community facilities which are otherwise under-provided for in the locality. In addition, its' proposed redevelopment for residential and neighbourhood activity centre uses will require remediation of contaminated land to a state that is suitable for the future intended land use.

Overall, the rezoning of the land will offer increased development opportunities (including for forms of development not currently catered for in the locality), provide an incentive for remediation of some of the site and a significant opportunity to improve the amenity of the area, with consequent benefits to the local and wider community.

Statement of Intent

The Statement of Intent (SOI) relating to this DPA was originally agreed to by the former Minister for Planning on 31 July 2012.

Extensions to the time frame for preparing the DPA were subsequently given by the Minister.

However, given the extent of the intervening period and the proposal to include additional land within the Affected Area, the Statement of Intent has recently been reconsidered by the current Planning Minister. His agreement to the amended SOI was given on 7 June 2019.

The issues and investigations agreed to in the Statement of Intent have been undertaken or addressed.

Affected area

The Affected Area for this DPA is shown on the following map.

The land is within the suburbs of Seacliff, Seacliff Park and Marino. It is generally bounded by Scholefield Road to the north, Ocean Boulevard and Clubhouse Road to the east, existing housing development to the west and the City of Marion Golf Course and the Boral Linwood Quarry to the south.

At the time of agreement to the original Statement of Intent for this DPA, the area affected covered some 8.1 hectares. However, as a result of further discussions with Boral Resources (the adjoining landowner to the south), an additional 3.9 hectares of land is now able to be included within the area affected.

The availability of this additional land has arisen as a result of:

- Agreement being reached between Seacliff Oceanview Estate Pty Ltd (the proponent) and Boral Resources on the relocation of the quarry haul road. Currently located adjacent to the southern boundary of the proponents' land and exiting onto Clubhouse Road, the haul road is to be located further to the south and east, with access to the quarry to be provided from the intersection of Ocean Boulevard/Majors Road at O'Halloran Hill. This new access point has now been approved by the Department of Planning, Transport and Infrastructure, with works expected to commence in 2019. This relocation of the access point/road to the quarry will remove significant truck movements from adjacent to the proposed development and enable the roads reuse for southern access into the area affected.
- Boral reviewing its land holdings/leases required for ongoing quarry activities. With the proposed expansion of quarry activities to the east, towards Ocean Boulevard, land to the north (adjacent to the original proposed development area) is no longer required for buffer purposes. This land forms a logical extension to the development area, with that portion within the current Mineral Extraction Zone able to be made suitable for urban purposes. The remainder of this land is within the Hills Face Zone where the current policies will remain unchanged.

The current Minister for Planning has agreed to this revised Affected Area.

The majority of the now Affected Area (approximately 10.6 hectares) is within the Marion Council area, with the remainder (approximately 1.4 hectares) in the Holdfast Bay Council area.



Summary of proposed policy changes

In summary, the DPA proposes the following changes:

- In the Marion Council Development Plan rezoning the subject land from Residential Zone (Cement Hill Policy Area 10) and Mineral Extraction Zone to Suburban Neighbourhood Zone.
- In the Holdfast Bay Council Development Plan rezoning the subject land from Residential Zone to Suburban Neighbourhood Zone.
- Making “local additions” to the Suburban Neighbourhood Zone policies (which are based on the SAPPL Version 6 module) to reflect the circumstances of the subject land and specific requirements for guiding appropriate development (i.e. in relation to such matters as stormwater management, noise attenuation, traffic management, etc).
- Consequential amendments to a number of General Section policies in both Development Plans to ensure consistency.
- Consequential amendments to a number of maps in both Development Plans to reflect this new zoning.
- Inclusion of new maps showing the subject land as a “Designated Area for Noise and Air Emissions” and “Affordable Housing” in both Development Plans.

- Inclusion of a Concept Plan showing key features of the proposed development of the subject land in both Development Plans. It is to be noted that while the southern portion of the Affected Area extends into the Hills Face Zone in the Marion Council Development Plan, no changes to the boundary or the policies applying to the Zone are proposed as part of this DPA.

Legal requirements

Prior to the preparation of this DPA, council received advice from a person or persons holding prescribed qualifications pursuant to section 25(4) of the *Development Act 1993*.

The DPA has assessed the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of the Councils' Development Plans
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the *Development Regulations 2008*.

Consultation

As required by the former Minister, the previous version of this DPA was released for agency consultation with the then:

- Department of Planning, Transport and Infrastructure (Statutory Planning / Public Transport / Transport Services / TransAdelaide / Office of Major Projects and Infrastructure / Office for Recreation and Sport)
- Department for Communities and Social Inclusion
- Department for Education and Child Development
- Department for Health and Ageing
- Department for Manufacturing, Innovation, Trade, Resources and Energy
- Department of Environment, Water and Natural Resources
- Department of Further Education, Employment, Science and Technology
- Department of Justice (State Emergency Service / SA Metropolitan Fire Service)
- Department of Primary Industries and Regions
- Environment Protection Authority
- Renewal SA
- Department of the Premier and Cabinet (Aboriginal Affairs and Reconciliation)
- Department of Treasury and Finance
- SA Power Networks
- SA Water

- Adelaide and Mount Lofty Ranges NRM Board.

Preliminary consultation also occurred with Boral Resources, owner of adjacent land and operator of the Linwood Quarry.

While the former Minister subsequently approved the DPA's release for wider public consultation, this action was put on hold while negotiations occurred on the potential relocation of the Quarry haul road. Now that the relocation of the haul road has been agreed, this revised DPA is now released for agency and public consultation.

Agencies and other organisations to be consulted include:

- Department for Education
- Department for Energy and Mining
- Department for Environment and Water
- Department of Human Services
- Department of Planning, Transport and Infrastructure
- Department of the Premier and Cabinet
- Environment Protection Authority
- Adelaide and Mount Lofty Ranges NRM Board
- South Australian Metropolitan Fire Service
- South Australian State Emergency Service
- SA Power Networks
- SA Water
- APA Group
- Boral Resources
- MP for Black.

The final stage

When the councils have considered the comments received and made any appropriate changes, a report on this (the *Summary of consultations and proposed amendments* report) will be sent to the Minister.

The Minister will then either approve (with or without changes) or refuse the DPA.

Analysis

1. Background

The Area Affected is located within the suburbs of Seacliff, Seacliff Park and Marino. The site 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.

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. Dilapidated industrial buildings, areas of stockpiled “fill” and vandalism on the site have contributed to the poor visual appearance of the land. Its derelict nature has been a major cause of concern for residents in these suburbs for many years. While recent site works have resulted in the removal of the buildings and some tidying of the land, illegal access and activities on it are continuing. In addition, parts of the site are known to be contaminated.

However, the land also has a number of positives, including:

- being of reasonable size in an otherwise built up urban area, providing for development opportunities
- having a relatively discrete nature meaning that any potential impacts from its development are to some extent naturally mitigated for surrounding areas
- having reasonable access to adjacent public transport services and recreation facilities
- having reasonable access to the arterial road network
- the eastern portion having a sloping nature which provides for development opportunities with coastal views.

The relatively discrete nature of the land and its proximity to public transport services and recreation facilities provides an opportunity to consider alternative forms of development to the neighbouring low-density residential uses. The slope of the land and its ability to provide coastal views enhances its consideration for multi-level medium density residential development, with the lower, flatter portions of the site being suitable for shopping and community facilities which are otherwise under-provided for in the locality.

To demonstrate that the land is suitable for more intensive development than able to be provided for under the current residential and mineral extraction zoning, detailed investigations have been undertaken for a number of issues including access and traffic movements, stormwater management, site contamination, noise and air quality, impact on the Linwood Quarry operations and the type and form of development appropriate to the land and the surrounding locality.

Overall, it is considered the proposed rezoning of the land for more intensive development is desirable and will offer increased development opportunities (including for forms of development not currently catered for in the locality), provide an incentive for remediation of some of the site and a significant opportunity to improve the amenity of the area, with consequent benefits to the local and wider community.

The policies proposed in this DPA will support the development of the site for multi-level, medium density residential development, shopping and community facilities and open space, while ensuring potential adverse impacts are overcome or minimised.

2. The strategic context and policy directions

2.1 Consistency with the Planning Strategy

The Planning Strategy presents current State Government planning policy for development in South Australia. In particular, it seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

The 30-Year Plan for Greater Adelaide (2017 Update) is the relevant volume of the Planning Strategy for this DPA.

The DPA supports key policies of the Planning Strategy by:

- providing for new housing in an established urban area in proximity to public transport
- providing for increased housing choice and increased densities
- increasing residential and mixed use development in a more liveable, healthy and walkable neighbourhood
- providing for an urban renewal project that is to be comprehensively designed
- promoting convenient pedestrian and cycle linkages to retail and community facilities, adjacent recreation areas, schools and public transport
- promoting quality public open space and links
- requiring implementation of water sensitive urban design measures
- ensuring that the operations of the Linwood Quarry are not prejudiced
- requiring that the land is remediated to a standard appropriate to the intended use
- providing for a mixed use activity centre
- requiring a safe, vibrant, high quality public realm.

A detailed assessment of the DPA against the Planning Strategy is contained in Appendix A.

2.2 Consistency with other key strategic policy documents

This DPA accords with other key policy documents in the following manner:

2.2.1 City of Marion Strategic Plan 2017-2027

This Plan is one of a number of strategic documents that are designed to contribute to the achievement of the themes set out in the *30 Year Community Vision Towards 2040.*

The proposed rezoning of the subject land is considered to accord with a number of the themes expressed in the *Towards 2040* document and will help achieve a number of the goals in the Strategic Plan as illustrated in the discussion in the Table below:

Community Vision Towards 2040 Theme	10-Year Goal in Strategic Plan
By 2040 our city will be well planned, safe and welcoming, with high quality and environmentally sensitive housing, and where cultural diversity, arts, heritage and healthy lifestyles are celebrated.	By 2027 we will have attractive neighbourhoods with diverse urban development, vibrant community hubs, excellent sporting facilities, open space and playgrounds.
By 2040 our city will be deeply connected with nature to enhance peoples' lives, while minimising the impact on the climate, and protecting the natural environment	By 2027 we will improve stormwater management, increase energy efficiency, promote biodiversity and improve opportunities for people to play in open spaces and interact with nature.
By 2040 our city will be a diverse and clean economy that attracts investment and jobs, and creates exports in sustainable business precincts while providing access to education and skills development	By 2027 our city will see realisation of the full potential of the Tonsley Precinct and other key commercial – industrial – retail zones.
By 2040 our city will be linked by a quality road, footpath and public transport network that brings people together socially and harnesses technology to enable them to access services and facilities	By 2027 it will be easier and safer to move around our city which will have accessible services and plenty of walking and cycling paths. New technology and community facilities will better connect our community.

2.2.2 City of Holdfast Bay Our Place 2030 Strategic Plan

This Plan reflects a refreshed vision for Holdfast Bay, sets out medium-term priorities and charts specific goals and targets.

The proposed rezoning of the subject land is considered to accord with a number of the priorities and goals/targets expressed in the document as illustrated in the discussion in the Table below:

Priorities	Goals/Targets
A community connected to our natural environment	Building an environmentally resilient city: - reduce heat island areas within the city - reduce flash flooding within the city Using resources efficiently: - reduce stormwater discharge
An accessible, lively and safe coastal city that celebrates our past to build for our future	Developing walkable, connected neighbourhoods - achieve a high level of community satisfaction with walkability and access to local shops, service, public transport and open space - increase the number of people traveling to local destinations via active travel options Housing a diverse population: - increase the proportion of non-detached dwelling types (the 'missing middle') in our city

2.2.3 Housing and Employment Land Supply Program Report 2010, Greater Adelaide

While now dated, this Report had a role to ensure that there was sufficient land capacity and opportunity to meet the annual housing and employment targets set out in the then 30-Year Plan, and that capacity was spread across regions to avoid market volatility.

The subject land is identified in the Report as "broadacre residential" land (Map 3.16 Southern Adelaide region map 1).

The rezoning of the land and its re-development with medium density housing will assist in achieving the following targets in the 30-Year Plan:

- Containing our urban footprint and protecting our resources
- More ways to get around
- Walkable neighbourhoods
- A green liveable city
- Greater housing choice.

2.2.4 Councils' Strategic Directions Report

Section 30 of the *Development Act 1993* requires that a Council must periodically prepare a *Strategic Directions Report* (SDR) that addresses matters including:

- the strategic planning issues for the Council area in relation to the Planning Strategy
- amendments required to its Development Plan (through the DPA process)
- priorities set by Council to achieve its DPA program.

However, the current introduction of reforms to the planning system has now overtaken the need to undertake such a Review. In this scenario the most recent SDRs available are discussed below.

City of Marion Strategic Directions Reports 2008 and 2013 and Strategic Plan 2010 - 2020

2008 SDR Action 6: Seacliff Park Master Plan and Development Plan Amendment

Site remediation, medium density housing opportunities, improved amenity (in partnership with City of Holdfast Bay)

2008 SDR Action 20: Urban Stormwater Master Plan

Waterproofing opportunities, stormwater management, downstream flood risk management, audit of stormwater infrastructure (in partnership with City of Holdfast Bay)

2013 SDR: notes that the Seacliff Park Residential and Centre DPA investigations were currently being undertaken

SP CWSP2.1 Encourage the rehabilitation of Cement Hill

City of Holdfast Bay Strategic Directions Reports – 2008 and 2014

2008 SDR. This SDR, under the heading *Living and Community,* recommended as follows:

2. Undertake a joint masterplanning and policy approach with the City of Marion to facilitate the appropriate development of the former extractive industry site at Cement Hill

It allocated a high priority to this recommended action and indicated the action could be implemented in 2007 – 2009, subject to an appropriate developer funded agreement being reached.

2014 SDR. This later SDR listed the Seacliff Park Residential and Neighbourhood Centre DPA (this DPA), noting that the SOI was approved in July 2012, that investigations were underway and that agency consultation was anticipated to commence in March 2014.

This current version of the DPA is considered consistent with both the City of Marion and the City of Holdfast Bay Strategic Directions Reports and helps deliver on the recommendations/targets contained in the reports.

2.2.5 Infrastructure Planning

A DPA must take into account relevant infrastructure planning (both physical and social infrastructure) as identified by Council (usually through its Strategic Directions Report), the Minister and/or other government agencies.

Later discussion in this DPA considers infrastructure matters including:

- Service infrastructure – section 3.2.1
- Stormwater management - section 3.2.2.
- Social impact assessment - section 3.2.12
- Open space provision – section 3.2.15.

2.2.6 Current Ministerial and Council DPAs

This DPA has considered the following Council and Ministerial DPAs:

DPAs	Response/Comment
City of Marion – Housing Diversity DPA	This DPA is currently with the Minister for Planning for approval. It proposes to include the Area Affected within a Residential Zone – Foothills and Seaside Policy Area. The Area Affected will need to be removed from this Zone/Policy Area as part of this DPA.
City of Holdfast Bay	N/A
Ministerial	There are no Ministerial DPAs on public consultation or pending decisions that are affected by this DPA.

2.2.7 Existing Ministerial Policy

This DPA does not propose any changes to existing Ministerial policy.

3. Investigations

3.1 Investigations undertaken prior to the SOI

A number of investigations were undertaken for the subject land prior to agreement on the original Statement of Intent (SOI) in 2012. These were in relation to retail matters (2007), noise assessment (2009), stormwater (2007), water and sewer (2007), traffic and parking (2008) and contamination (2009). While these provided useful background information, they were considered to be dated and it was decided to commission new investigations reports that would be based on the latest data and trends available.

In addition to these new investigations, additional investigations, above those agreed in the SOI process, were also undertaken to ensure the Councils had an appropriate level of information on which to base their decisions on the future zoning of the subject land. These additional investigations were in relation to Regulated/Significant trees, flora and fauna and potential social impacts. These latter investigations were primarily undertaken in 2012 – 2013.

Following discussions with Department of Planning, Transport and Infrastructure staff in March 2019, on the proposed revised scope of the SOI, some of these 2012 – 2013 investigations have now also been updated and expanded to cover the wider area of the Affected Area. In consultation with DPTI, it was decided that not all of the 2012 – 2013 investigations required updating.

3.2 Investigations undertaken to inform this DPA

In accordance with the revised Statement of Intent for this DPA the following investigations have been undertaken to inform this DPA.

3.2.1 Service Utilities

Tonkin Consulting initially provided high-level advice on service infrastructure, for the majority of the subject land, in May 2013. Tonkin updated this advice in July 2019, including for the additional land now part of the DPA area.

Again, the relevant service authorities (SA Water, SA Power Networks, Telstra, APA Group and NBN Co.) were contacted. As some service authorities are yet to respond, the following advice is of a preliminary nature. A Dial Before You Dig (DBYD) search was undertaken on 29 May 2019 to review the location of the existing assets.

Current services on and adjacent to the subject land are shown on the following Figure.



3.2.1.1 SA Water

SA Water has been contacted and is yet to provide advice regarding any limitations with existing infrastructure that may impact on the proposed development. No changes since the previous investigation were observed within the DBYD search or SA Water's AquaMap database.

Mains Water:

There are a number of water distribution mains in the surrounding roads that could potentially provide a water supply to the proposed development site, including:

- 100 mm main in Newland Avenue
- 100 mm main in Scholefield Road
- 250 mm main in Ocean Boulevard and Clubhouse Road
- 200 mm and 100 mm mains in Clubhouse Road
- 3 water meters within the subject site.

There is also a 600 mm transmission main in Scholefield Road. However, both the 600 mm transmission main and the 200 mm main in Clubhouse Road are listed as Not Available on SA Water's Aquamap Database.

In general, residential areas are considered by SA Water to place less demand on the water supply network than industrial areas. Given the change from the former industrial/commercial land uses on the site to the proposed residential/commercial uses, it is not anticipated there would be any significant water supply issues to the subject land.

As part of the previous investigations undertaken in 2013, SA Water advised that the existing water main in Ocean Boulevard should be extended to provide water supply to the proposed development. It is not envisaged that changes to the proposed development nor the passage of time will change this advice significantly.

Notwithstanding this, it should be noted that SA Water will undertake a network assessment for any significant development proposals on the subject land. This assessment will identify any specific supply requirements/limitations and if there is a consequent need for augmentation works. The funding of any required upgrades to services would then be subject to negotiations between SA Water and the developer.

Wastewater/Sewer Reticulation:

The development site generally falls in a north-westerly direction towards Scholefield Road. There is an existing 150 mm sewer main within Scholefield Road, with four existing 150 mm connections to the site. It appears that the natural fall of the land is adequate to allow the entire development to be serviced via a gravity main system, without the need for a pump station.

It is expected that the proposed development could be serviced by the construction of new 150 mm sewer mains within the development, connecting to the existing main in Scholefield Road. A rear-allotment drain may also be required along the western boundary, connecting to the existing sewer at the Lipson Avenue/Scholefield Road intersection.

As part of the previous investigations undertaken in 2013, SA Water advised that there were a number of downstream sewers that were close to, or above, design capacity and at the time SA Water was currently investigating augmentation options. They noted that the developer may be required to contribute to the augmentation works.

Further advice from SA Water is being sought in regard to the status of the augmentation works and the ability of the existing system to service the development. The funding of any required upgrades to services would then be subject to negotiations between SA Water and the developer.

3.2.1.2 SA Power Networks

SA Power Networks (SAPN) has been contacted but is yet to provide advice regarding any significant changes to the network since the previous investigations were undertaken. The only change of note within the DBYD search was the absence of a previously identified transformer station within the northern portion of the development site. It is assumed that this has since been decommissioned.

The subject site is serviced by an overhead power feeder entering the site from Scholefield Road from the north, as well as a feeder line running down the eastern boundary (Ocean Boulevard/Clubhouse Road) and a feeder within the southern boundary of the site.

Dependent on the final form of development on the land, and assumptions in demand requirements, it has been calculated that there will be a demand of approximately 5.1 MVA - 6.1 MVA across the whole development. As this is over 5% of the capacity of the Seacombe sub-station which services the area (50MVA capacity), this is considered a major connection.

SAPN's Distribution Annual Planning Report 2018/19 to 2022/23 identifies no system limitations under 'normal' conditions in the Southern Suburbs for the next two years. However, given the capacity of the sub-station and the size of the development, further advice regarding augmentation of the upstream network infrastructure is required from SAPN. Overall augmentation costs will then be able to be determined, depending on staging of the development and whether upgrades are required to the upstream or downstream network or any electrical reticulation on site.

3.2.1.3 Telstra

No changes to Telstra services were observed within the DBYD search. There are a number of communication lines entering the site from Scholefield Road and Clubhouse Road. It is not anticipated the development will cause any issues to Telstra infrastructure or require any major network upgrades. It should be noted that Telstra requires a three month lead time for development registrations before construction begins.

3.2.1.4 National Broadband Network Co. (NBC Co)

Since the previous investigation, the rollout of NBN Co. optic fibre within the area has been undertaken. Applications can be made to rollout the NBN to new developments during their construction for efficiency reasons. It is advised this take place once a Development Application has been lodged.

3.2.1.5 APA Group

No changes to APA services were observed within the DBYD search. There is a transmission line running along the eastern boundary (Ocean Boulevard/Clubhouse Road) with a valve located opposite the Ocean Boulevard/Hill St intersection, to allow for a future branch off take. It is anticipated that, due to the transmission line being high pressure and the valve already being installed at the site, the development will not cause any issues in the downstream network.

Conclusions

While no significant constraints to the provision of service infrastructure to the subject land have been identified at this time, the preliminary investigations do indicate the need for more detailed network assessments to be undertaken by SA Water and SA Power Networks. These assessments are typically undertaken when a significant development proposal is lodged for approval.

Funding solutions for any specific augmentation requirements/network upgrades, identified by infrastructure providers to service the subject land, will then be negotiated between the developers of the land and the infrastructure provider.

Current 'Infrastructure' policies in the General Section of the Marion Council Development Plan and the Holdfast Bay Council Development Plan require developers to provide services likely to be needed by the users of the land and are considered appropriate for this purpose.

3.2.2 Stormwater Management

Tonkin Consulting initially prepared a stormwater management plan (SMP) for the majority of the subject land in 2013. However, since this time Seacliff Ocean Estate Pty Ltd has acquired additional land at the south-western section of the site and as a result there have been some changes to the proposed development. A revised SMP has therefore been required to inform the DPA.

The design assumptions underlying this SMP and the proposed stormwater management measures are generally consistent with those that have been proposed in the previous SMP but consider changes to the development and conversations that have been had with representatives from the Cities of Marion and Holdfast Bay.

The SMP is based on a proposed development incorporating medium density apartment buildings, detached dwellings on small allotments, a shopping centre and associated car parking, a medical centre and associated car parking and open land, hillside and road reserves.

The site generally falls in a north-westerly direction towards the Les Scott Reserve which is located at the junction of Scholefield Road and Newland Avenue. There is a natural valley through the site, which receives runoff from an upstream catchment of approximately 60 hectares in size. The upstream catchment comprises residential development, local road reserves, Ocean Boulevard and the majority of the Marino Golf Park. In the absence of topographic information, it is assumed that the Linwood Quarry, which is located to the south of the golf course, does not contribute flows to the development site. This is consistent with assumptions made during previous studies within the area.

There is an existing retention basin on the southern side of the quarry access road directly upstream of the site which receives runoff from the upstream catchment. The basin has been observed to overtop during relatively frequent storm events and overflows from this basin are directed through the proposed development site.

In this context it is necessary that development on the site be protected from inundation due to the upstream flows, while also addressing runoff from the site and any potential downstream impact.

3.2.2.1 Stormwater Management Plan

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The following sections summarise the recommended stormwater management measures for the development.

3.2.2.2 Flood Protection

To protect the development from floodwaters in all events up to and including a 100-year ARI event the development must provide an internal drainage system to manage local flows and a safe drainage route to convey flows from the upstream catchment through the site. The following management measures should be incorporated into the development so as to reduce the risk of flooding.

Internal Drainage Networks

In accordance with Council guidelines, the new development should provide a minor drainage system with sufficient capacity to convey the 5-year ARI flows generated by the site. The minor drainage system consists of an underground drainage network, comprised of pipes and surface inlet pits.

Flows in excess of the minor drainage system should be conveyed by the major drainage system. The road network within the site or other public land could be used to contain these flows. The major drainage system should have sufficient capacity to contain the 100-year ARI flows generated by the site. This will help to prevent local flows from encroaching on properties within the development.

The internal drainage system (both minor and major systems) should direct flow towards a detention basin prior to discharging to the Councils' drainage networks in a controlled manner.

When finalising the design of the drainage system for the site, consideration will need to be given to maintaining safe velocities within all overland flow routes.

Drainage Path for Upstream Flows

There is a small existing basin upstream of the site that currently retains flows from the upstream catchment. One scenario involves increasing the size of this basin to limit 5-year ARI flows to a level that can be managed by the downstream stormwater network. Other scenarios retain the existing storage, but do not require any additional storage.

For all options there will be spill from the basin in larger events and a flow path for these flows will need to be provided to protect the development from flooding.

The form of the flow path will be dependent on the layout of the development but could be in the form of an open channel, piped (estimated size 1050 mm diameter) or a combination of the above. During more detailed investigations, options of utilising the open space along the western boundary of the development as a flow path should be investigated.

Finished Floor Levels

As outlined in the Development Plans of the Councils, the floor levels of buildings and residential dwellings should be set above flood levels (with sufficient freeboard) so as to protect them from inundation. While all flows should be contained within the road reserve or public land in a 100-year ARI event, buildings should be set above ground levels to provide additional protection.

3.2.2.3 Measures to Increase the Downstream Level of Services

The SMP has also looked at addressing the existing downstream drainage issues at the intersection of Scholefield Road and Newland Avenue and along Kauri Parade, through incorporating detention storage within the site and upstream catchment, upgrading the existing pipe network, and a combination of the two. The proposed mitigation measures are summarised in the following sections.

Runoff Generated Within the Development

At a minimum, the proposed development must incorporate a total detention storage volume in the order of 1600 m^3. This will limit post-development 100-year ARI flows to pre-development 5-year ARI flows.

The on-site detention storage is shown as a single detention basin on the following Figure. It was determined that a basin of this size could be located within open land at the north-western (downstream) corner of the site. As design of the development progresses, the required detention storage volume could also be divided among a number of locations and may be in the form of basins and/or underground tanks.

If the Kauri Parade stormwater system is not upgraded, the required volume of detention for the site increases to 3,900 m^3. This additional storage will limit 5-year ARI flows to a rate that does not overwhelm the downstream network and therefore reduces the frequency of nuisance flooding downstream of the site.

Any detention basins constructed on-site will need to be lined so as to prevent large volumes of stormwater infiltrating the surface. Ideally the detention basin will be constructed by bunding at the downstream end; however, excavation may be required to meet the total volume. This is likely to be extremely costly due to site contamination issues.


Legend
Site boundary
Indicative basin footprint (based on 1.5 m depth)
Underground drainage network
Potential major flow path (pipe or open channel)
Cadastre
5m contours
Development type
Single-dwelling allotments
Apartment buildings
Shopping centre
Medical centre
Road reserve
Open land
Hillside
BARWELL AVENUE
KAURI PARADE
LUCY MAY DRIVE
LIPSON AVENUE
SCHOLEFIELD ROAD
OCEAN BOULEVARD
HILL STREET
NEWLAND AVENUE
CLUBHOUSE ROAD
DUDLEY CRESCENT
KEITH CRESCENT
RONALD CRESCENT
HARMER AVENUE
POSSIBLE DRAINAGE ROUTE WITH CAPACITY TO CONVEY 2.6 m³/s FROM THE UPSTREAM CATCHMENT
SITE DETENTION DETENTION BASIN (3900 m³)
UPSTREAM CATCHMENT DETENTION BASIN (3500 m³)
DRAINAGE EASEMENT
POSSIBLE DRAINAGE ROUTE WITH CAPACITY TO CONVEY 0.4 m³/s FROM THE UPSTREAM CATCHMENT
tonkin
0 60 120 180 m
EPSG:28354
Job Number: 20190785
Filename: 20190785GQ001A
Revision: B
Date: 2019-07-04
Drawn: Dylan Bone
Data Acknowledgement:
Aerial imagery from MetroMap, 2018
Background data from Data SA, 2018
N
Seacliff Ocean Estate Pty Ltd
Seacliff Park Redevelopment
Stormwater Management Plan
Scenario 2
Figure 5.1

Upstream Catchment

A total detention storage volume in the order of 3500 m^3 is required to limit discharges from the upstream catchment for events up to and including a 5-year ARI event. This will limit flows to a rate that does not overwhelm the downstream network and therefore reduces the frequency of nuisance flooding downstream of the site.

It is recommended the detention for flows from the upstream catchment be located on the southern side of the Linwood Quarry access road (shown on the above Figure) as this is where the majority of the catchment (54 hectares) discharges to.

The remaining portion of the upstream catchment (6 hectares) drains to the south-western corner of the development site. The upstream catchment at this location is largely comprised of pervious area from the Marino Golf Park and is not likely to generate significant flows in a 5-year ARI event. Detention storage downstream of this area is therefore not required.

The above Figure shows the detention basin to manage flows from the upstream basin as a single basin immediately upstream of the development. The detention does not need to be at a single location and options involving the diversion of flows into the golf course, with detention on the golf course, may be considered.

In lieu of providing detention storage to increase the level of service provided by the Kauri Parade stormwater network, upgrades to the piped system were considered. Note that the 1600 m^3 of on-site detention storage would still be required to manage flows generated by the development.

The modelling indicates that in order to provide a 5-year ARI level of service, the pipe in Kauri Parade would need to be a 750 mm diameter pipe. While this system would help to mitigate nuisance flooding within the area, a large portion of the 100-year ARI flows will exceed the capacity of the underground network and move as overland flow along the road.

In order to minimise overland flow to a level that does not cause damage to important infrastructure, or pose a safety risk to the community, in all events up to and including a 100-year ARI event, the main drain along Kauri Parade would need to be upgraded to a 1050 mm pipe. It would also be possible to provide a dual-pipe system with equivalent capacity.

In addition to the above pipe upgrades, additional inlet pits in the vicinity of the Scholefield Road and Newland Avenue intersection and along Kauri Parade may be required in order to collect more flow and minimise bypass.

Prior to committing to a network upgrade, the impacts on the system downstream of Kauri Parade would need to be studied. This is beyond the scope of this study.

3.2.2.4 Water Sensitive Urban Design

Implementing the principles of Water Sensitive Urban Design (WSUD) across the proposed development will provide a variety of benefits, including mitigating peak flows during minor events, improving the quality of stormwater runoff and maximising the capture and re-use of stormwater for re-use.

The implementation of WSUD across the site will need to take into account the potential contamination of the site which precludes WSUD measures that promote infiltration. The recommended targets for WSUD and a high-level summary of some of the WSUD measures that are applicable to the proposed development are provided in the following sections.

The Coastal Catchments SMP included an aspirational target for new developments to incorporate an infiltration system that is capable of retaining the first 15 mm of rainfall. The intent of this strategy was to reduce both peak flows and the volume of stormwater discharges to the Gulf. Due to the site contamination within the subject land, it is not possible to incorporate infiltration systems. Other methods for capture, treatment and reuse of water have therefore been recommended.

Water Quality Improvement Programs

The development should, as far as practicably possible, incorporate measures designed to achieve the following for flows generated within the development:

- 80% reduction in average annual total suspended solids

- 60% reduction in average annual total phosphorus
- 45% reduction in average annual nitrogen
- 90% reduction in average annual little/gross pollutants.

Water Re-use

Measures should be implemented to promote water re-use within the development. The City of Marion has a non-potable water distribution network which delivers water from the Oaklands Aquifer Storage and Recovery (ASR) Scheme. It is understood that currently the extents of the scheme are approximately 3 km (straight line distance) from the development. It is not considered that it would be cost effective to extend the distribution network to service the proposed development alone. Marion Council has indicated it may have some reserves that could be irrigated should the reticulation system be extended to the extent of the proposed development. It is recommended that the financial viability of this option be explored further in conjunction with Council.

Water re-use associated with rainwater collection is recommended for the development. It is recommended that the development incorporate rainwater tanks plumbed into each dwelling for selected indoor and outdoor uses (e.g. toilet flushing or irrigating landscaped areas). It should be noted that it is currently a mandatory requirement of the Building Code of Australia that new Class 1 buildings have an alternative mains water supply. This requirement is often met by the installation of a 1 kL retention tank plumbed to the house. Previous investigations have shown that approximately 40% of re-use demand can be met with a 2 kL tank (based on normal household operations).

The size of the rainwater tank that offers the best cost-benefit ratio will be dependent on roof area and dwelling type. Further investigations should be undertaken as the design of the development progresses. In assessing the yield impacts of allowing sufficient space for rainwater tanks, it is recommended that a minimum tank size of 3 kL be assumed.

Other WSUD Measures

- The incorporation of grassed swales and open space areas within the stormwater network (e.g. overland flow routes) will some provide treatment of runoff prior to discharge from the site.
- Water within the road or pipe can be diverted into a biofiltration system, where it temporarily ponds at the surface before infiltrating through the filter media. Treated water is then collected in a perforated drain at the base of the filter media. The biofiltration systems within the development would need to be lined due to site contamination issues.
- While it is not considered practical to create wetlands at the site due to the limited open space and steep topography, it is recommended that detention basins be landscaped to maximise treatment of the water prior to discharge to the downstream network. Sedimentation zones may also be incorporated into the basins.

Both Development Plans already contain a number of policies that support WSUD requirements in development proposals, so it is not proposed to repeat them as part of this DPA. Specific requirements for WSUD treatments can be negotiated at the Development Application stage. However, policies will be provided to limit outflows as discussed above and in relation to desirable water quality standards.

Conclusions

The SMP has considered flows from the upstream catchment and management of flows generated by the site so as to protect the development from flood inundation and improve existing drainage issues downstream of the site.

The key stormwater management recommendations include:

- the proposed development must include provision of on-site detention storage so as to limit the 100-year ARI post-development discharge to the 5-year ARI pre-development discharge.
- existing drainage issues along Kauri Parade could be improved by:
  - providing additional detention storage on-site and within the upstream catchment; or
  - upgrading the underground drainage network along Kauri Parade.
- the minor underground drainage network within the development must cater for the 5-year ARI flows generated by the site, discharging to the on-site detention system.
- the major drainage system within the site must cater for the 100-year ARI flows generated by the site, discharging to the on-site detention system.
- the proposed development must provide a drainage route through or around the site to safely convey 100-year ARI flows from the upstream catchment without inundating properties within the development.
- all finished floor levels must be set to a level (with sufficient freeboard) that protects it from inundation in a 100-year ARI event.
- WSUD measures should be incorporated into the development so as to reduce peak flows and the volume of runoff and improve the quality of water discharging off-site.

As both Councils' Development Plans already contain a number of policies that ensure consideration of WSUD requirements in development proposals, it is not proposed to repeat them as part of this DPA. However, additional policies are proposed within the Suburban Neighbourhood Zone to guide the management of stormwater, limit discharge rates and set desirable water quality standards.

It should be noted that the key infrastructure requirements identified in the SMP are not always the sole responsibility of the proponent. Responsibilities and costs will be negotiated between the Councils and the proponent as part of an Infrastructure Agreement dealing with stormwater management matters, including where works are required to increase the level of service provided by the downstream network.

3.2.3 Site Remediation Management

A preliminary Remediation Management Plan (RMP) for remediation of a major portion of the subject land was prepared by Golder Associates in 2013. A Preliminary Site Assessment was subsequently undertaken for a further 3.9 ha site, adjacent to the southern boundary of the initial site, by Pavement Asset Services in 2019. The following discussion summarises the findings of the two assessments.

3.2.3.1 Golder Associates 2013

The purpose of this RMP was to provide sufficient information to allow an accredited Site Auditor to prepare interim audit advice as to whether the land could be made suitable for the intended land uses.

The RMP considered remediation options for two portions of the site; one area affected by filling with putrescibles waste (the Sove Portion) and the other comprising the remainder of the site (the Lorenzin Depot). These areas are shown on the aerial image below and discussed in more detail following.



Sove Portion

Quarrying in the Sove Portion of the site is understood to have started around 1900, with the quarry commencing being filled with 'household' (putrescible) waste in the 1930s. While it is not known when waste disposal ceased, a Monier tile plant was constructed on the land by 1970 and demolished in 1999. Les Scott Reserve, which adjoins the north west of the site, appears to form part of the landfill under this Portion.

Today, the Sove Portion of the site is generally flat, with the eastern part covered with concrete pads (now removed) and the western part covered with grass. While a large stockpile of soil is located in the south eastern section of this Portion there are no buildings present.

Lorenzin Depot

It is understood this site was developed for a cement works and associated infrastructure at the same time as quarrying commenced on the adjacent Sove Portion. Filling of the site also commenced in the 1930s, but with 'hard' construction and demolition waste, unlike in the Sove Portion. More recently the site was used as an office base and vehicle and materials depot for Lorenzin Constructions until approximately 2010.

The Lorenzin Depot site is topographically higher than the Sove Portion and is undulating. Buildings (now removed) include an office block (burnt down in 2011), warehouse and disused concrete batching silos located within the eastern part of the site. An unsealed, gravel-surfaced area west of the office block was used as a car park, while large stockpiles of soil and other material are located in the south western part of the site. Sealed and unsealed roads are located across the site.

Local Conditions

Prior to development, the western (Sove Portion) part of the site appears to have formed part of a local gully or creek line which had its headwaters to the south of the site and which continued to the north. A secondary creek line passed under the eastern (Lorenzin Depot) part of the site and converged with the larger creek line (which passed under the Sove Portion) to the north of the site. These creek lines were in-filled during the course of industrial occupation of the site. The current site topography is likely to be significantly different to that prior to development, due to the quarrying and subsequent terracing and filling which has occurred. However, the Sove Portion still forms a depression, with the ground to the south, east and west being higher and channelling local surface water flow through this part of the site.

Because of the site's history of quarrying activities and subsequent development, several parts of the site contain deep filling, particularly within the former drainage channels and other quarried areas of the Sove Portion, and where parts of the site have been benched/terraced, such as the southern and western portions of the Lorenzin Depot.

Soils

Soils under the site can be categorised into three broad types:

- Putrescible waste. This waste is a mix of domestic waste and clay. The domestic waste comprises a broad range of materials including plastic, glass, metal, ceramic, tiles, concrete, brick, rubber, tyres, wood and organics. The vertical extent of the putrescibles waste varies but is generally thickest in the western (unsealed) part of the Sove Portion, where it extends to depths of greater than 10 metres below ground level and is greater than 5 metres thick. The locations of the thickest sequences of putrescibles waste are approximately coincident with the inferred location of the former drainage channels which pass under the Sove Portion.

- General fill materials. Within the western part of the Sove Portion general fill materials are typically located above the putrescibles waste and may have been placed for temporary capping purposes. These fill materials comprise clayey gravels, with varying amounts of bricks, tiles, quarry rubble, concrete, steel, bitumen, cinders, ash and slag products. The overall thickness of general fill is typically less to the east and west of the main body of putrescible waste.

  Two main areas of filling are present beneath the Lorenzin Depot – near the former processing plant where cut and terrace works have been conducted, and in the former drainage channel which passes through the centre of the site and trends in a south-east to north-west direction. The thickest sequence of fill (greater than 10 metres) was noted in the central portion of the Lorenzin Depot, coincident with the inferred location of the former drainage channel. The majority of the filling beneath the Lorenzin Depot is quarry waste (rubble) and construction and demolition waste, comprising predominantly bricks, concrete pieces and tiles, steel and wire. Small amounts of ash, cinders or "industrial" waste such as slag have also been observed.

- Natural soils. Natural soils beneath the site comprise inferred weathered siltstone, with overlying residual soils consisting of red, brown, orange and purple gravelly clays. Depth to natural soils/inferred weathered bedrock is relatively shallow in parts of the Lorenzin Depot, particularly in its northern and south-eastern portions. Within the central and south-western parts of the Lorenzin Depot, depth to natural soils is typically greater where deep filling with quarry overburden and construction, demolition and industrial by-product has occurred.

  Within the former drainage channel alignments under the Sove Portion, inferred bedrock is present below fill materials at a depth of up to 12.5 metres. Away from the alignment of these channels, depth to natural soils/inferred bedrock is generally shallower.

Hydrogeology

Shallow groundwater has been intersected beneath the Sove Portion at depths of between approximately 2 metres below ground level and 7 metres below ground level. These locations are generally situated within the alignment of the former drainage channels, although groundwater has been observed at several locations outside of the inferred drainage channels. Groundwater was not generally intersected in boreholes drilled outside of the area of putrescible waste. Recent groundwater elevation measurements suggest groundwater within the waste material may be discontinuous, preferentially filling pockets or voids within the waste. Recharge of shallow groundwater within waste materials under the Sove Portion is likely to be via a combination of infiltration of rainfall through the unsealed areas of the site and sub-surface recharge via the former drainage channels which enter the Sove Portion from the south and east.

Groundwater has only been encountered within the Lorenzin Depot at boreholes drilled within or near the inferred alignment of former drainage channels, although some shallow perched water has been observed in the area situated to the rear of the existing sheds (now removed) used by Lorenzin for plant and storage equipment. Groundwater was not encountered during the drilling of a borehole within the John Mathwin Reserve to the north of the Sove Portion, supporting the inference that groundwater is discontinuous within fill

materials under the Sove Portion, and that movement off- site to the north (via the former creek channel) is not apparent. The construction of Scholefield Road may have formed a barrier to the movement of groundwater (within the fill material) off-site under John Mathwin Reserve.

Site Contamination

Chemical results reported for the soil investigations indicate there are areas of the site that may be unsuitable for the proposed development without appropriate remediation. Chemical concentrations exceeding the guidelines adopted for residential, commercial and open space land uses were reported in areas generally located beyond the main body of putrescible waste, in the areas where medium density residential and commercial land uses are proposed.

Several metals and organic compounds have been reported in groundwater samples collected from on-site monitoring wells at concentrations exceeding the criteria for potable use. With the exception of a single well, these wells are located and screened within putrescible waste materials. Since groundwater was not intersected during the off-site drilling conducted, groundwater present within the putrescible waste materials does not appear to be moving off-site.

During the gas soil monitoring program, methane and carbon dioxide concentrations exceeding guidelines were recorded at several on-site and off-site monitoring locations. Methane and carbon dioxide concentrations were generally higher in wells screened within the main body of the putrescible waste beneath the Sove Portion but were also above the adopted guideline values in wells situated close to the western and northern boundaries of the site. Some measurements from probes installed to the south-east and east of the main body of putrescible waste indicates the potential for lateral migration of landfill gas away from the main body of putrescible waste in these directions, possibly via a former drainage channel which passes under this part of the Sove Portion. The results of flux box testing undertaken at the site indicates that the potential for vertical migration of soil gas from the putrescible waste to the ground surface may be limited, possibly by the clayey nature of the overlying fill materials.

Remediation Proposed

The final form of the proposed development will depend on a combination of factors, including the extent of existing site contamination, the degree of encumbrances and financial implications deemed acceptable by the developers and the requirements of the Site Auditor to confirm that the land has been remediated to a state suitable for the intended use.

It has been identified there is the potential for contaminated or aesthetically unsuitable soils to be managed by leaving them *in situ* and minimising exposure through placement of a soil or low permeability covering incorporated into the development design (such as building footprints, hardstand areas). However, retention of such materials may also trigger the need for an Environmental Management Plan for ongoing monitoring and maintenance of the covering media. This approach may be considered for the Sove Portion, in areas used for open space, car parking and commercial allotments.

Residential dwellings will generally be located in the Lorenzin Depot area, where investigations have indicated existing soils are less impacted by former site activities. Therefore, remediation in this area is likely to be less complex and retention of impacted soils less likely.

Soil chemical remediation criteria will be based on relevant land use guidelines, such as those provided in the National Environment Protection Measure (1999).

Management options for landfill gas produced by the putrescibles waste will also depend on where the buildings are placed with respect to waste. It is noted that some areas of the site, which require management of contamination issues, will also require management/remediation to address geotechnical issues.

Based on the current understanding of groundwater conditions beneath the site, groundwater is expected to have limited potential beneficial uses. On this basis, groundwater remediation activities are not proposed.

Interim Audit Advice

As indicated at the start of this section, a South Australian Environment Protection Authority accredited Site Auditor was engaged to carry out a Site Contamination Audit for the subject land, as required by the *Environment Protection Act 1993*. In September 2013, the Site Auditor advised the EPA that he was of the opinion, based on the knowledge available at this time, that the audit site (the then subject land) should be able to be made suitable for the proposed uses.

3.2.3.2 Pavement Asset Services 2019

Pavement Asset Services (PAS) were engaged to conduct a Preliminary Site Investigation (PSI) of a 3.9 ha area of land adjoining the southern boundary of the initial area proposed for rezoning (see the following Figure). While the site is currently owned by Boral Limited, it is understood that the land may be purchased by the owners/proponents of the adjoining site to the north (which is referred to in this report as the Cement Hill site).

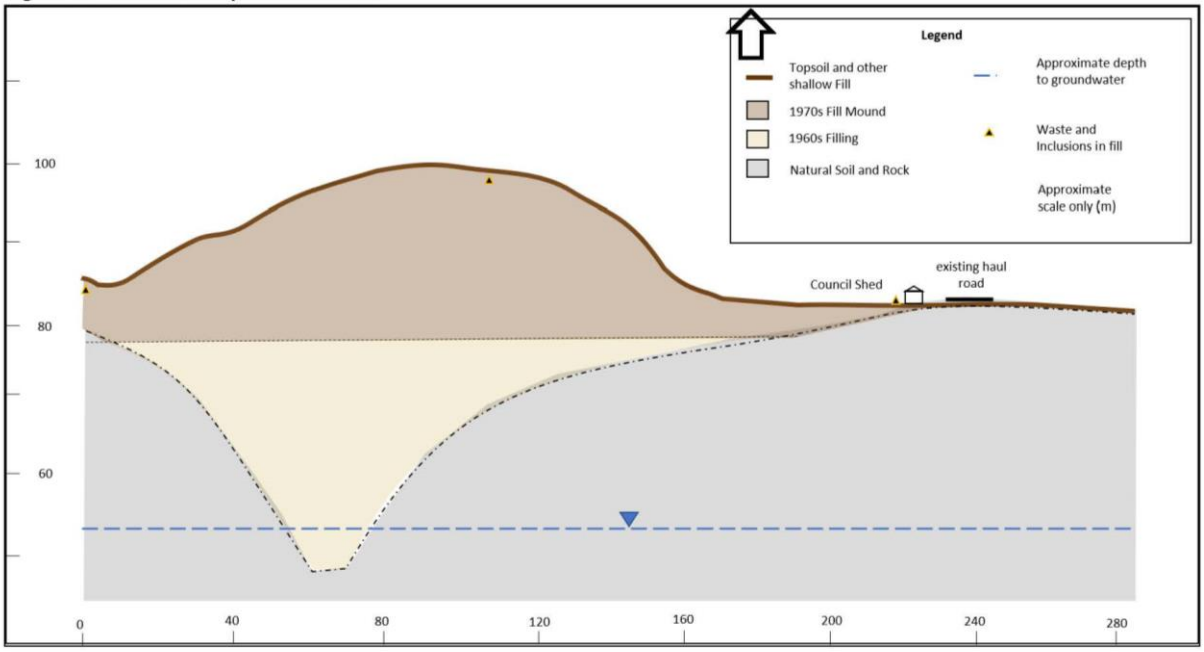
Approximate Test Pit Locations



The aim of this preliminary investigation was to collect sufficient information to help form a reasonable conclusion that the site could be made suitable for the land uses planned under the development proposed, which may include medium density residential use, roads and public open space.

The primary potentially contaminating activity identified at the site was the importation and placement of fill materials. Observation of the fill during this and a previous (2015) geotechnical investigation were consistent with the material comprising quarry waste which comprised mineralogical materials only. Only rare instances of minor construction and demolition waste were noted, concentrated in fill placed along the western site boundary. The filling appears to have occurred in two stages, filling of the gully which crossed the site from north to south which occurred in the 1960s. The depth of fill in the base of this gully is unknown but based on the appearance of historical photographs it may be around 10 metres below the lowest point on site, near the centre of the northern site boundary. The fill mound, which now dominates the site and rises a further 20 metres above this low point, appears to have been placed between 1969 and 1979. The fill mound also comprised primarily of quarry waste (see the following Figure).

Initial Conceptual Site Model



All results from chemical testing of the fill were below residential criteria, with the exception of some hydrocarbons, including benzene, in one sample from a thin layer of grey gravel, possibly from a fuel spill on an historical unsealed hard stand in this area.

Based on the investigations undertaken and review of other available information, it is considered that the site can be made suitable for the proposed residential development. This may be achieved by integrating the site with the Cement Hill site and the development and implementation of a Site Remediation Plan (SRP) for the combined Seacliff Park Development Site.

The SRP should be based on appropriate statistical classification of fill domains (regions occupied by materials with similar composition and origin). It should also include suitable monitoring of the fill by a suitably qualified professional during excavation to identify unexpected finds. Additional data is required to develop the SRP to address spatial and other data gaps identified by Golder (2013) including drilling and soil sampling for the additional characterisation of fill conditions, including the depth of fill on the southern part of the Sove site and potentially within the southern portion of the combined site. A review of current groundwater and soil vapour conditions across the (combined) development site is also required.

Conclusions

Some of the northern portion of the subject land has been identified as being contaminated as a result of previous land uses and practices, including by the filling of a former quarry with putrescible waste. Investigations have indicated instances of soil, groundwater and land fill gas contamination.

Notwithstanding this, a Site Auditor has provided interim audit advice indicating the subject land should be able to be made suitable for the land uses proposed. The final form of the development will depend on a combination of factors, including the extent of existing site contamination, the degree of encumbrances and financial implications deemed acceptable by the developers and the requirements of the Site Auditor to confirm that the land has been remediated to a state suitable for the intended use.

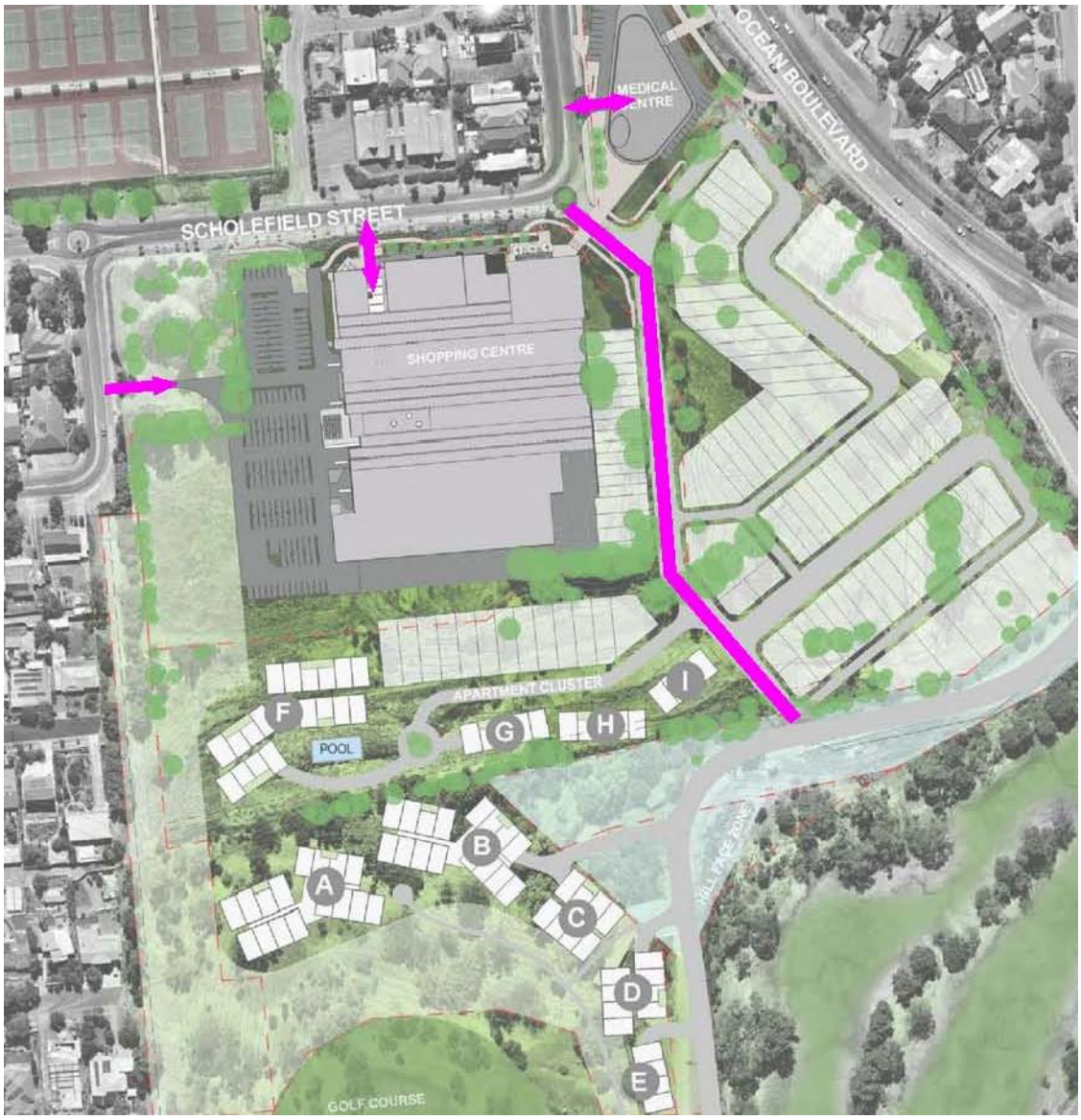
Preliminary Site Investigations for the southern portion of the now subject land indicate only minor instances of contamination and it is considered this portion of the site can be made suitable for the proposed residential development.

As both Councils' Development Plans already contain policies that ensure consideration of site contamination issues in development proposals, it is not proposed to repeat them as part of this DPA.

3.2.4 Traffic Assessment

A traffic assessment has been prepared for the subject land by mfy traffic consultants (June 2019). Noting that the final form of development on the land is yet to be determined, this assessment is based on an indicative Concept Plan (see below) which shows a mixed-use development comprising approximately 150 residential allotments, nine apartment buildings (comprising some 420 one, two and three bedroom units – noting that the final number could be more or less), a 6,000 square metres shopping centre with supermarket and specialty shops and a 2,000 square metres medical centre.

Indicative Concept Plan and Access Points



The assessment assumes that the development will not be commenced until 2021, with an anticipated development period in the order of 10 years. The assessment has, therefore, assumed full development traffic could be realised by 2036 which is consistent with the design year adopted by DPTI for the forecast volumes.

The general findings of the assessment are summarised below.

3.2.4.1 Adjacent Road Network

Ocean Boulevard is an arterial road in the care and control of the Commissioner of Highways. The road has an annual average daily traffic (AADT) in the order of 33,000 vehicles per day (vpd**).**

Scholefield Road is a collector road in the care and control of the City of Holdfast Bay. The road has an AADT in the order of 6,000 vpd. The Road forms a priority intersection with Ocean Boulevard at the north eastern corner of the subject site.

Clubhouse Road is a local road in the care and control of the City of Marion. It presently services the golf course, Boral Linwood Quarry and a residential estate. It is estimated that the road has an AADT in the order of 1,100 vpd, of which approximately 100 vpd are associated with drivers accessing the Quarry. Clubhouse Road forms an intersection with the Quarry haulage road at which the Quarry haulage road has priority.

Clubhouse Road forms a priority intersection with Ocean Boulevard at the south eastern corner of the subject site. This intersection is treated with a seagull island.

An approval for the Quarry access to be relocated to the Lonsdale Road/Majors Road signalised intersection has been granted. Following the construction of the access, Clubhouse Road will no longer be used as the access for the Quarry site but is proposed to be used to access the subject land.

3.2.4.2 Access

The Concept Plan (see Indicative Concept Plan and Access Points Figure above) identifies that a north-south connector road will link Scholefield Road and the (existing) Quarry haulage road. All movements will be permitted at the intersections created by the proposed road. This road will primarily service the residential developments.

The provision of the connecting road will result in drivers having multiple options to access the arterial road. This will reduce the impact at the Scholefield Road and Clubhouse Road intersections with Ocean Boulevard.

The Concept Plan also identifies the following direct access points:

- two access points on Scholefield Road servicing the shopping centre site and the medical centre site. All movements will be permitted at these access points
- an ingress to the shopping centre site via Newland Avenue.

The provision of direct access to the commercial sites will reduce the traffic impact on the internal road network. The provision of an ingress on Newland Avenue will service a proportion of traffic accessing the shopping centre from the west. Comparatively, it will, therefore, reduce the number of vehicles turning right at the Newland Avenue/Scholefield Road roundabout and at the shopping centre access on Scholefield Road.

The assessment concluded that during the investigations associated with the subsequent design phases for the site, consideration should be given to sightlines at the future intersection on the existing Quarry haulage road, given the current alignment of this road. The location of the access for the medical centre site should also be reviewed so that it achieves sufficient separation from the Ocean Boulevard/Scholefield Road intersection and the proposed north-south connector road.

3.2.4.3 Pedestrian /Cyclist Linkages

Pedestrian and bicycle facilities adjacent the site include:

- bicycle lanes on Ocean Boulevard adjacent the site. These lanes develop north of the Clubhouse Road intersection.
- bicycle lanes on Newland Avenue (adjacent the Marino Railway Station) which connect to an off-street bicycle track.
- footpaths along the northern boundary of the site on Scholefield Road which provide connectivity to the adjacent reserve, Marino Railway Station and the bus stops.

There are two significant bike and pedestrian trails (illustrated as the blue lines in the Figure below) located in the vicinity of the site. The first is situated along the coastal area connecting Hallet Cove and Seacliff beaches. There are a number of reserves and look out areas along this trail. The second trail is via Newland Avenue which connects to key amenities including the train station, sports facilities and the school.

At present, there is no formal connection between the subject site to these trails although pedestrians/cyclists could access these trails via the adjacent street network.

A review of the Bike*direct* network map identifies that Scholefield Road and Ocean Boulevard form part of the bicycle routes. It is noted that there are no bicycle lanes on Scholefield Road and the bicycle lanes on Ocean Boulevard are not continuous.

The assessment supports the provision of strong linkages for pedestrians and cyclists between the subject land and adjacent facilities.

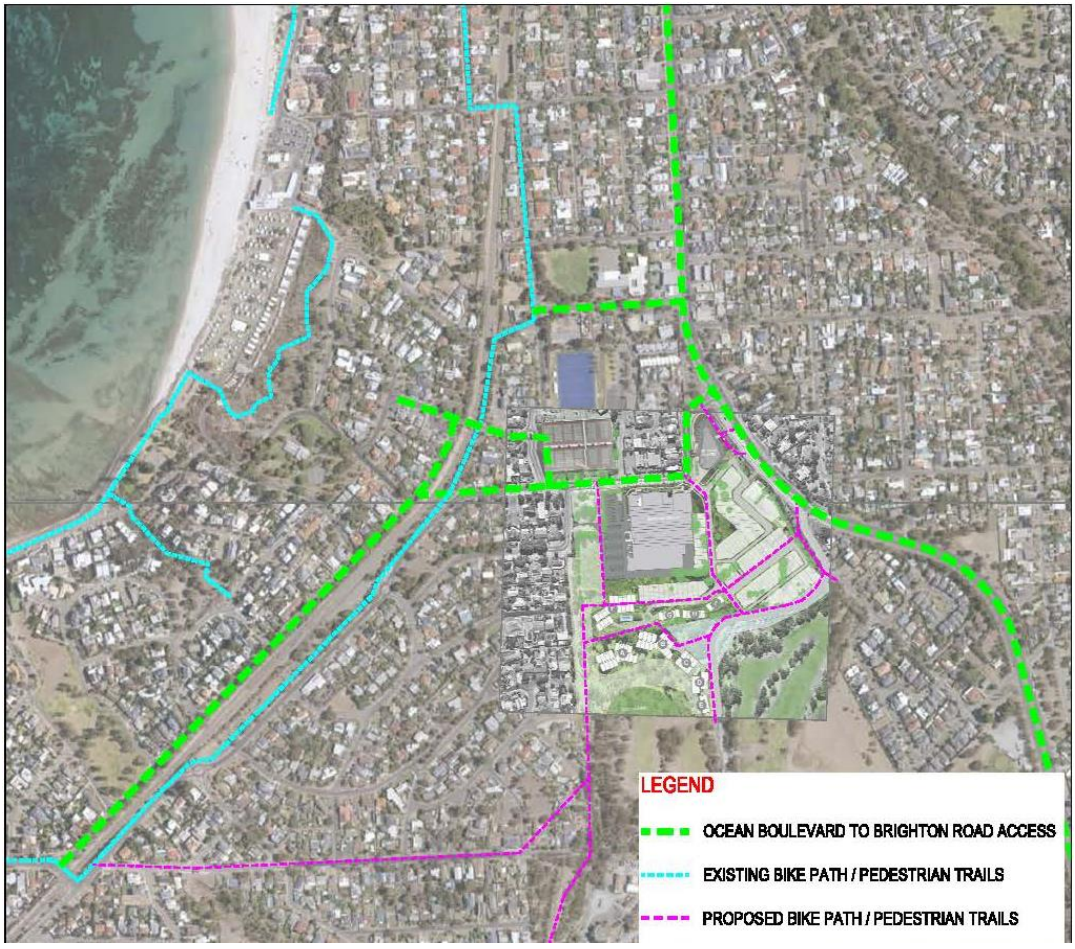
Consideration should be given to the provision of pedestrian and cyclist links along the boundaries of the subject land. In particular, links should be provided to connect to the existing bicycle trials west of the subject site and the golf course to the south.

Potential links to the adjacent reserves should also be provided. In particular, pedestrian links to the Les Scott Reserve should be explored further.

In addition, consideration could be given to formal bicycle routes on Scholefield Road to connect the adjacent residential developments via Newland Avenue and Clubhouse Road. These links will establish connections to the public transport facilities (bus and train).

Potential pedestrian and cyclist links to/from the site are identified on the Figure below.

Potential Pedestrian and Cyclist Linkages



3.2.4.4 Public Transport

The subject site is located approximately 750 metres (which equates to about a 10-minute walk) from the Marino Railway Station. The railway station is situated on the Seaford line which operates between Seaford and Adelaide providing connectivity to the City.

The site is also serviced by bus stops on 43 and 43A Scholefield Road and bus stop 43 on Ocean Boulevard. The bus stops on Scholefield Road are serviced by routes 640 which operates between Marino and Marion Centre Interchange. It provides a direct service to the Marino Railway Station.

The bus stop on Ocean Boulevard is serviced by a number of bus routes. These routes provide connectivity between the southern suburbs, Adelaide City, Marion Centre Interchange and Flinders University.

3.2.4.5 Road Crashes

DPTI data indicates that the Ocean Boulevard/Scholefield Road intersection accounts for a significant portion of the crashes adjacent the site. In the five-year period, there has been 11 crashes at the intersection of which four have resulted in casualties.

3.2.4.6 Traffic Generation

A forecast of the traffic generated by the proposed rezoning has been undertaken based on the yields identified in the Concept Plan. The traffic generation rates adopted for the assessment are based on rates that have been adopted in previous Development Plan Amendment assessments.

Based on the above assessment, the proposed development could generate an additional 670 trips in the morning peak hour and 880 trips in afternoon peak hour. The actual generation would not be expected to be this high, as there will be a number of internal trips that will be shared amongst the proposed land uses. For example, a significant portion of the shopping trips would be generated by local residents which means that a trip generated by the residence is not also then generated by the shopping centre. Nonetheless, the above forecast volume has been adopted for this assessment.

3.2.4.7 Traffic Distribution

Traffic distribution for the residential component and the commercial component will differ due to the different origin and destinations. As such, separate distribution parameters were adopted for each component.

It is considered that 25% of the trips generated by the residential development will be internal to the road network which will comprise of trips to the school, recreational facilities, the train station and the future commercial developments. The remaining trips will be external and will occur via the Scholefield Road and Clubhouse Road intersection.

The commercial component consists of a shopping centre and a medical centre. In identifying the catchment area for the commercial component, consideration has been given to the similar establishment in the surrounding suburbs. Accordingly, it is identified that the proposed commercial developments will predominantly service Seacliff Park, Seaview Downs, Kingston Park, Seacliff and Marino.

As such, it is considered that 50% of the trips generated by the commercial development will originate from the west. These trips will occur via the internal road network. The remaining trips will occur via Ocean Boulevard/Scholefield Road intersection.

Based on these assumptions the potential trips generated by future development along the road network were identified. This was then compared with potential trips generated from the subject land based on the existing zoning to inform further traffic analysis.

3.2.4.8 Traffic Analysis

This traffic assessment is aimed at understanding the impact of the development facilitated by the proposed rezoning on the external road network, and in particular the arterial road network. In undertaking this assessment, consideration has been given to the 2021 base case (when the anticipated development is expected to be commenced) and 2036 design year (when it is assumed for the purpose of this assessment that full development will be realised). The assessment includes SIDRA analysis of the key intersections on the arterial road and a review of the traffic growth on the roads surrounding the subject site.

Ocean Boulevard / Scholefield Road Intersection

This analysis indicates that the intersection will require an upgrade to cater for the volumes which are anticipated to use the intersection in 2021 - irrespective of the proposed land rezoning. This would be further compounded if the area was to be developed in accordance with the current zoning.

While alternative solutions to resolve this issue could be considered (such as a roundabout), a signalised intersection would improve safety for the road users given the relatively high crash risks at the subject intersection and would be consistent with other intersection treatments along the road.

The analysis of the signalisation scenario identifies that a signalised intersection would be able to accommodate the future growth in traffic and the additional traffic volume that would be generated if the land was to be developed irrespective of the current or proposed zoning.

The signalisation of the intersection would introduce queues and delays for through traffic on Ocean Boulevard. However, the queues will have minimal impact on the road network and the level of service would not exceed the intersection's average level of service.

The modelling assessment identifies that the traffic impact associated with the proposed rezoning is minimal in comparison to the traffic impact resulting from the existing zoning. The pm peak hour models for the proposed rezoning identify a small increase in degree of saturation which is a result of the additional traffic volume which could be generated by the commercial development, albeit these forecast volumes have not accounted for shared trips between the retail and residential land uses and therefore the actual variation could be even lower. Further, the intersection would still operate within an acceptable degree of saturation and more importantly, the increase in the average delays will be under five seconds.

Particular consideration was given to the 95th percentile right turn queue on Ocean Boulevard to assess any crash risk associated with this queue extending into the through lane. The assessment identifies that the channelised right turn facility would have to be extended to 142 metres by 2036 based on development on the existing land occurring in accordance with the current zoning. The proposed rezoning will require an additional 15 metres extension to that right turn lane.

Ocean Boulevard / Clubhouse Road Intersection

This analysis was also undertaken for the Ocean Boulevard/Clubhouse Road intersection for the 2021 and 2036 without development and proposed zoning scenarios. It has been assumed that developments as per the existing zoning will not use Clubhouse Road.

While the queues will be low, the right-turning drivers from Clubhouse Road will experience delays close to approximately 1½ minutes in 2021 and two minutes in 2036. Such delays correspond to a level of service F. In comparison, the delays experienced by the right turn drivers from Scholefield Road will be under one minute. This reinforces the likelihood of a transfer of the right turn traffic to a signal at the Ocean Boulevard/Scholefield Road intersection should it be provided.

The assessment confirms that the right turn would operate within capacity and the potential queue would be readily accommodated at the existing facility. The proposed new Quarry access will remove the commercial vehicle traffic associated with the Quarry site. This will improve the safety of all users at the intersection and will occur subject to the rezoning.

Brighton Road / Seacombe Road Intersection

SIDRA analysis was completed at the Brighton Road/Seacombe Road intersection to identify any potential traffic impact which could result if the subject land is rezoned.

The analysis shows that the intersection is operating at capacity and will not be able to accommodate any growth in traffic, particularly in the southbound direction during the pm peak hour. It also identifies that the 95th-percentile right turn queue on Brighton Road exceeds the available storage capacity of the channelised lane during the am and pm peak hours.

Considering that the intersection will not be able to accommodate additional traffic, an analysis of the 2036 traffic volumes was undertaken to identify the potential upgrade required at the intersection – including consideration of the constructability of the upgrade. The analysis identifies that the potential upgrade to the intersection would improve capacity.

Further it was identified that the proposed rezoning will have minimal impact on the operation of the intersection. More importantly, the impact will be similar to that created by potential developments in the existing zoning. This is identified by the commensurate degree of saturation and level of service. In addition, the increase in average delays at the intersection will be minimal.

However, the potential upgrade would not resolve the issue relating to 95th percentile right turn queue extending into the through lane on Brighton Road. This is the case irrespective of the proposed zoning amendment. Should DPTI adopt a more significant upgrade to also resolve this safety issue, the variation in volumes associated with the proposed rezoning would not impact the design outcome for the intersection. Of note, the modelling also identified that extending the exit lane on the southern approach will improve capacity for the intersection.

3.2.4.9 Impact on the Road Network

The daily traffic volume on the adjacent road network will increase as a result of the anticipated development. The Table below shows the forecast increase in traffic volumes associated with the growth over time, as well as that associated with the development.

Forecast Increase in Traffic Volumes

Scenario	vehicles per day				
	Ocean Boulevard	Scholefield Road (west of site)	Scholefield Road (east of site)	Clubhouse Road	Seacombe Road
Existing	33,000	6,000	6,000	1,100	12,700
2021	37,200	6,000	6,400	1,100	12,900
2036	39,500	6,900	7,300	1,100	15,200
2036 + Existing Zoning	40,500	7,600	7,600	1,100	15,500
2036 + Proposed Zoning	43,000	9,650	9,550	3,500	16,450

The assessment identifies that the anticipated future development will not alter the classification or function of the road network encompassing the subject land. More importantly, the increase in daily traffic associated with the proposal, when compared to that if development was based on existing zoning, is minimal. Further, the above volumes would be accommodated within the existing carriageway widths.

3.2.4.10 Car Parking Rates

Minimum car parking requirements for the subject land have previously been investigated (and agreed) by both Councils.

Based on these investigations and experience gained in the assessment of relevant development proposals, the following requirements are proposed:

Residential Development

- Detached dwelling, semi-detached dwelling and row dwelling: 1 space for a 1 bedroom dwelling and 2 spaces for 2 or more bedrooms
- Group dwelling and residential flat building: 1 space for a 1 bedroom dwelling, 1.5 spaces for 2 bedrooms and 2 spaces for 3 or more bedrooms
- Plus 0.25 spaces per dwelling for visitor parking.

Non-Residential Development

- Shop: 5 spaces per 100 square metres
- Most other non-residential uses: 4 spaces per 100 square metres.

3.2.4.11 Bicycle Parking Requirements

Both Council's Development Plans require the provision of safe and secure bicycle parking in centres and for some residential developments, such as residential flat buildings. End of journey facilities (i.e. showers, changing facilities and secure lockers) are also encouraged for some commercial and community developments.

In this context, it is proposed to extend current bicycle parking requirements applying to some parts of both Council areas to cover the subject land as follows:

Form of Development	Employee / resident (bicycle parking spaces	Visitor / shopper (bicycle parking spaces_
Residential component of multi-storey building / residential flat building	1 for every 4 dwellings	1 for every 10 dwellings
Office	1 for every 200 square metres of gross leasable floor area	2 – plus 1 per 1000 square metres of gross leasable floor area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area

Conclusions

The existing transport network is well defined in the area with good access to public transport via a number of bus routes and access to the Seaford Rail Line.

Pedestrian and cyclist routes should be incorporated within the planning for the site to ensure safe and convenient routes for users, with strong connections to adjoining movement networks and facilities.

Analyses of the key intersections on Ocean Boulevard indicate that upgrades will be required to the Scholefield Road intersection and Seacombe Road intersection to accommodate the 2021 and 2036 traffic volume, irrespective of the proposed rezoning.

The impact of the proposed development will be minimal on the upgraded intersections and the road network particularly in comparison to the impacts resulting from development of the subject land in accordance with the existing zoning.

While there is a requirement for future works to facilitate access and improve road safety and capacity at existing intersections on Ocean Boulevard, the proposed rezoning will not bring forward the requirements for this works or result in an increase in the design criteria (with the exception of the increased right turn lane length on the approach to Schofield Drive).

Access to the quarry will be relocated and signalised which will substantially improve road safety and be beneficial for future development within the subject area. These improvements will readily off-set any traffic impact associated with the variation in traffic volumes associated with the change of land use.

Anticipated future development will not alter the classification or function of the road network encompassing the subject land.

Traffic volumes will be able to be accommodated within the existing carriageway widths.

As both Councils' Development Plans already contain relevant policies under the heading of 'Transportation and Access', it is not proposed to repeat them as part of this DPA. However, additional policies are proposed in the Suburban Neighbourhood Zone to support active transport options while the desired car and bicycle parking rates for development on the subject land are to be located within relevant policies in the Development Plans. In addition, a Concept Plan prepared for the subject land shows the indicative locations of access points, pedestrian/cycle path links and the signalised intersection.

It should be noted that the future infrastructure requirements discussed are intended as a guide and are subject to change in the course of actual development and future travel demands.

3.2.5 Retail Assessment

The 30-Year Plan for Greater Adelaide (2017 Update) promotes the concept of 'activity centres' which provide concentrations of business, administrative, civic, retail, residential, entertainment, employment, research, education and community uses. The purpose of activity centres is to cluster commercial and employment activity to improve accessibility, productivity and the efficient use of infrastructure.

The range of activities found in such centres vary, depending on the 'level' of the centre. For example, at a strategic level, the *30-Year Plan* shows the activity centre in the Adelaide CBD as a 'Capital City' centre and at Marion as a 'Regional' centre. Within the Marion Council area, the centres at Edwardstown and Hallett Cove are shown as 'District' level centres, as is Glenelg within the Holdfast Bay Council area.

At the Development Plan level, activity centres have been traditionally contained within various Centre Zones, dependent on the level of activity provided. However, in more recent times, the provision of activity centres has also been recognised within a number of other Zones (i.e. Suburban Activity Node Zone, Suburban Neighbourhood Zone, Mixed Use Zone).

To assist in understanding the level of services likely in the various 'centre' zones, examples are provided below:

Marion Council Development Plan

- Regional Centre Zone (e.g. Marion Regional Centre at Sturt Road, Oaklands Park)
- District Centre Zone (e.g. Hallett Cove Centre at Lonsdale Highway, Hallett Cove)
- Neighbourhood Centre Zone (e.g. Park Holme Centre at Marion Road, Park Holme)
- Local Centre Zone (e.g. corner of Dwyer Road and Johnstone Road at Oaklands Park)
- Mixed Use Zone (e.g. Castle Plaza at South Road, Edwardstown)
- Suburban Activity Node Zone (e.g. Alawoona Avenue at Mitchell Park).

Holdfast Bay Council Development Plan

- District Centre Zone (e.g. along Jetty Road at Glenelg and Brighton Road at Brighton, south of the rail line)
- Neighbourhood Centre Zone (e.g. along Brighton Road at Hove, north of the rail line)
- Local Centre Zone (e.g. corner of Brighton Road and Bowker Street at North Brighton).

As indicated, it is proposed that the subject land be rezoned to Suburban Neighbourhood Zone. In addition to supporting medium density residential development, policies for the Zone also support the establishment of 'local and neighbourhood activity centres that are located within a walkable distance of most residents. Further policies indicate that such centres should 'provide a range of shopping, community, business and recreational facilities for the surrounding neighbourhood.'

In relation to the retail component of the proposed centre, two retail studies (LOCATIQN, *Seacliff Village, Retail Floorspace Demand Analysis*, September 2013 and Deep End Services, *City of Holdfast Bay – Retail analysis to inform planning policy*, 2013) concluded that neighbourhood level shopping (i.e. a supermarket and specialty shops) could be supported on the subject land. However, based on the assumptions and information used in the modelling undertaken, there was a difference in the recommendations as to the size of the retail facilities which should be provided.

In summary, the LOCATIQN analysis supported a retail offering of some 8500m^2 of retail floorspace (comprising a 'major full-line' supermarket of 4000m^2, 2000m^2 of mini-major floorspace and 2500m^2 of specialty retail floorspace), while the Deep End analysis suggested 5000m^2 to 7000m^2 retail floorspace (comprising a supermarket of 3000 to 3500m^2, 1000m^2 to 1500m^2 of mini-major floorspace and 1000m^2 to 2000m^2 of specialty retail floorspace).

While its analysis suggested a smaller retail GLA was appropriate for the site, Deep End also indicated that a larger floor space would not make existing centres unviable. Further, LOCATIQN indicated impacts (from its suggested larger floor areas) were only likely to be experienced by competitive facilities in the short term, with centres continuing to benefit from growth in the retail market once these impacts had been absorbed.

It is noted that since these analyses were undertaken, the size of the retail offering being provided along Brighton Road at Brighton and at Westfield Marion has increased. For example, in 2016 Westfield Marion was expanded by 3000m^2 incorporating an Aldi supermarket, 10 new shops and four new eateries. A further $260M expansion was announced in December 2018.

At Brighton, the Brighton Central Shopping Centre was redeveloped during 2017/2018, resulting in a doubling in size of the Foodland supermarket and the provision of a wider range of specialty shops, while further north along Brighton Road a new generation Woolworths store was opened in March 2019. This provided an increase in supermarket floor space from 1500m^2 to over 3600m^2.

Within this context, and taking into account the Councils' vision for the proposed Seacliff Park activity centre and for it to be at a 'neighbourhood scale', it is proposed the centre be developed with up to 6,000 square metres in floor area for shops and 2,000 square metres in floor area for other non-residential land uses.

Conclusions

A neighbourhood level activity centre is considered warranted for the subject land, providing for a range of shopping, community, business and recreational facilities. Such a centre will support the 'walkable' neighbourhood concept, reducing the need for car travel for local residents and providing environmental benefits. Later discussion in the Social Impact Assessment also supports the establishment of a centre on this land.

Retailing is recognised as an integral service in a neighbourhood centre, and as a key attractor often underpins the wider provision of community services. The proposed size of the retail component (i.e. 6,000m^2) of the centre is considered appropriate, being at a neighbourhood scale, 'filling' an identified gap in retail services in the local and wider area and able to provide a level of variety in the retail offering. The projected impacts on existing retailing in the wider area have been identified as not threatening the viability or continued operation of any centres and within the normal competitive range. Impacts are expected to be short term, with centres continuing to benefit from growth in the retail market once these impacts had been absorbed.

As both Councils' Development Plans already contain relevant policies under the headings of 'Centres and Retail Development', it is not proposed to repeat them as part of this DPA. However, additional policies are proposed in the Suburban Neighbourhood Zone to provide more specific guidance on development within the neighbourhood activity centre area, including indicating the types of retail uses envisaged, maximum floorspace areas and parking requirements.

3.2.6 Environmental Noise and Vibration Assessment

An environmental noise and vibration assessment was undertaken for the subject land in 2013 by Sonus acoustic engineers. The assessment identified potential environmental issues for the redevelopment of the site as including:

3.2.6.1 Ocean Boulevard Traffic Noise

This assessment detailed the conceptual acoustic treatments likely to be required to achieve appropriate internal noise levels and listed varying construction requirements for dwellings depending on their distance from the closest edge of Ocean Boulevard. As the overall design of the site progresses, and building layouts are finalised, consideration can also be given to the location of outdoor areas that utilise the shielding effect of the proposed buildings from Ocean Boulevard. There is also the potential to reduce the treatments required to individual buildings by the inclusion of an appropriately designed roadside barrier.

3.2.6.2 Linwood Quarry Haulage Road Truck Noise

This assessment detailed the conceptual acoustic treatments likely to be required (physical barrier/fence and building construction/materials) to reduce noise levels in dwellings adjacent to the haulage road to an acceptable level. The assessment also noted that should the haulage road be relocated, specific acoustic treatments to address this road would not be required. As indicated, the haulage road is to be relocated, with trucks now to exit the Quarry site to the east, at the intersection of Ocean Boulevard and Majors Road. Such an action will negate the need for specific amelioration measures to be adopted for sensitive development previously in proximity to the haulage road.

3.2.6.3 Linwood Quarry Haulage Road Truck Vibration

The vibration from a range of trucks, including multiple trucks moving simultaneously on the haulage road, was measured adjacent to the south-eastern boundary of the subject land. While the vibration measures varied, the requirements of Australian Standard AS2670.2 were found at distances of approximately 8 metres from the edge of the haulage road with no specific treatment required to residential development.

Similar to truck noise, the assessment also noted that should the haulage road be relocated, a setback distance for vibration purposes would not be required. As indicated, the haulage road is to be relocated, with trucks now to exit the Quarry site to the east, at the intersection of Ocean Boulevard and Majors Road.

3.2.6.3 Ground Vibration and Air Blast from Linwood Quarry

The energy from blasting at the Linwood Quarry can be transmitted to nearby structures in two separate ways:

- As ground vibration transmitted from the site of a blast through the ground, with transmission affected by the geology of the terrain and the distance to the receptor source. The vibration is similar to a seismic event in that it causes the ground to feel as if it is shaking and has the capacity to cause damage to structures at very high readings. Ground vibration is measured in peak particle velocity (PPV) in mm/s. The quarry has limits set for ground vibration that have a large safety factor to the design criteria set for residential and commercial structural design.

- As air blast that causes the noise heard from a blast, and in its simplest form is the compression of air molecules in a wave travelling away from the source at a rapid speed. The transmission of air blast pressure away from the explosive source is affected by the topography and the atmospheric conditions that occur during the event, including the direction and strength of the wind, the humidity and the density and ground height of the cloud cover. While air blasts can rattle windows during higher impacts and can startle people who are not aware of the blasting, it is considered very unlikely to cause damage to properties due to the fact that it is a wave of compressed air particles.

The drill and blasting practices at Linwood Quarry are closely monitored and, where necessary, modified, to achieve compliance with Australian Standard AS2187.2 which sets the statutory limits for vibration and air blast. In addition, it is noted the that the operational activities of the Quarry are progressively moving further to the south and east, away from the subject land.

In commenting generally on noise and vibration from the quarry activities, Sonus advised that typically requirements are based on the closest sensitive receivers, which in this circumstance are already located closer to the activities than the residential development proposed in this DPA. The required extent of action from the quarry operator would therefore be no different than it currently is (because it is based on the closest dwelling). Sonus further opined that it would be extremely unusual for a complaint regarding blasting noise and vibration or mining activity to “leap frog” the closest dwellings in a densely populated area.

Conclusions

Portions of the subject land will be subject to noise and vibration impacts from traffic on Ocean Boulevard. Various measures are available to mitigate these impacts on residential development to an acceptable level, including constructing acoustic barriers, set-backs from the road frontages, siting and layout of rooms and outdoor areas and employment of acoustic materials in construction. The final treatments required are likely to be a combination of these measures and will be determined at the development application stage.

Both Councils' Development Plans already contain relevant policies under the headings of 'Interface between Land Uses', 'Residential Development' and 'Noise and Air Emissions Overlay'. Maps delineating the subject land as a 'Noise and Air Emissions Designated Area' are to be included in both Development Plans, invoking application of the Minister's Specification SA 78B *Construction requirements for the control of external sound*.

Given the relocation of the Quarry haulage road away from the Area Affected, noise and vibration from quarry trucks is no longer an issue that needs to be considered in the policy setting.

3.2.7 Air Quality Assessment

An Air Quality Reverse Amenity Impact Assessment was undertaken for the subject land by Pacific Environment Limited in 2013.

The Assessment identified the subject land as being situated with the Boral Linwood Quarry to the south (beyond the Marion Golf Park), 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 entry on the boundary to the south-east.

In this context, the key concerns identified in the report were in relation to significant truck movements generated by quarry/concrete batching operations along the haulage road. While a number of measures were identified to manage issues created by these truck movements (i.e. washing of trucks on site to reduce dust carriage, use of roadway sprinklers to suppress dust, regular use of truck sweeping to clean the road, establishment of an appropriate vegetation buffer, retention of an appropriate distance buffer, location and siting of residential development and provision of a high acoustic wall), the agreed relocation of the haulage road will negate the need for specific amelioration measures to be adopted for sensitive development previously in proximity to the haulage road.

In terms of general dust monitoring, the Assessment indicated the data provided for 2 three month periods demonstrated dust levels and trends similar to local/regional air quality data for the same period, suggesting that the Linwood Quarry was not significantly impacting on the local PM10 air quality during this period. (PM 10 refers to particulate matter with a diameter of 10 micrometers or less).

The Assessment also noted that the proposed redevelopment of the subject land involved a mixed-use development including residential use, which would increase the population in an area which had a history of air quality related complaints and issues. In this circumstance, and while outside of planning controls, the Assessment also suggested the need to have effective measures in place to manage perceptions and expectations in relation to nuisance dust complaints. A suggested starting place for this was is in the advertising of the development, being upfront about the proximity to the quarry and the potential for dust from its operations and the controls in place to improve the situation.

Conclusions

The production of construction materials at the Linwood Quarry is of metropolitan significance, with the quarry being listed in *The 30-Year Plan for Greater Adelaide.* In recognition of the significance of the resource it is necessary that any new adjoining developments are located and designed to minimise the potential for impact on residents from the quarry as well as enabling the continuation of the quarry activities without undue constraints.

Although only over a six month period information provided by Boral on PM10 dust monitoring indicates dust levels and trends similar to local/regional air quality data, suggesting that the Linwood Quarry is not significantly impacting on the local PM10 air quality.

The agreed relocation of the haulage route will negate the need for the specific amelioration measures suggested above.

3.2.8 Linwood Quarry

The Linwood Quarry operations are located to the south of the subject land, with the quarry haulage road currently located adjacent to the southern and eastern boundaries of the site. The quarry has been in operation since 1882 and is now operated by Boral Resources (SA) Limited. It produces limestone aggregates, rail ballast, pre-mix concrete and road materials.

Current operations are worked continuously throughout the year with an annual sales output of between 750,000 and 1,000,000 tonnes of material. The site normally operates from 6.30am to 5.00pm Monday to Saturday, although truck movements on the site can continue out of hours with cement deliveries to the concrete plant and aggregate deliveries from the quarry to customers in the metropolitan area.

The quarry is identified as an active mine/mineral deposit on *Map 6 - Strategic mineral resources and operating renewable projects* in the *30-Year Plan*.

In December 2018, Boral lodged a proposal with the Department of Energy and Mining (DEM) to extend the quarry towards the east of the present pit (i.e. towards Ocean Boulevard). It is understood this proposal is to be considered by the Minister for Mineral Resources/DEM in the first half of 2019.

As previously discussed, a new access road from the Quarry to the Ocean Boulevard/Majors Road intersection has now been approved by the Department of Planning, Transport and Infrastructure. This access road will replace the current haulage road which runs adjacent to the southern boundary of the subject land. This will remove significant truck movements from close proximity to the proposed development. It is proposed that the haulage road alignment be retained and used for southern access into the subject land.

A formal tendering process has commenced to appoint a contractor for the construction of the new haulage road to the east. It is expected the works will commence in the first half of 2019.

3.2.8.1 Complaints

Boral operates both management and engineering mitigation control measures that apply at all times during construction, operation and shut down phases of the quarry site. In extreme cases, all product loading, drilling and crushing activities may be stopped. Traffic management, dust control and drilling and blasting practices are closely monitored, and in the latter case are recorded in accordance with Australian Standards. Management controls operate on the avoidance principle restricting operations and /or activities in certain designated areas, at certain times and in unfavourable conditions. Engineering controls generally comprise containment, suppression and/or collection.

Notwithstanding these practices, the quarry activities are the subject of a small number of complaints (approximately 5) each year. Over a number of years approximately 50% of complaints related to dust, 29% to noise, 7% to vibration, 3% to quarry material on roads and 11% to multiple concerns.

With an increase in the number of people in proximity to the quarry activities there is the potential for an increase in the number of complaints about quarry activities from residents new to the area. However, as discussed above, the proposed relocation of the haulage road should minimise this number. As occurs currently, the quarry activities will still be required to meet relevant legislative requirements into the future.

Conclusions

Boral Resources has plans to continue operations at the Linwood Quarry site for the next 30 years and beyond.

A small number of complaints are received each year in relation to the quarry activities, despite Boral's management and engineering mitigation control measures. As occurs currently, the quarry activities will still be required to meet relevant legislative requirements into the future.

It is expected the relocation of the haulage route away from its current location, adjacent to the southern boundary of the subject land, will minimise the potential for new complaints from new residents on the subject land.

3.2.9 Flora and Fauna Assessment

A flora and fauna assessment was undertaken for the then subject land by EBS Ecology in 2013. A further flora assessment was undertaken by EBS Ecology in 2019, to cover the additional land being sought to be added to the Affected Area.

The following discussion provides a summary of the findings of both reports.

3.2.9.1 Flora and Fauna Assessment - 2013

This assessment reviewed the legislative requirements which might impact on the flora and fauna within the site, including the:

- *Native Vegetation Act 1991* (the subject land is not within the area of effect of this Act)

Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)

- *National Parks and Wildlife Act 1972*
- *Natural Resources Management Act 2004*
- *Development Act 1993.*

It also commented on the Environmental Setting of the subject land, based on the Interim Biogeographical Regionalisation of Australia (IBRA) landscape based approach to classification. The subject land is located within the Flinders Lofty Block Bioregion, Mount Lofty Ranges Sub-region and the Adelaide Foothills Environmental Association.

Database Searches

Database searches undertaken for the subject land primarily included the EPBC Protected Matters online database (to identify any matters of national environmental significance or other matters protected by the *Environment Protection and Biodiversity Conservation Act* (EPBC Act) and the Atlas of Living Australia (ALA) website. The ALA is comprised of an integrated collection of databases including the Biological Database of South Australia, Birds Australia, Birds SA, Australasian Water Study Group and SA Museum.

The EPBC Protected Matters search highlighted 48 listed threatened species, 36 migratory species and 1 ecological community of relevance for the wider area, of which 22 species (4 birds, 1 frog, 1 mammal and 16 flora) were identified as possibly occurring within the subject land.

The ALA search recorded a total of 122 flora species, 72 birds, 4 mammals and 3 reptiles as being within 5 km of the subject land. Of these, 1 bird and 1 reptile species are of national conservation significance, and 4 flora and 7 bird species are of state conservation significance

An assessment of the likelihood of occurrence rating for each of the 22 threatened species identified in the Protected Matters Search and 13 species in the ALA database searches was then undertaken, within a rating system of 'Highly Likely', 'Likely', 'Possible' and 'Unlikely'.

Thirty four of the 35 species assessed were considered to have an 'Unlikely' likelihood of occurrence within the subject land for a variety of reasons. The remaining species, the Yellow-tailed Black Cockatoo was assessed as a 'Possible', largely on the basis of Aleppo Pines on the subject land providing a potential food source. However, subsequent to the preparation of the assessment, the Aleppo Pines were removed as part of site clearance of the land, which also involved removal of all derelict buildings on the land.

Field Survey

A field survey of the subject land was also undertaken 'on foot'. This identified 76 flora species, of which only four were indigenous species and in very limited numbers:

- 1 small patch of *Austrostipa scabra* (Falcate-awn Spear-grass)
- 2 individual *Acacia pycnantha* (Golden Wattle)
- a single *Enchylaena tomentosa* var. *tomentose* (Ruby Saltbush)
- a small patch of *Myoporum insulare* (Common Boobialla).

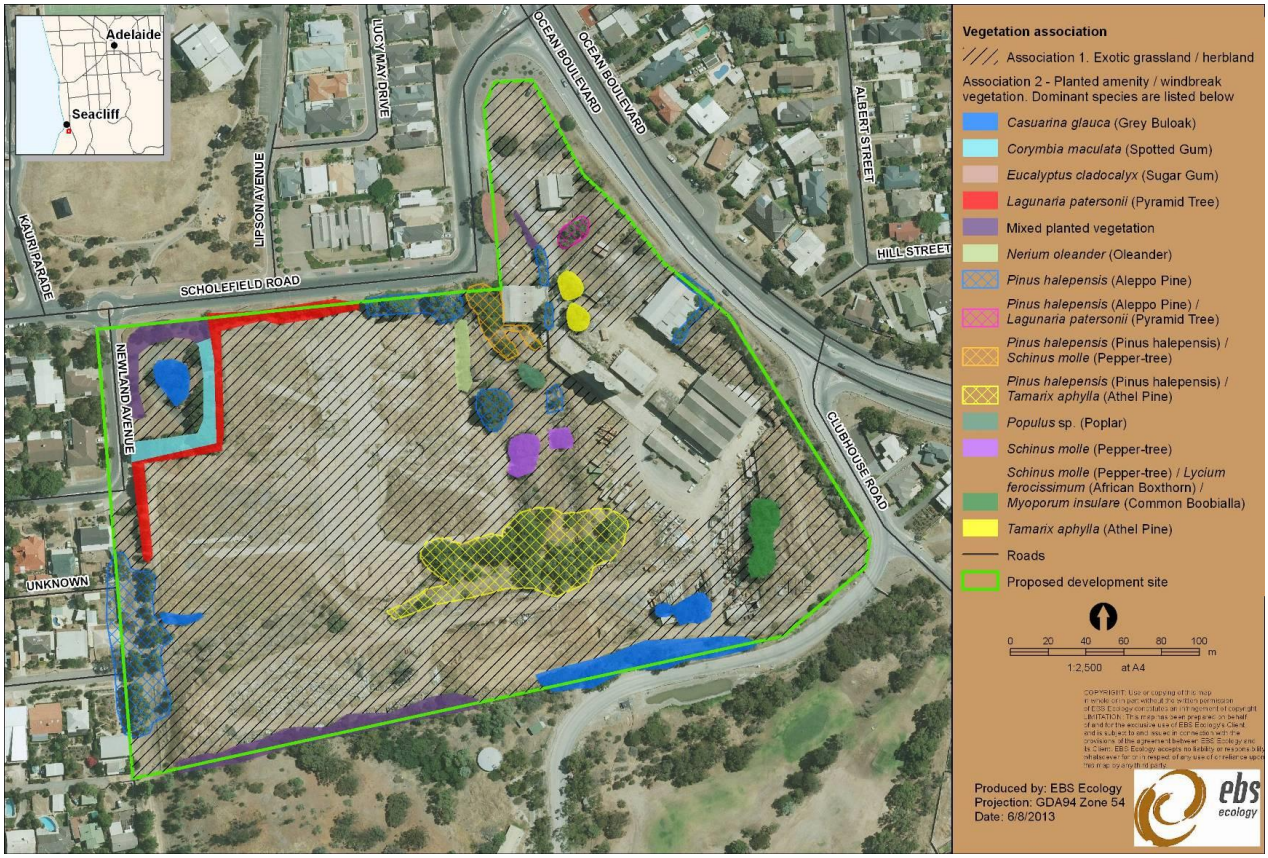
Two vegetation associations were identified within the subject land as shown on the following map:

- Association 1 – Exotic grassland/Herbland
- Association 2 – Planted amenity/windbreak vegetation.

Association 1 – Exotic grassland/Herbland was the dominant association covering an area of approximately 6.26 hectares and was considered to be in very poor condition where the ground had been disturbed, scraped or filled, creating favourable conditions for exotic species. Dominant species included Soursobs, Wild oat, Rice Millett, Wild Radish and Pincushion.

Association 2 – Planted amenity/windbreak vegetation was observed along the boundary fenceline and in close proximity to derelict sheds, covering an area of approximately 1.67 hectares. Dominant flora species included exotic species that had been previously planted and were now very large in height, including Aleppo Pine, Grey Buloak, Platypus gum, Pepper-tree and Athel Pine. This association included three of the four indigenous species identified above. The condition of the vegetation was considered to be very poor, although its visual amenity value was considered high, particularly along sections of the southern, western and northern boundaries and in the Council reserve at the corner of Scholefield Road and Newland Avenue.

Again however, subsequent site clearance works, undertaken in conjunction with removal of all derelict buildings on the land, has resulted in the removal of all vegetation internal to the site owned by the proponent.



Vegetation associations - 2013

Six fauna species were observed within the subject land, comprising five bird species (Silver Gull, Rock Dove, Australian Raven, Nankeen Kestrel and Australian Magpie) and one feral mammal (Brown Hare /European Hare)). No conservation significant species were observed during the field survey.

Of the flora species identified, nine were classed as Declared weed species under the *Natural Resources Management Act 2004*.

3.2.9.2 Vegetation Clearance Assessment - 2019

As indicated above, this 2019 assessment was undertaken to cover the additional land (some 3.9 hectares) being sought to be added to the Affected Area. Prepared by EBS Ecology, as was the 2013 assessment, the introductory information (i.e. Legislative Summary, Background Information and Methods) is of a similar nature to that discussed in the 2013 assessment.

In summary, the key findings of the 2019 assessment were:

Database Searches

Database searches were undertaken using the Protected Matters Search Tool (PMST) associated with the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC) , the Biological Data Bases of South Australia (BDBSA) flora and fauna supertable overview associated with the State's *National Parks and Wildlife Act 1974* and a review of relevant literature and flora and fauna surveys previously conducted in, or in proximity to the subject land. These searches indicated:

EPBC threatened ecological communities
There was one nationally Threatened Ecological Community (TEC) that had the potential to occur within vicinity of the site: Grey Box (*Eucalyptus microcarpa*) Grassy Woodlands and Derived Native Grasslands of South-eastern Australia. However, no indigenous *Eucalyptus microcarpa* trees were located within the area and this community was not observed within or in close proximity to the area.

EPBC threatened flora species
Ten EPBC listed flora species were identified in the Protected Matters Report as potentially occurring or having potential habitat occurring within the vicinity of the area. However, none of these species were observed or were deemed likely to occur within the subject land.

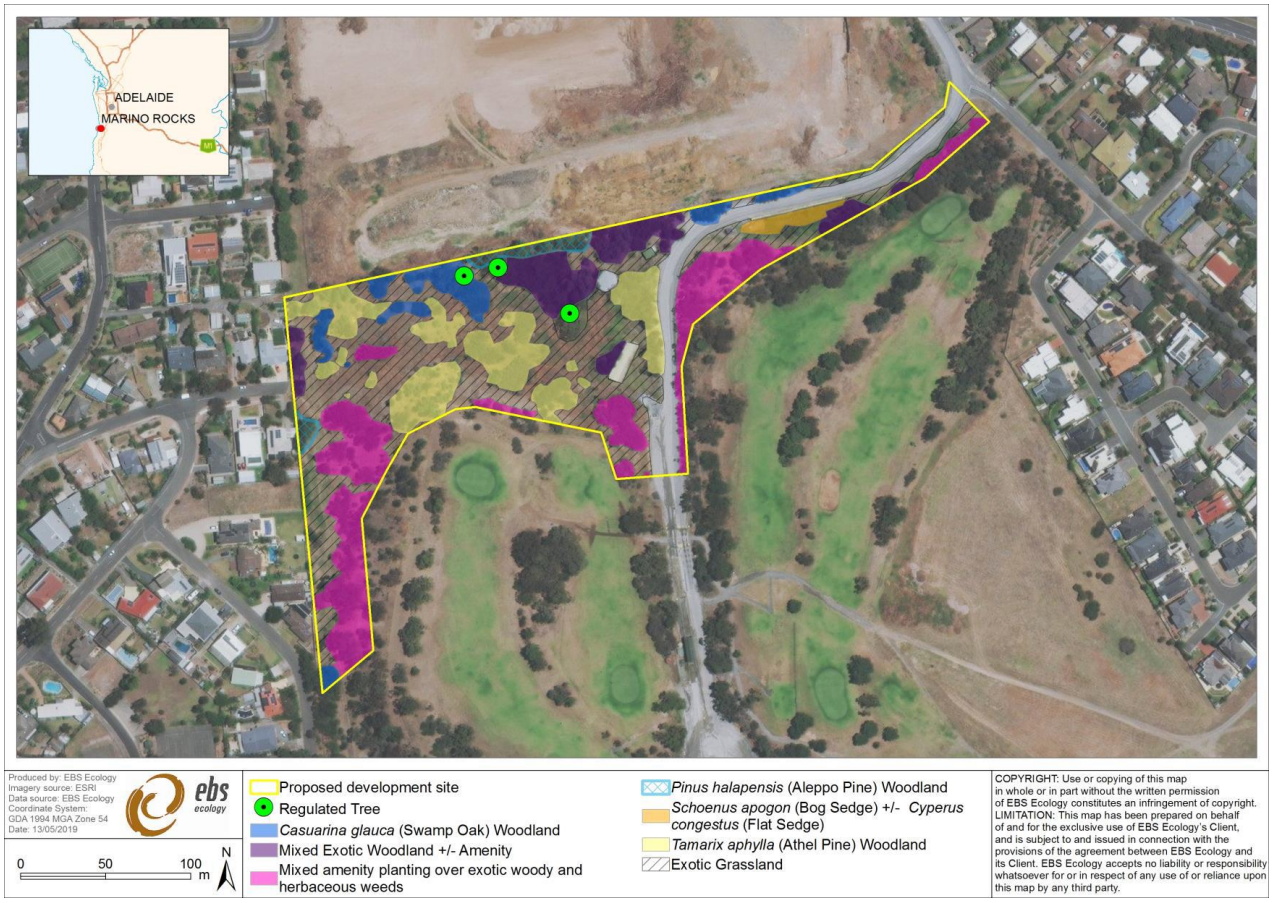
EPBC threatened fauna species
Thirty-six EPBC listed fauna species were identified in the Protected Matters Report as potentially occurring or having habitat potentially occurring within the vicinity of the area. This included 27 bird, five mammal, one fish and three reptile species. However, no species were determined as likely to occur within the subject land, based on preferred habitat and previous records within close proximity to the land.

Thirty-eight species listed as migratory and/or marine under the EPBC Act were identified in the Protected Matters Report as potentially occurring or having habitat potentially occurring within the vicinity of the area. However, no species were considered likely to use the subject land for habitat resources.

State threatened flora species
Eight threatened flora species were highlighted as having observations within 5 km of the area from the Naturemaps super tables. However, none of these species were deemed as likely to occur onsite. *Acacia whibleyana* was observed as a planted specimen adjacent to the entrance track to the Boral site.

State threatened fauna species
The Naturemaps fauna supertable search within 5 km of the area indicated four species listed as threatened at state level. None of the fauna species were considered likely to utilise the site for habitat resources based on the vegetation structure, proximity to arterial roads and adjoining land use.

Field Survey
'Walking' the site indicated the vegetation consisted of planted trees for the purpose of amenity value. The area was mapped as broad exotic vegetation associations with mixed amenity over exotic emergents accounting for a large part of the area (see the Figure following).



Vegetation associations – 2019

Woody weed species such as *Olea europaea* (Olive) have emerged naturally over time, and other species such as *Tamarix aphylla* (Athel Pine) and *Pinus halepensis* (Aleppo Pine) were planted due to their hardiness and high growth rate. These are all classified as significant environmental weeds and removal will be beneficial to lower the weed spreading capacity to adjacent reserves. Other native plantings were largely Western Australian species such as Mallets. Overall the vegetation present was low ecological value with declared weed species providing the highest cover.

The eastern section of the area adjacent to the access road was largely a cutting / bank landform. This was planted largely with *Eucalyptus* species of mixed origin. Part of the section has been planted with local indigenous species, consisting of primarily *Eucalyptus porosa* (Mallee Box) and *Eucalyptus cosmophylla* (Cup Gum). The *Eucalyptus porosa* plantings have been successful and provide a natural look to the bank. *Eucalyptus cosmophylla* were highly stunted and in poor condition. The understorey was of almost entire exotic nature with species such as *Olea europaea* (Olive), *Lycium ferocissimum* (Boxthorn), *Chrysanthemoides monilifera* (Boneseed), *Oxalis pes-capre* (Soursob) *Cenchrus clandestinus* (Kikuyu), *Euphorbia terracina* (False Caper), *Asparagus asparagoides* (Bridal Creeper), *Rhamnus alaternus* (Blowfly bush), *Marrubium vulgare* (Horehound), *Senecio pterophorus* (African Daisy) and *Pinus halepensis* (Aleppo Pine) all well represented and regenerating.

The western extent of the area was dominated by *Tamarix aphylla* (Athel Pine) plantings, emergent *Lycium ferocissimum* (Boxthorn) and *Rhamnus alaternus* (Blowfly Bush). There were dense thickets of declared weed species along the northern portion of the area.

Areas without plantings and emergent weeds were dominated by exotic grasses and herbaceous species, particularly *Cenchrus clandestinus* (Kikuyu) and *Cynara cardunculus* (Artichoke Thistle).

Two Regulated trees and one Significant tree (under the *Development Act 1993*) were observed within the area (as shown on the above Figure), two *Eucalyptus camaldulensis* (Red Gum) and another introduced native species, potentially *Eucalyptus gomphocephala* (Tuart Gum). While these trees were in good condition, they were not providing significant structural habitat such as hollow bearing limbs. If removal of these trees is required, approvals under the *Development Act* will need to be sought from Marion Council

Eleven species of declared weeds (under the *Natural Resources Management Act 2004*) were observed during the field survey. Five of these species were also listed as Weeds of National Significance (WoNS). WoNS have been agreed by Australian governments based on an assessment process that prioritised these weeds based on their invasiveness, potential for spread and environmental, social and economic impacts.

Conclusions

At the time of the 2013 survey, vegetation within the then subject land was considered to be in very poor condition and dominated by exotic flora species, both planted and established. Declared weeds were common and widespread throughout the site. Subsequent site clearance works, undertaken in conjunction with removal of derelict buildings on the land, has resulted in further disturbance to the vegetation internal to the site owned by the proponent.

A search of relevant databases identified 35 'threatened' faunal species as possibly occurring within the subject land. However, more detailed assessment indicated 34 of the 35 species assessed were considered to have an 'Unlikely' likelihood of occurrence within the subject land for a variety of reasons.

The remaining species, the Yellow-tailed Black Cockatoo (YTBC) was assessed as a 'Possible', largely on the basis of Aleppo Pines on the subject land providing a potential food source, although it was noted no YTBC were observed during the survey period.

However, subsequent removal of the Aleppo Pines means it is now 'Unlikely' that the YTBC would be attracted to the land. This removal of the Pines was considered likely to have only a minor impact on YTBC, given that there are other known pine plantations within the southern Adelaide area that they can feed on, as well as the fact YTBC can travel long distances in search of food.

Large areas of rubbish, rubble and waste material were observed on the majority of the subject site. While these areas were likely to be habitat for various reptiles, no reptiles of conservation significance were identified as occurring within the site. Subsequent site clearance works has reduced areas of rubbish, further reducing habitat opportunities.

The 2013 assessment report also provided advice in relation to minimising the impact of development on the ecological values of the subject land. This advice focussed on management of on-site activities, including developing and implementing weed and pest management plans to restrict weed spread offsite, fauna management procedures for construction works and a suitable storm water catchment plan to have no impacts on any potential offsite habitat.

As with the 2013 assessment, the 2019 assessment over the additional land proposed to be included within the area affected indicated no significant flora or fauna species have been identified on the subject land.

While not a DPA matter, EBS recommended various measures should be put in place to control declared plant species and environmental weed species, particularly during the construction process.

No additional policies are proposed for inclusion in the DPA on this matter.

3.2.10 Regulated/Significant Tree Survey

A Regulated/Significant Tree survey and assessment was undertaken for the main portion of the land and immediate surrounding environs by Symatree in 2013. EBS Ecology subsequently considered this issue for the additional land to be included in its 2019 flora and fauna assessment (see discussion above in section 3.2.9.2).

3.2.10.1 The 2013 Survey

The 2013 survey identified 12 trees that met the criteria for a 'regulated tree' (i.e. a trunk or multiple trunks with a total circumference of two metres or more measured at a point 1 metre above natural ground level). No trees were identified as meeting the criteria for a 'significant tree' (i.e. a total circumference of 3 metres or more).

The remaining vegetation on the site was described as being dominated by a mix of tree species that were not subject to planning controls. These species include Pepper Corns, Norfolk Island Hibiscus and Athel Pines. In addition, a number of self-sown Aleppo Pines, in various stages of maturity, were also found on the site.

Of the Regulated trees, seven were located within the proposed development site, while four were located in the Holdfast Bay Council reserve at the corner of Scholefield Road and Newland Avenue and one was located within the road reserve adjacent to the current main entrance to the subject land on Scholefield Road.

The approximate locations of these trees are shown on the following aerial image.



Locations of Regulated trees

Assessment of the 12 Regulated trees suggested that five were in poor health, had poor structure, or both, and could be supported for removal. The report suggested that seven trees could be retained, subject to final design of the proposed development. One of these trees was within the Scholefield Road road reserve, four within the Les Scott Reserve and two were internal to the site. These latter two trees were identified as Aleppo Pines, which within natural areas are considered weed species. While suggesting their retention, the report acknowledged their location may restrict site remediation works or development that would otherwise be considered reasonable and that in this context removal of the trees could be supported on balance.

As previously indicated, the removal of the trees in poor health and the Aleppo Pines has subsequently been undertaken as part of site clearance works. The Regulated trees on Council land (i.e. within the road reserve and on Les Scott Reserve) remain.

3.2.10.1 The 2019 Survey

The EBS Ecology *Vegetation Clearance Assessment* report prepared in 2019 for the additional land proposed to be included within the area affected, identified two Regulated trees and one Significant tree as being located within this area.

The locations of these three trees are shown on the Vegetation association – 2019 Figure in preceding section 3.2.9.2.

The table below provides a summary of the findings of the 2019 assessment:

Tree Number	Species	Easting/Northing	Circumference (metres)	Health	Regulated/Significant
T1	Eucalyptus camaldulensis ssp. camaldulensis	274193 / 6119477	2.13	Good	Regulated
T2	Eucalyptus camaldulensis ssp. camaldulensis	274151 / 6119504	3.33	Good	Significant
T3	Eucalyptus sp. (gomphocephala?)	274131 / 6119494	2.73	Good	Regulated

The removal of any Regulated or Significant Trees from within the subject land will require a Development Application to be lodged with the relevant Council and an assessment undertaken against the relevant provisions of that Council's Development Plan. This would typically occur during site preparation works or at the later development proposal stage.

Conclusions

The 2013 assessment identified eleven trees within or near to the initial area affected as meeting the 'Regulated' tree definition under the *Development Act.* Four of these were within Holdfast Bay's Les Scott Reserve. A further Regulated tree was located on the road reserve of Scholefield Road. Of the seven trees on the land likely to be redeveloped, five were in poor health, had poor structure, or both, and were supported for removal. The other two trees internal to the development site were Aleppo Pines, which within natural areas are considered weed species. While suggesting their retention, the report acknowledged their location may restrict site remediation works or development that would otherwise be considered reasonable and that in this context removal of the trees could be supported on balance.

Subsequent to the preparation of the Symatree report, the removal of the trees in poor health and the Aleppo Pines was undertaken as part of site clearance works. The Regulated trees on Council land (i.e. within the road reserve and on Les Scott Reserve) remain.

The 2019 assessment identified a further two Regulated trees and one Significant tree on the additional land proposed to be included in the area affected. These were considered to be in good condition.

As both Councils' Development Plans contain policies specifically for assessing Regulated and Significant tree applications, no additional policies are proposed in this DPA.

3.2.11 Cultural Heritage

3.2.11.1 Aboriginal Heritage

The Department of the Premier and Cabinet - Aboriginal Affairs and Reconciliation Division has advised that the Central Archive, which includes the Register of Aboriginal Sites and Objects, has no entries for Aboriginal sites on the subject land.

It is noted that all Aboriginal sites and objects are protected under the *Aboriginal Heritage Act 1988*, whether they are listed in the Register or not. Pursuant to the Act, it is an offence to damage, disturb or interfere with any Aboriginal site or damage any Aboriginal object (registered or not) without the authority of the Minister for Aboriginal Affairs and Reconciliation. If the planned activity is likely to damage, disturb or interfere with a site or object, authorisation of the activity must first be obtained from the Minister under section 23 of the Act. Section 20 of the Act requires that any Aboriginal sites, objects or remains, discovered on the land, need to be reported to the Minister. Penalties apply for failure to comply with the Act.

3.2.11.2 Other Heritage

Review of the Marion Council Development Plan and the Holdfast Bay (City) Development Plan indicates there are no items of State or Local heritage significance or Contributory items on the subject land or in the immediate vicinity.

Conclusions

Research indicates there are no Aboriginal sites or items of State or Local heritage on the subject land. No additional policies for cultural heritage are therefore proposed in this DPA.

3.2.12 Social Impact Assessment

Creating Communities, a multidisciplinary social and communications planning firm, examined the potential social impact of the rezoning of the subject land in 2013. In preparing the assessment, discussions were held with key staff at both Councils, desk-top research of key factors undertaken and, where necessary, 'spot checking' of significant factors was also undertaken.

The assessment report indicated that the site was viewed as a 'blight' on the area and a physical barrier for the transition of people throughout the area. However, the proposed development of the site was considered to have great potential to address any shortfalls in amenity and lifestyle choice for incoming residents and the surrounding communities and therefore have significant positive social impacts.

Given the existing demographics of the surrounding suburbs, type of residential units likely to occur, the potential cost of the majority of the units and the prevailing psyche of housing choice, Creating Communities considered it highly likely that the vast majority of the proposed dwellings would be occupied by singles, young couples without children and older empty-nesters. While there was potential for some families to locate here, that was considered to be a clear minority.

Based on this predicted demographic, Creating Communities found that the provision of community services and infrastructure at both the regional and district levels would be able to absorb the additional needs of the incoming population. It also noted that the development had the potential to be of significant overall and specific benefit to the local area and its amenity, with the main risk lying in failing to adequately take advantage of the opportunity that both the new residents and redeveloped site could offer.

Review of the 2019 proposed residential development form indicates it is likely to encompass in the order of 150 residential allotments and some 430 – 480 apartments at a medium density of 35 – 70 dwelling units per hectare and in a medium rise form of 3 – 6 storeys height. These forms of residential product are aimed more at singles, couples and an older demographic, rather than having a family orientation. This demographic is in line with that previously considered by Creating Communities in its assessment and, as such, its assessment is still considered relevant.

Potential positive and negative social impacts associated with the development of the subject land were (and are) considered to include:

Positive impacts	Negative impacts
The current land use is typically considered negatively, and therefore the change in use is likely to be seen in a positive light by local residents.	
The potential for higher density residential outcomes reinforces a range of strategic directions of the South Australian government, as well as the two Councils, to achieve residential infill.	
The addition of in the order of 600 dwellings will help to address the ongoing public demand for accommodation in the local area and in Adelaide more broadly.	
Increased employment opportunities during construction and in retail activities.	
A boost in the local economy from retail activities, new households requiring goods and services and office space providing opportunities for businesses to grow and develop.	Conversely, some shops in the wider area will face increased competition and short term financial impacts.
The addition of up to 1,400 new residents who are likely to have commonalities with existing residents.	Conversely, the additional residents may increase pressure on existing, local health facilities. An additional GP will be required in the local area.
The ability to create development amenable to 'ageing in place'.	
Increased housing prices in adjacent areas as a result of the new retail and housing development.	Conversely, rental prices may also rise, although most own their homes.
The provision of some affordable housing provides a much needed opportunity for a section of the community, enabling the local area to maintain a socially diverse environment.	
The opportunity for additional community facilities and services (i.e. a community centre/hub, recreation/open space, GP services, child care centre).	
	The two closest local schools are currently (in 2013) operating at or near capacity. Although the predicted demographic will not generate a significant demand for school places it is possible that this may constitute a low negative impact. Further to this

Positive impacts	Negative impacts
	comment, it is to be noted that with a build time of some 6 – 10 years before reaching final population yields, potential impacts on school places can be further considered in the interim.
Improved quality of the living environment.	Conversely, remediation and construction activities may have potential short term impacts on existing adjacent development.
Enhanced connectedness with existing public transport options, open space and the establishment of walking and cycling opportunities through the site.	
Space for celebrating community. The development can offer spaces to accommodate events and activities that help celebrate and build community.	
Ongoing cooperative working. The rezoning process has promoted a productive, cooperative working relationship between the two Councils and there is opportunity for this to increase, to the benefit of ratepayers.	

Conclusions

The social impact assessment identified a number of positive impacts likely to result from the proposed rezoning of the subject land and its subsequent development for medium density residential, community, retail and open space purposes. Overall, the development of the subject land will provide a vastly improved amenity to the area and enable connections across the land and to adjoining areas. In addition, the policies proposed in this DPA provide support for the physical location of community services within the neighbourhood activity centre, with envisaged uses including a community centre, consulting rooms, indoor recreation centre, offices, place of worship and a pre-school (child-care centre).

As shown in the table above, a few potentially negative impacts were also identified, but these are considered of short term duration. In relation to the demand for school places, the assessment indicated that while the two closest local schools were operating at or near capacity (in 2013), there was unlikely to be a high demand generated based on the predicted demographic. This remains valid in 2019. In addition, there were a number of local primary and secondary schools (both public and private) that were considered to have the capacity to absorb future demand.

3.2.13 Affordable Housing

The 30-Year Plan promotes the need to ensure that Adelaide maintains its housing affordability advantage compared to other states. It recognises that, when measuring affordability, it is important to recognise that household costs relate not only to the actual purchase cost of the home but that other aspects of daily life must also be considered. These include transport costs, which are the second largest component of household expenditure. Consequently, the total 20-year cost per household (factoring in interest payments and travel costs) can be significantly higher for people living in the outer metropolitan areas compared to those living in inner and middle rim suburbs.

To reduce transport costs and to increase affordable living options, the 30-Year Plan promotes the development of walkable neighbourhoods. These are neighbourhoods that provide close and convenient access by foot, bike or public transport to local services, shops, primary schools and public open space.

There are a number of policies within the Plan that discuss the need to provide affordable housing, including Policy 43 that states:

"*Increase the supply of affordable housing through the provision of 15 per cent affordable housing in all new significant developments. These developments include surplus and residential government land projects; declared major developments and projects; and rezoned land that increases dwelling yield (including all new growth areas)*."

Development of the subject land is considered to provide opportunity for consideration of affordable housing options.

Both the Marion and Holdfast Bay Development Plans already contain Affordable Housing Overlay policies. Application of these policies to the subject land will be achieved by showing the subject land as a 'designated area' on an Affordable Housing Overlay Map.

In addition, both Development Plans also contain other Affordable Housing policies and 'Affordable housing' is recognised as an envisaged use in the Suburban Neighbourhood Zone which is proposed to be introduced over the land.

3.2.14 Mineral Extraction Zone

The western portion of the Area Affected, within the Marion Council area, is currently located within a Mineral Extraction Zone. This Zone reflects the mineral resources in the area and the associated quarrying activities of the Boral operated Linwood Quarry.

Over a number of year the quarrying operations have progressively moved further south towards Perry Barr Road at Hallett Cove, away from the subject land. In December 2019, Boral lodged a Mining Lease Proposal with the Department for Energy and Mining, seeking to develop the quarry in an easterly direction, towards Ocean Boulevard/Lonsdale Road at Seacliff Park and Hallett Cove.

This expansion of quarrying activities to the east, together with the agreed relocation of the current haulage road from adjacent to the southern boundary of the subject land to a future exit at the intersection of Ocean Boulevard and Majors Road intersection, means that land adjacent to the southern boundary of the proponent's land is no longer required for mining activities. Being located immediately adjacent to the proponent's land means that it forms a logical extension to that land, and it is proposed that it also be rezoned to Suburban Neighbourhood Zone.

The surrender of this portion of the tenement, to remove this land from the associated Mining Lease, is being sought with the Department for Energy and Mining.

The Minister for Planning has advised that the Councils need to provide confirmation of the extinguishment of the mining licence (or as a minimum that the process has commenced) at the time the DPA is lodged for approval.

3.2.15 Open Space Provision

Section 50 of the *Development Act 1993* (Open Space Contribution Scheme) provides a legislative framework for the allocation of public open space and the contribution of funds towards future open space.

Where within a council area an application proposes the division of land into more than 20 allotments, and one or more of the allotments is less than one hectare in area, the council may require up to 12.5% of the land to be vested in the Council to be held as open space. Alternatively, a financial contribution may be payable to the council based on a set formula, or a combination of land and financial contribution can be agreed.

Where the division of land is for 20 allotments or less, and one or more allotments is less than one hectare in area, or undertaken under the *Community Titles Act 1996*, the State Planning Commission may require a contribution or enter into an agreement where certain land will be vested in the council or Crown to be held as open space and a contribution will be made.

The statutory provision of open space (either as land, a financial contribution or a combination of both) is therefore dependent on a land division proposal, its type and the number of allotments proposed.

In the circumstances of this DPA there are a number of factors that prevent a definitive allocation of open space at this time, including:

- The final form of development likely to occur on the subject land, and its need for associated land division, has not yet been determined. For example, development could be in a mixed-use format (i.e. retail with residential above) or as standalone land uses (i.e. residential, retail or commercial), with some activities not requiring further land division to proceed and therefore not being required to make an open space contribution.

- Depending on the extent of land division proposed, whether the open space contribution is to be provided to Council (primarily as a land contribution, but potentially as a land/monetary contribution) or the State Planning Commission (primarily as a monetary contribution, but potentially as a land contribution).

- Development is likely to occur over a number of years and will be influenced by market conditions at the time.

Notwithstanding these factors, the proponents have committed to working with both Councils to ensure realistic and site relevant open space outcomes are achieved.

These outcomes are based on:

- Initial discussions with both Councils in 2015 to consider the open space development concepts and planning requirements for the DPA. A subsequent site view to inspect the site and concept proposal led to in-principle agreement for the form of open space proposed.

- Recognition of the changes that have occurred in the provision of facilities and in planning for open space and recreation within both the Cities of Marion and Holdfast Bay since 2015.

- Further discussions with both Councils in 2019 on the proposed amendments to the DPA and in light of the updated Council strategies. This has again resulted in in-principle support with regard to the provision and location of open space around the periphery of the site, its potential use for stormwater management and meeting principles for regional connectivity and accessibility to and through the site. In particular, the proposed shared bike path/ pedestrian connections that enhance existing community circulation north – south and east- west, including to the Marion Golf Course located to the south, are supported. These features are shown indicatively on the following Concept Plan.


THOMAS STREET
BRIGHTON RD
LAINGTON AVENUE
ARTHUR STREET
KAURI PARADE
BARWELL AVENUE
City of Holdfast Bay
City of Marion
BANDON TERRACE
John Mathwin Reserve - Regional Sports Hub
LUCY MAY DRIVE
ALBERT STREET
HIGH STREET
SINGLETON ROAD
SHERLOCK ROAD
SCHOLEFIELD ROAD
SCHOLEFIELD ROAD
OCEAN BVD
HILL STREET
NEWLAND AVENUE
Les Scott Reserve
City of Holdfast Bay
City of Marion
NEWLAND AVENUE
DUDLEY CRESCENT
CLUBHOUSE ROAD
MANOS COURT
KEITH CRESCENT
ANGAS CRESCENT
KING GEORGE CLOSE
MARINER AVENUE
MARINER AVENUE
RONALD CRESCENT
McCONNELL AVENUE
NORTH STREET
Hills Face Zone
Residential
Neighbourhood Activity Centre
Existing Reserves
Detention Basin / WSUD
Open Space / Buffers
Signalised Intersection
New Traffic Management Device
Existing Roundabouts
Possible Access Point (two-way)
Possible Access Point (one-way)
Pedestrian / Cyclist Links
Proposed Public Road
Development Plan Boundary
Concept Plan Boundary
N
0
100m

In addition to this in-principle agreement for open space provision and location, legal advice is being sought as to whether the wider Infrastructure Agreement being considered for other infrastructure elements is also required to detail of the open space infrastructure being sought, noting that this aspect is typically dealt with at the development application stage where the design process is more advanced.

Key documents that will be used to inform further open space planning and design within the subject land include:

City of Marion

- Playground Framework and associated documents
- Streetscape Guidelines
- Tree Management Framework
- Verge Development Guidelines
- Remnant Vegetation Plan
- Community Facilities Policy
- Open Space Policy 2018
- Walking and Cycling Guidelines 2018-2022

City of Holdfast Bay

- Development of the Kauri Parade Sporting and Community Precinct to the north of the DPA area
- Playspace Research and Guidelines
- Playspace Action Plan 2019-29
- Open Space and Public Realm Strategy 2018-2030.

Potential areas of open space are indicated on the above Concept Plan and support stormwater initiatives and pedestrian/cyclist links within the subject land and to adjacent networks. These requirements will be further developed at the Development Application stage for land division and land use proposals where the design process is more advanced.

Both Councils' Development Plans already contain a number of General Section policies under *Open Space and Recreation* that provide guidance on open space provision and development. Reference is also proposed to open space within the Desired Character statement for the Suburban Neighbourhood Zone.

3.2.16 Summary of Investigations

The investigations undertaken for the land show that in relation to:

Service utilities: No significant impediments to service provision have been identified. However, funding solutions for any specific augmentation requirements/network upgrades will still need to be negotiated between the developers of the land and the infrastructure provider.

Stormwater management: Suitable measures are available to cater for both upstream flows and flows generated on-site, to avoid negative impacts on the downstream system. A combination of pipe work, suitably sized detention/retention basin(s) and water sensitive design techniques can be employed to appropriately manage the quantity and quality of stormwater.

Site contamination: There are varying levels of contamination identified across the site, which can be dealt with by established methods to render the land suitable for the intended use. Preliminary advice from an accredited Site Auditor has advised the EPA that, based on the knowledge available at this time, the subject land should be able to be made suitable for the proposed uses.

Traffic impacts: While suitable access points to the subject land can be provided from Scholefield Road and the former Quarry haulage road, it has been assessed that signalisation of the Ocean Boulevard/Scholefield Road intersection is required – irrespective of the impact of this DPA. On-site car parking will need to be provided at the rates set.

Retail development: Neighbourhood level retail facilities can be justified on the subject land, in combination with other community facilities. Any negative impacts on existing centres within the region are likely to be short term. Based on the Councils' vision for the activity centre and for it to be at a neighbourhood scale, it is proposed the centre be developed with up to 6,000 square metres floor area for shops and 2,000 square metres floor area for other non-residential land uses.

Environmental noise and vibration: A combination of factors such as setbacks, acoustic barriers, siting, design and materials used in construction, can provide a suitable amenity for sensitive development in proximity to likely noise and vibration sources. The relocation of the Quarry haulage road to the south-east of the area affected has removed the potential for noise and vibration impacts caused by Quarry truck movements.

Air quality: Data suggests that the Linwood Quarry is not significantly impacting on the local particulate (PM10) count. The relocation of the Quarry haulage road to the south-east of the area affected has removed the need for specific amelioration measures to be applied to the subject land in relation to dust issues.

Linwood Quarry: An average of five complaints per year are received in relation to dust, noise, vibration, etc. from the wider area. As occurs currently, the quarry activities will still be required to meet relevant legislative requirements into the future. The relocation of the adjacent haulage route will negate the need for specific amelioration measures to be applied to the subject land.

Flora: Vegetation within the subject land was described as being in very poor condition and dominated by exotic flora species, both planted and established. Declared weeds were common and widespread throughout the site. More recent site clearance works have removed much of this vegetation.

Fauna: 34 of the 35 species assessed were considered to have an 'Unlikely' likelihood of occurrence within the subject land for a variety of reasons. The remaining species, the Yellow-tailed Black Cockatoo (YTBC) was assessed as a 'Possible', largely on the basis of Aleppo Pines on the subject land providing a potential food source. However, the subsequent removal of the Aleppo Pines means is it is 'Unlikely' that the YTBC will be found on the land. In addition, there are other known pine plantations within the southern Adelaide area that they can feed on, as well as the fact YTBC can travel long distances in search of food.

Regulated trees: Subsequent to the preparation of the tree assessment report, 7 Regulated trees in poor condition and/or central to the development site have been removed as part of site clearance works. The 5 Regulated trees on Council owned land have been retained. The removal of any further Regulated/Significant trees would be the subject of a further assessment/approval process.

Aboriginal and other heritage: There are no registered sites or objects, or items of State, Local or contributory significance, on the land or in proximity.

Social impact: The site is currently viewed as a 'blight' on the area and a barrier for the transition of people throughout the area. The proposed development is considered to have great potential to address any shortfalls in amenity and lifestyle choice for incoming residents and the surrounding communities and therefore have significant positive social impacts.

Open space: In-principle agreement has been reached between the proponent and the Councils on key areas of open space and their support for stormwater initiatives and pedestrian/cyclist links within the subject land and to adjacent networks. These requirements will be further developed at the Development Application stage for land division and land use proposals where the design process is more advanced.

4. Recommended policy changes

4.1 Recommended Policy Changes

The majority of the Affected Area lies within the Marion Council area, with the remainder in the Holdfast Bay Council area. Review of the current zoning applying to the subject land follows.

4.1.1 Marion Council Area

Within the Marion Council area, the majority of the land is within the Residential Zone (Cement Hill Policy Area 10), with a smaller portion within the Mineral Extraction Zone and the Hills Face Zone.

Planning policies for the Residential Zone (Cement Hill Policy Area 10) indicate that it is an area primarily accommodating detached dwellings at low densities on individual allotments.

Planning policies for the Mineral Extraction Zone indicate that it comprises land intended for the mining and quarrying of minerals in a sustainable manner. As discussed in Section 3.2.14, a portion of the Zone is no longer required for mining purposes and the process to surrender this portion of the Mining Lease has commenced with the Department for Energy and Mining.

While a small portion on the southern boundary of the subject land is within the Hills Face Zone, no change to the Zone boundary or policies is proposed in this DPA.

4.1.2 Holdfast Bay Council Area

Within the Holdfast Bay Council area, the land, including Les Scott Reserve, is within the Residential Zone.

Planning policies for this zone indicate that it is to comprise ‘a range of dwelling types’ with ‘increased densities in close proximity to centres, public transport routes and public open spaces.’ Medium to high density forms of housing are identified in specific policy areas, but not for the subject land.

4.1.3 Conclusions and Recommended Policy Changes

As has been discussed earlier in this Analysis section, there are a number of significant constraints applying to the subject land. While these are largely able to be overcome or ameliorated to an appropriate standard suitable for the intended uses, not all of the site will be available to accommodate ‘built’ development. Given the economic realities of rendering the land ‘fit for purpose’, development on the site will need to be of a form and density that is financially viable from a development perspective.

As described above, the existing policies applying to the subject land are not considered conducive to the form or density of development considered necessary to successfully redevelop the land in a manner that will provide significant community benefit and vastly improved amenity.

While the final form and yield of the development area will be determined over a potential 6 to 10 years build time, it is likely to encompass the following elements:

- In the order of 150 residential allotments
- In the order of 430 to 480 multi-storey apartment dwellings
- Shops up to 6,000 square metres in area
- Other non-residential development up to 2,000 square metres in area
- Community open space.

After reviewing a number of policy modules contained within the SA Planning Policy Library, including the Mixed Use Zone and the Neighbourhood Centre Zone, it is considered the Suburban Neighbourhood Zone policies (with minor amendments) best reflect the proposed development scenario for the bulk of the subject land.

Review of the policies for the Mixed Use Zone indicates that it promotes a number of land use forms that are more commercial/industrial in nature and that are not envisaged on the subject land (i.e. institutional facility, light industry, recycling collection depot, service trade premises, warehouse and only 250 square metres of shops). While Neighbourhood Centre Zone policies could be applied to a portion of the land, the intent of these policies is also largely reflected in the Suburban Neighbourhood Zone policies which support a neighbourhood level activity centre. Given the potential constraints applying to the development of the land (i.e. the location and form of development may change based on the final Site Contamination Audit findings), the flexibility provided by the proposed Suburban Neighbourhood zoning is preferred over that to other more 'rigid' zones in this instance.

While the proposed policies for the Suburban Neighbourhood Zone are shown in full in Attachments M 2 and HB 2 in The Amendment section of this DPA, the objectives for the Zone are listed below:

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 appropriate stormwater management, waste minimisation, water conservation, energy efficiency and urban biodiversity.*
5 *Development that contributes to the desired character of the zone.*

In summary, the DPA proposes the following changes:

- In the Marion Council Development Plan rezoning the subject land from Residential Zone (Cement Hill Policy Area 10) and Mineral Extraction Zone to Suburban Neighbourhood Zone.
- In the Holdfast Bay Council Development Plan rezoning the subject land from Residential Zone to Suburban Neighbourhood Zone.
- Making "local additions" to the Suburban Neighbourhood Zone policies (which are based on the SAPPL Version 6 module) to reflect the circumstances of the subject land and specific requirements for guiding appropriate development (i.e. in relation to such matters as stormwater management, noise attenuation, traffic management, etc).
- Consequential amendments to a number of General Section policies in both Development Plans to ensure consistency.
- Consequential amendments to a number of maps in both Development Plans to reflect this new zoning.
- Inclusion of new maps showing the subject land as a "Designated Area for Noise and Air Emissions" and "Affordable Housing" in both Development Plans.
- Inclusion of a Concept Plan showing key features of the proposed development of the subject land in both Development Plans. It is to be noted that while the southern portion of the Affected Area extends into the Hills Face Zone in the Marion Council Development Plan, no changes to the boundary or the policies applying to the Zone are proposed as part of this DPA.

4.2 State Planning Policy Library update

In the Statement of Intent for this DPA, both Councils indicated that they would update their Development Plans to include the latest version of Water Sensitive Design policies from the 'Natural Resources' module of the SA Planning Policy Library (version 6). This proposal has been reviewed as part of this DPA process but is not required as it has already occurred in previous DPAs. As indicated above, the zoning proposed for the subject land is based on the Suburban Neighbourhood Zone from version 6 of the SAPPL Library.

5. Consistency with the Residential Code

The Residential Development Code was introduced in 2009 to make simpler, faster and cheaper planning and building approvals for home construction and renovation.

The majority of the site (where residential zoning currently applies) currently falls under the Residential Code provisions, having been identified as a 'Determined Area' for the purposes of Schedule 4 – Complying development, Clause 2B – New dwellings. Under this Clause the Code generally applies to new single and two-storey detached and semi-detached dwellings, which, if they meet specified performance criteria, must be granted Development Plan Consent.

However, as this DPA proposes a mixed use form of development with higher residential densities, including multi-storey buildings, it is unlikely that application of the Code will occur. In addition, application of the Code could actually hinder the desired development of the site. In this circumstance, the revocation of the 'Determined Area' status of the subject site is considered supportable.

6. Statement of statutory compliance

Section 25 of the *Development Act 1993* prescribes that the DPA must assess the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of the Councils' Development Plans
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the Development Regulations 2008.

6.1 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in Appendix A of this document. This DPA is consistent with the direction of the Planning Strategy.

6.2 Accords with the Statement of Intent

The DPA has been prepared in accordance with the Statement of Intent agreed to on 31 July 2012 and as revised on 7 June 2019. In particular, the proposed investigations outlined in the Statement of Intent have been addressed in section 3.2 of this document.

6.3 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the Marion Council Development Plan and the Holdfast Bay (City) Development Plan.

6.4 Complements the policies in the Development Plans for adjoining areas

This DPA affects both the Marion Council Development Plan and the Holdfast Bay Council Development Plan. The adjoining Development Plans are therefore the West Torrens (City) Development Plan, Unley (City) Development Plan, Mitcham (City) Development Plan, Onkaparinga Development Plan and Land Not Within a Council Area (Metropolitan) Development Plan.

The area affected by the DPA is a discrete site that is located on the western boundary of Marion Council and the eastern boundary of Holdfast Bay Council, some distance from any of the adjoining Development Plans (i.e. over 1 km from the boundary of the Land Not Within a Council Area (Metropolitan) Development Plan, some 3 km from the boundary of the Onkaparinga Development Plan, some 4 km from the boundary of the Mitcham (City) Development Plan, some 9.5 km from the boundary of the Unley (City) Development Plan and some 7.5 km from the boundary of the West Torrens (City) Development Plan.

Given these distances and the fact that the proposed policies are based on relevant SAPPL modules, it is considered that this DPA will not affect the policies of Development Plans for adjoining areas. Where adjoining Development Plans have been converted to the SAPPL format and content, the policies in this DPA will be complementary.

6.5 Accords with relevant infrastructure planning

This DPA complements current infrastructure planning for the Council areas, as discussed in section 2.3.3 of this document.

6.6 Satisfies the requirements prescribed by the Regulations

The requirements for public consultation (Regulation 11) and the public meeting (Regulation 12) associated with this DPA will be met.

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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 Adrian Skull, 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:

XXX

DATED this XXX day of XXX 2019

……

Chief Executive Officer

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 Roberto Bria, as Acting Chief Executive Officer of the City of Holdfast Bay, 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:

XXX

DATED this XXX day of XXX 2019

.

……

Chief Executive Officer

Appendices

Appendix A - Assessment of the Planning Strategy

Appendix A - Assessment of the Planning Strategy

Targets and Policies

The DPA will support achievement of the following Targets and Policies from *The 30-Year Plan for Greater Adelaide – 2017 Update*.

Target	Response
Containing our urban footprint and protecting our resources • 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045	The redevelopment of this brownfields site for higher density residential development will increase the amount and diversity of housing stock within the established urban area of metropolitan Adelaide.
More ways to get around • 60% of all new housing in metropolitan Adelaide will be built within close proximity to current and proposed fixed line (rail, tram, O-Bahn and bus) and high frequency bus routes by 2045	The site is located some 500 – 850 metres walking distance from the Marino Railway Station on the Adelaide to Seaford train line. There are also bus stops on Scholefield Road on the northern side of the site and on Ocean Boulevard on the eastern boundary of the site.
Getting active Increase the share of work trips made by active transport modes by residents of Inner, Middle and Outer Adelaide by 30% by 2045	Scholefield Road on the site's northern boundary and Ocean Boulevard on the eastern boundary are identified bike routes on the Bikedirect network. Development within the neighbourhood activity centre will also provide opportunities to walk to work within the site.
Walkable neighbourhoods Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan* Adelaide by 25% by 2045	The redevelopment of the site will meet the criteria for a walkable neighbourhood, providing convenient access by foot and bike to public open space, primary schools, shops and bus/train services.
A green liveable city Urban green cover is increased by 20% in metropolitan Adelaide by 2045	The redevelopment of this brownfields site will provide increased green cover through the establishment of new open space areas, links to existing adjacent open spaces, street tree plantings and amenity plantings in association with the neighbourhood activity centre.
Greater housing choice Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045	The policies for the SAPPL based Suburban Neighbourhood Zone support the provision of a range of dwelling type and densities. Residential development is anticipated to be primarily of a medium density nature (i.e. 35 – 70 dwelling units/ha) and of medium rise design (i.e. 3 – 6 storeys).

Policy	Response
Transit corridors, growth areas and activity centres	
Policy 1: Deliver a more compact urban form by locating the majority of Greater Adelaide's urban growth within existing built-up areas by increasing density at strategic locations close to public transport.	The redevelopment of the site will facilitate a medium density, medium rise residential area in proximity to rail and bus public transport options.
Policy 2: Increase residential and mixed use development in the walking catchment of: - Strategic activity centres - Appropriate transit corridors - Strategic railway stations.	The redevelopment of the site proposes the establishment of a medium density residential area around a new neighbourhood level activity centre in proximity to rail and bus public transport options.
Policy 3: Increase average gross densities of development within activity centres and transit corridor catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.	The proposed residential density across the site is in the order of 35 to 70 dwelling units/ha (medium density), with pockets of development that may be lower or higher than this target.
Policy 4: Ensure that the bulk of new residential development in Greater Adelaide is low to medium rise with high rise limited to the CBD, parts of the Park Lands frame, significant urban boulevards, and other strategic locations where the interface with lower rise areas can be managed.	Residential development is likely to be predominantly of medium rise form (3- 6 storeys), with some pockets of lower rise as well.
Policy 5: Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use.	The redevelopment of the site will facilitate a medium density, medium rise residential area around a new neighbourhood level activity centre and in proximity to rail and bus public transport options.
Policy 6: Promote urban renewal opportunities and maximise the use of government-owned land to achieve higher densities along transit corridors.	The redevelopment of the site will provide urban renewal opportunities to a disused brownfields site.
Policy 8: Provide retail and other services outside designated activity centres where they will contribute to the principles of accessibility, a transit-focused and connected city, high quality urban design, and economic growth and competitiveness.	The proposed introduction of the Suburban Neighbourhood Zone over the site will support the establishment of an accessible neighbourhood level activity centre on the land.
Policy 9: Develop activity centres as vibrant places by focusing on mixed-use activity, main streets and public realm improvements.	Policies within the Suburban Neighbourhood Zone will support the a creation of a vibrant, mixed use activity centre with a quality public realm.
Design quality	

Policy	Response
Policy 25: Encourage urban renewal projects that take an all-inclusive approach to development by including streetscapes, public realm, public art and infrastructure that supports the community and responds to climate change.	The redevelopment of this brownfields site is anticipated to occur through a comprehensive urban design process, incorporating a coordinated approach to the built form, streetscapes, open space and the public realm.
Policy 26: Develop and promote a distinctive and innovative range of building typologies for residential housing which responds to metropolitan Adelaide's changing housing needs, reflects its character and climate, and provides a diversity of price points.	A diverse range of building forms is proposed which takes advantage of some of the site's sloping nature. It will provide for medium density residential development in an area which is currently characterised by detached dwellings on larger allotments. Affordable housing policies will apply to the site.
Policy 28: Promote permeable, safe, attractive, accessible and connected movement networks (streets, paths, trails and greenways) in new growth areas and infill redevelopment areas that incorporate green infrastructure.	In addition to General Section policies which require consideration of these matters, policies for the Suburban Neighbourhood Zone will also reinforce the need for the provision of appropriate movement networks through the site and connections to the surrounding areas.
Housing mix, affordability, and competitiveness	
Policy 36: Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.	The redevelopment of the site will provide medium density housing adjacent to a new neighbourhood level activity centre and in proximity to public transport options providing access to the wider area.
Policy 37: Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas, including: - ancillary dwellings such as granny flats, laneway and mews housing - dependent accommodation such as nursing homes - assisted living accommodation - aged-specific accommodation suchas retirement villages - small lot housing types - in-fill housing and renewal opportunities.	The policies for the Suburban Neighbourhood Zone support the provision of a range of dwelling types and densities. In terms of accommodation, the list of envisaged uses includes affordable housing, aged persons accommodation, dwellings and residential flat buildings.
Policy 40: Use government-owned land and large underdeveloped or vacant sites as catalysts for stimulating higher density development and innovative building forms.	The redevelopment of this brownfields site will support higher density development and innovative building forms appropriate to the nature of the land.

Policy	Response
Policy 43: Increase the supply of affordable housing through the provision of 15 per cent affordable housing in all new significant developments. These developments include surplus and residential government land projects; declared major developments and projects; and rezoned land that increases dwelling yield (including all new growth areas).	Affordable Housing Overlay policies will apply to the land through its listing as a 'designated area' on an overlay map.
Policy 45: Promote affordable housing in well located areas close to public transport and which offers a housing mix (type and tenure) and quality built form that is well integrated into the community.	Affordable Housing Overlay policies will apply to the land through its listing as a 'designated area' on an overlay map. As previously discussed, a range of dwelling types are envisaged on the land in close proximity to public transport options
Health, wellbeing and inclusion	
Policy 47: Plan future suburbs and regenerate and renew existing ones to be healthy neighbourhoods that include: - diverse housing options that support affordability - access to local shops, community services and facilities - access to fresh food and a range of food services - safe cycling and pedestrian-friendly streets that are tree-lined for comfort and amenity - diverse areas of quality public open space (including local parks, community gardens and playgrounds) - sporting and recreation facilities - walkable connections to public transport and community infrastructure.	The redevelopment of this brownfields site will result in the creation of a healthy neighbourhood that provides a range of housing options, including affordable housing, convenient access to a neighbourhood activity centre to be built on the same site, pedestrian and cycling networks internal to the site and connecting to the surrounding area, internal open space areas and connections to surrounding open space and sports facilities and walkable connections to train and bus services.
Policy 50: Provide diverse areas of quality public open space in neighbourhoods (especially in higher density areas) such as local parks, community gardens, playgrounds, greenways and sporting facilities to encourage active lifestyles and support access to nature within our urban environment.	Local open space will be provided as part of the overall development of the site. Strong links will be provided to adjoining open space areas/facilities (i.e. Les Scott Reserve, John Mathwin Reserve and the Marion Golf Park).
The economy and jobs	

Policy	Response
Policy 56: Ensure there are suitable land supplies for the retail, commercial and industrial sectors.	The Suburban Neighbourhood Zone policies support the establishment of a neighbourhood level activity centre within the Zone. Policies for the activity centre support in the order of 6,000 square metres of retail space and 2000 square metres of other forms of commercial development.
Transport	
Policy 74: Ensure development does not adversely impact the transport function of freight and/or major traffic routes and maintains access to markets (Refer to Map 7).	The development site is adjacent to Ocean Boulevard/Brighton Road, a 'Major Traffic and/or Freight Route' identified on Map 7. No new access points will be created from the subject land to Ocean Boulevard. Access will be provided from Scholefield Road and it is likely that a signalised intersection will be required at the intersection of Scholefield Road with Ocean Boulevard.
Policy 78: Improve, prioritise and extend walking and cycling infrastructure by providing safe, universally accessible and convenient connections to activity centres, open space and public transport (see Map 8).	Pedestrian and cycling networks will be provided within the subject land, with convenient linkages to the new neighbourhood activity centre and the surrounding areas.
Infrastructure	
Policy 86: Ensure that new urban infill and fringe and township development are aligned with the provision of appropriate community and green infrastructure, including: - walking and cycling paths and facilities - local stormwater and flood management including water sensitive urban design - public open space - sports facilities - street trees - community facilities, such as child care centres, schools, community hubs and libraries.	As part of the redevelopment of the site for residential and activity centre land uses, an appropriate level of infrastructure will be provided This will include walking and cycling networks, local stormwater and flood management requirements, public open space, convenient access to adjacent sports facilities, street trees and the opportunity to establish community facilities within the neighbourhood level activity centre.
Open space, sport and recreation	
Policy 99: Ensure quality open space is within walking distance of all neighbourhoods to: - link, integrate and protect biodiversity assets and natural habitats - provide linkages to encourage walking and cycling to local activities, local activity centres and regional centres	Public open space will be provided as required within the site. It will include convenient linkages to the activity centre proposed adjacent to Scholefield Road and to adjoining reserve areas/sports facilities.

Policy	Response
- be multi-functional, multi-use (including the shared use of strategically located school facilities) and able to accommodate changing use over time - incorporate the principles of Crime Prevention Through Environmental Design for safety and amenity - contain appropriate and low-maintenance species and locate trees to maximise shade - encourage unstructured recreation opportunities such as the provision of a variety of paths and children's play equipment - foster a connection to the natural environment through the provision of nature play spaces and urban forest opportunities.	
Climate change	
Policy 105: Deliver a more compact urban form to: - protect valuable primary production land - reinforce the Hills Face Zone, character preservation districts and Environment and Food Production Areas - conserve areas of nature protection areas - safeguard the Mount Lofty Ranges Watershed - reduce vehicle travel and associated greenhouse gas emissions.	The provision of a medium density, medium rise built form on this brownfields site will deliver a more compact urban form. In creating a walkable neighbourhood in proximity to public transport options, there will be a reduced need for private vehicle travel.
Policy 107: Increase the proportion of low-rise, medium-density apartments and attached dwellings to support carbon-efficient living.	Policies for the Suburban Neighbourhood Zone support the establishment of medium density and low to medium rise residential development.
Policy 111: Create a more liveable urban environment through establishing a network of greenways, bicycle boulevards, tree-lined streets and open spaces, which will have a cooling effect on nearby neighbourhoods and buildings.	Redevelopment of this brownfields site for residential and activity centre land uses will enable the creation of a liveable urban environment, through the provision of open spaces, street trees, pedestrian and cycling networks and a high amenity public realm.

Policy	Response
Water	
Policy 115: Incorporate water-sensitive urban design in new developments to manage water quality, water quantity and water use efficiency and to support public stormwater systems.	A variety of Water Sensitive Urban Design mechanisms will be integrated through the zone at the neighbourhood, street, site and building level.
Policy 117: Increase the provision of stormwater infrastructure (including water sensitive urban design) to manage and reduce the impacts of: - run-off from infill development - urban flooding from increased short-duration intense rainfall events associated with climate change - pollution from roads and other developed areas.	A stormwater management plan for the site has been developed that takes into consideration upstream catchment needs, on-site stormwater generation and the need to assist in reducing downstream impacts. This plan has taken into account the wider regional stormwater plan in place for the joint Council areas.
Emergency management and hazard avoidance	
Policy 121: Ensure risk posed by known or potential contamination of sites is adequately managed to enable appropriate development and safe use of land.	Given the previous brownfields uses on the land, site contamination investigations have been undertaken to confirm the location, type and extent of soil and groundwater contamination. Preliminary advice has been provided on likely remediation measures and an Environmental Auditor has provided a preliminary opinion which indicates the land can me made suitable for the intended land uses.

Development Plan Amendment

By the Council

City of Marion
City of Holdfast Bay

Seacliff Park Residential and Centre DPA

The Amendment

For Approval

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

The following amendment instructions (at the time of drafting) relate to the Marion Council Development Plan consolidated on 29 November 2018.

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 Insert or Replace 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
Orderly and Sustainable Development					
3.	Insert	After the last dot point in PDC 10.	▪ *Concept Plan Map Mar/9 – Mixed Use Zone*	N	Y – Map Reference Tables

			▪ *Concept Plan Map Mar/10 – Seacliff Park*.		
Residential Development					
4.	Replace	"Dwellings" in PDC 19	with "Except where otherwise specified, dwellings"	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					
5.	Insert	After the contents of the "Suburban Activity Node Zone"	The contents of Attachment M2	N	N
TABLES					
Amendments required (Yes/No): **Yes**					
Table Mar/2 – Off Street Vehicle Parking Requirements					
6.	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
7.	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
8.	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 dwelling"	N	N

9.	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
10.	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
11.	Replace	The words "(where located within a centre)" for "Shop"	With "(where located within a centre, including in the Suburban Neighbourhood Zone)"	N	N
12.	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
Table Mar/5 – Bicycle Parking Requirements for Designated Areas					
13.	Insert	After the last item in the "Designated area" column	"**Suburban Neighbourhood Zone**"	N	N
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)					
Amendments required (Yes/No): **Yes**					
Map Reference Tables					
14.	Insert	In "Zone Maps" a new row immediately after "Suburban Activity Node" and "Mar/8"	"Suburban Neighbourhood" and "Mar/10"	N	N
15.	Insert	In "Overlay Maps" after reference to "Affordable Housing Map Number Mar/8"	", Mar/10"	N	N
16.	Insert	In "Overlay Maps" after reference to "Noise and Air Emissions Map Number Mar/8"	", Mar/10"	N	N

17.	Insert	In "Concept Plan Maps" a new row immediately after the last entry	Containing "Seacliff Park" and "Mar/10"	N	N
Map(s)					
18.	Replace	Council Index Map	With corresponding map in Attachment M3	N	N
20.	Insert	Immediately after Overlay Map Mar/10 Heritage	The new maps in Attachment M4	N	N
21.	Replace	"Zone Map Mar/10" and "Policy Area Map Mar/10"	With corresponding maps in Attachment M5	N	N
22.	Insert	Immediately after "Concept Plan Map Mar/9 – Mixed Use Zone"	The new map in Attachment M6	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 predominantly 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 innovation in 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 provide a high level of amenity for local residents and will be primarily designed for local use. Existing tall trees will be retained, where possible, and all new species planted to provide canopy cover, cooling, habitat and improved air quality and stormwater management. Reserves will support a network of pedestrian and cycling linkages throughout to the zone, encouraging access to nearby recreation and sporting facilities, public transport nodes and the activity centre. Some reserves will also provide a joint stormwater management function.

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 and site level. Where practical, harvested stormwater will be used for irrigation to improve the aesthetic and functional value of open spaces.

Sensitive development will be sited and designed so as to not affect the ongoing operation of the Linwood quarry to the south of the zone. Air quality issues will be mitigated by a vegetated landscape buffer within the zone to ensure both an appropriate living environment for residents and protection of the quarry activities.

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 is suitable for its intended uses, particularly where it involves a sensitive use such as residential development.

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. Buildings of up to 6 storeys in height are envisaged in some parts of the zone.

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, appropriate species of trees, 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, and the canopy cover, 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 in the order of 6,000 square metres floor area for retail activities and in the order of 2,000 square metres floor area for other non-residential land uses. 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 species of trees, consistent with the scale and height of buildings, to provide shade canopy cover 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/10 - 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/10 - 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 may be up to 6 storeys in height.

8 Unless separated by a public road or reserve (open space), the visual massing and height of buildings in the zone should be progressively reduced to a maximum of 3 storeys at the interface with low rise (1 to 2 storey) residential development.

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 Development should be sited and designed to:

(a) not affect the ongoing operation of the adjacent quarry

(b) ameliorate noise, vibration and air quality impacts from the adjacent quarry

(c) ensure there is no direct line of sight to mining operations associated with the adjacent quarry

11 Where required, 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.

12 A landscape buffer of an appropriate width should be constructed adjacent the boundary of the site with Ocean Boulevard (where required) and the boundary to the south, to mitigate air quality issues associated with the road and nearby quarry activities.

Dwellings and Residential Flat Buildings

Building to the Side Boundary

13 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.

14 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

15 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

16 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 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 a secondary road frontage of all other roads	1.5

Setbacks from Rear Boundaries

17 The walls of dwellings 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.

18 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

19 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.

20 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.

21 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.

22 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

23 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

24 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 boundary)	270	7	20
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

25 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

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

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 $0.1m^3/sec$.

(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 $0.03m^3/sec$ 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 $0.66m^3/sec$.

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 catchment runoff quality outcomes compared to an equivalent urban catchment with no water quality management:

(a) Suspended solids - 80% reduction in average annual pollutant load

(b) Total phosphorous - 60% reduction in average annual pollutant load

(c) Total nitrogen - 45% reduction in average annual pollutant load

(d) Litter/gross pollutants– 90% reduction in average annual pollutant load

(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.

Bicycle Parking

34 Bicycle parking should be provided at the rate set out in *Table Mar/5 – Bicycle Parking Requirements for Designated Areas.*

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: 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 advertisement is being displayed (e) has a height greater that 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)	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

Form of development	Exceptions
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
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	

Form of development	Exceptions
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

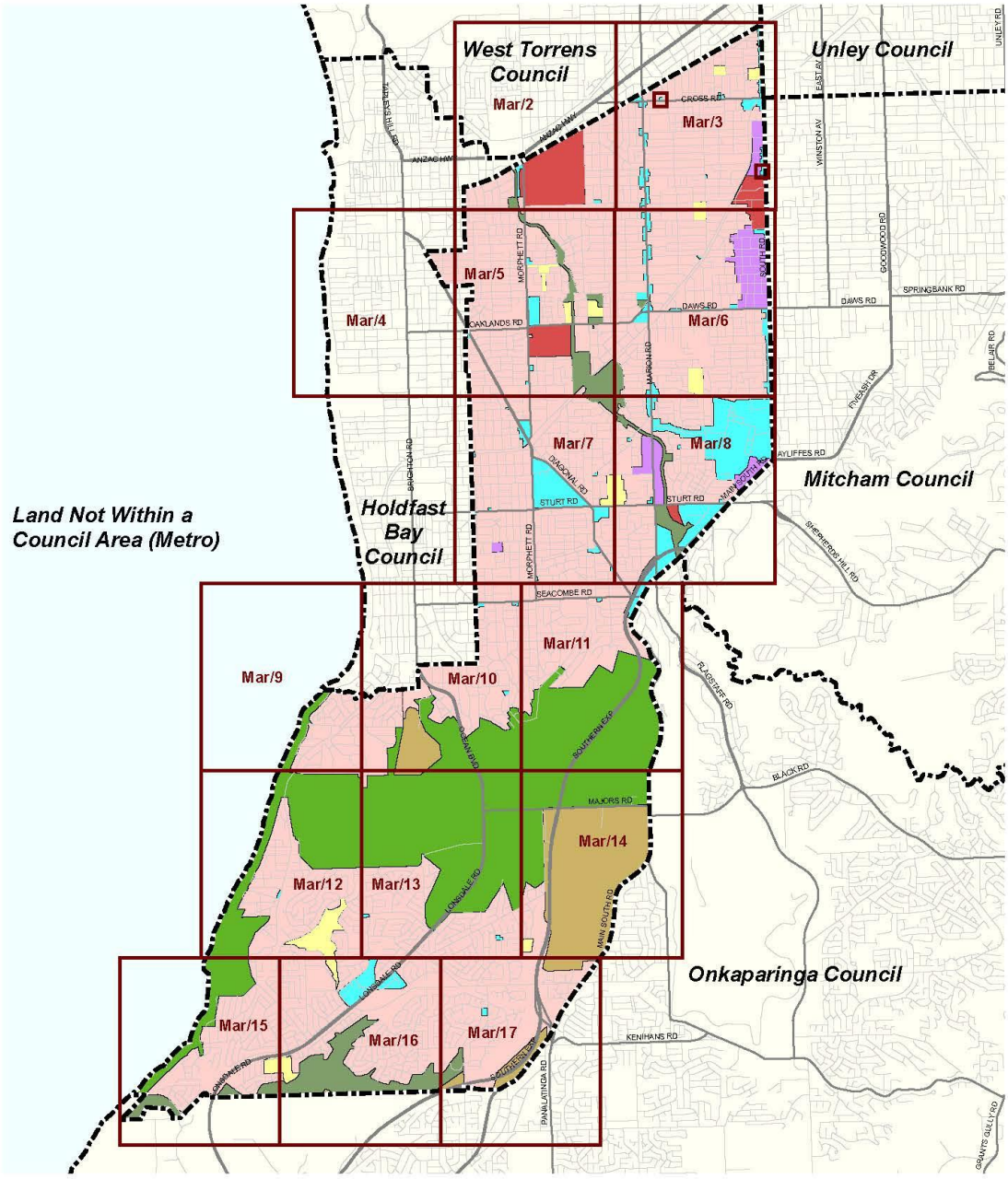
Public Notification

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 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	All forms of development not listed as Category 1

Attachment M3

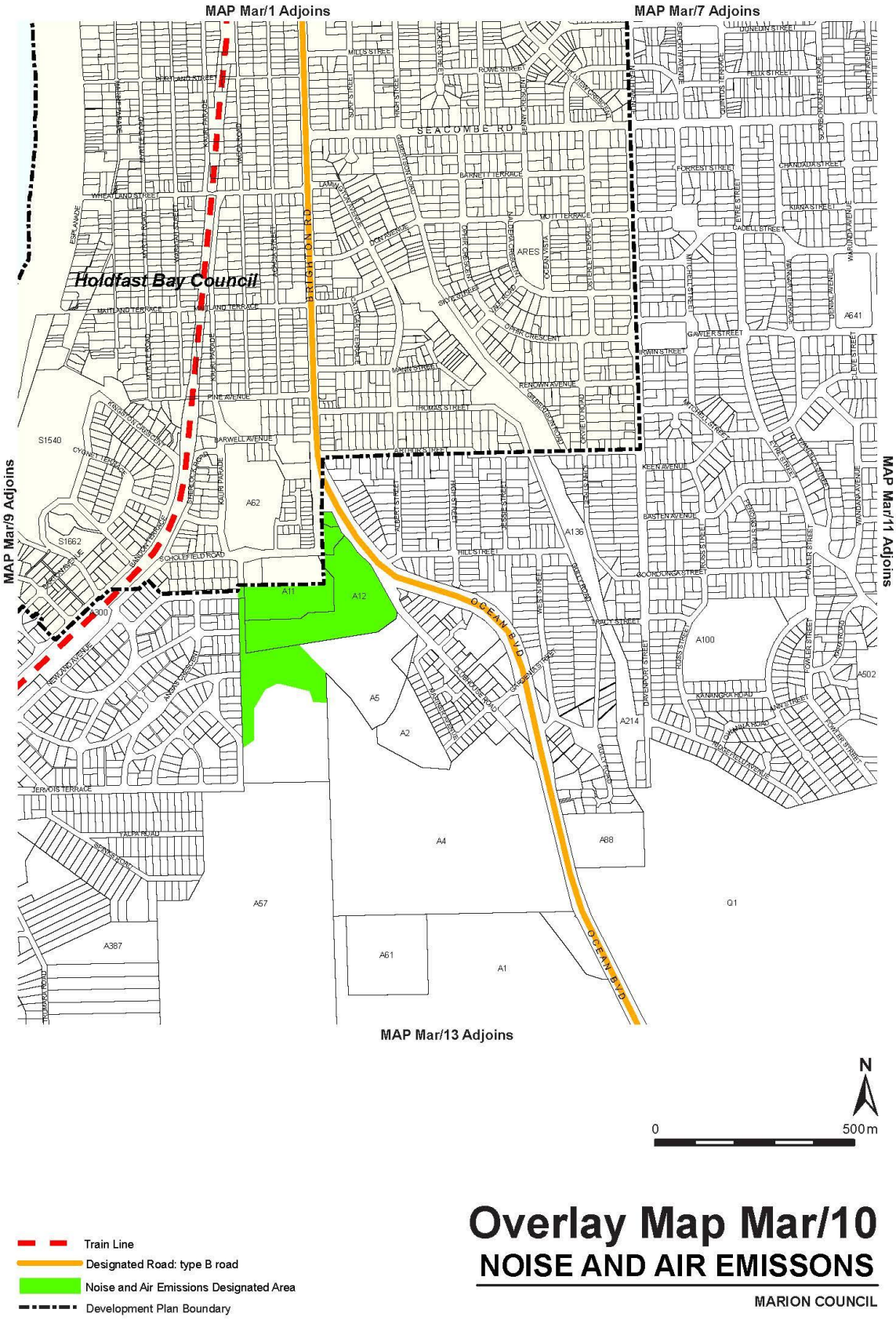


For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps Mar/1 to Map Mar/18 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the 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/precinct boundaries are shown or otherwise indicated.

Council Index Map

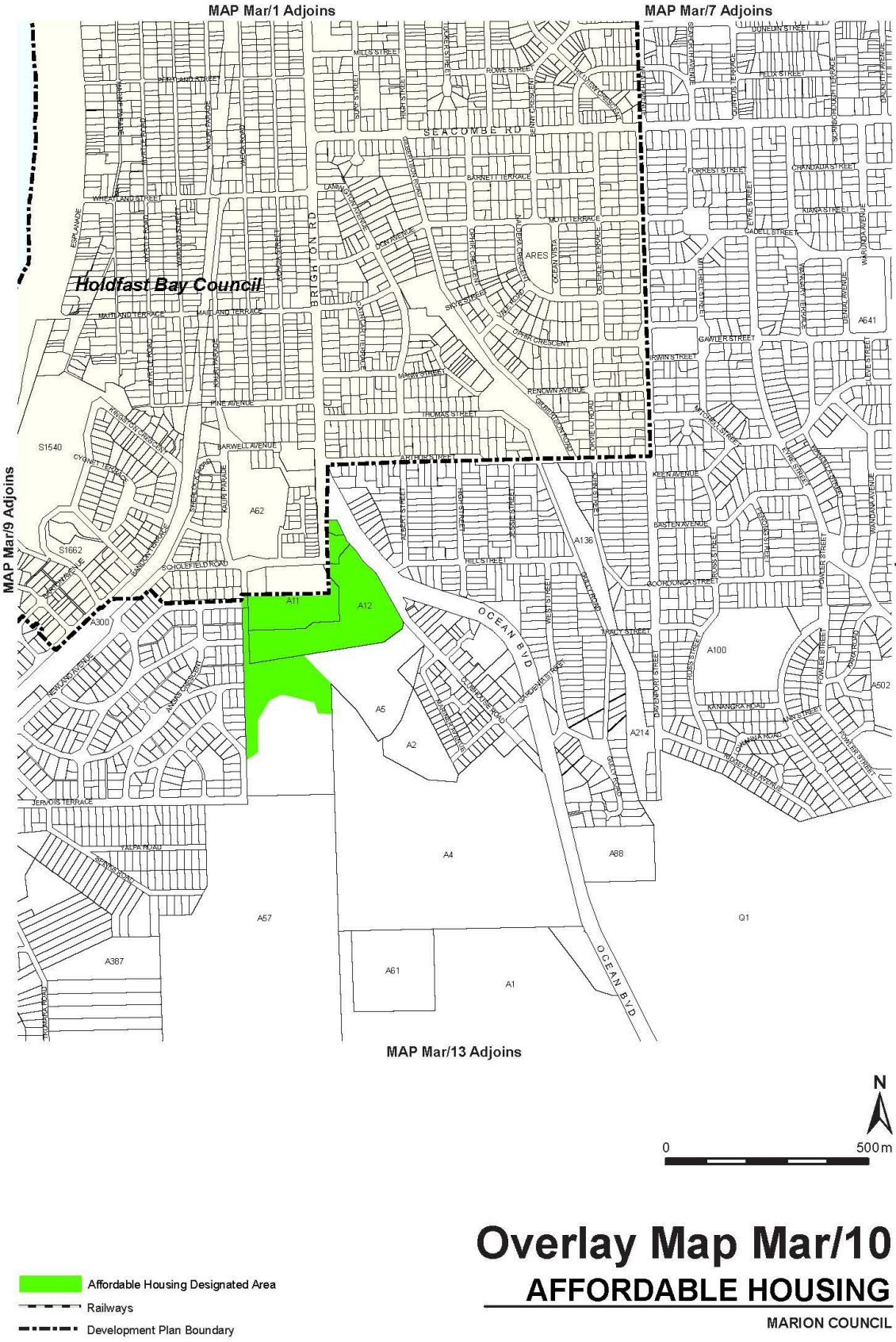
MARION COUNCIL

Attachment M4



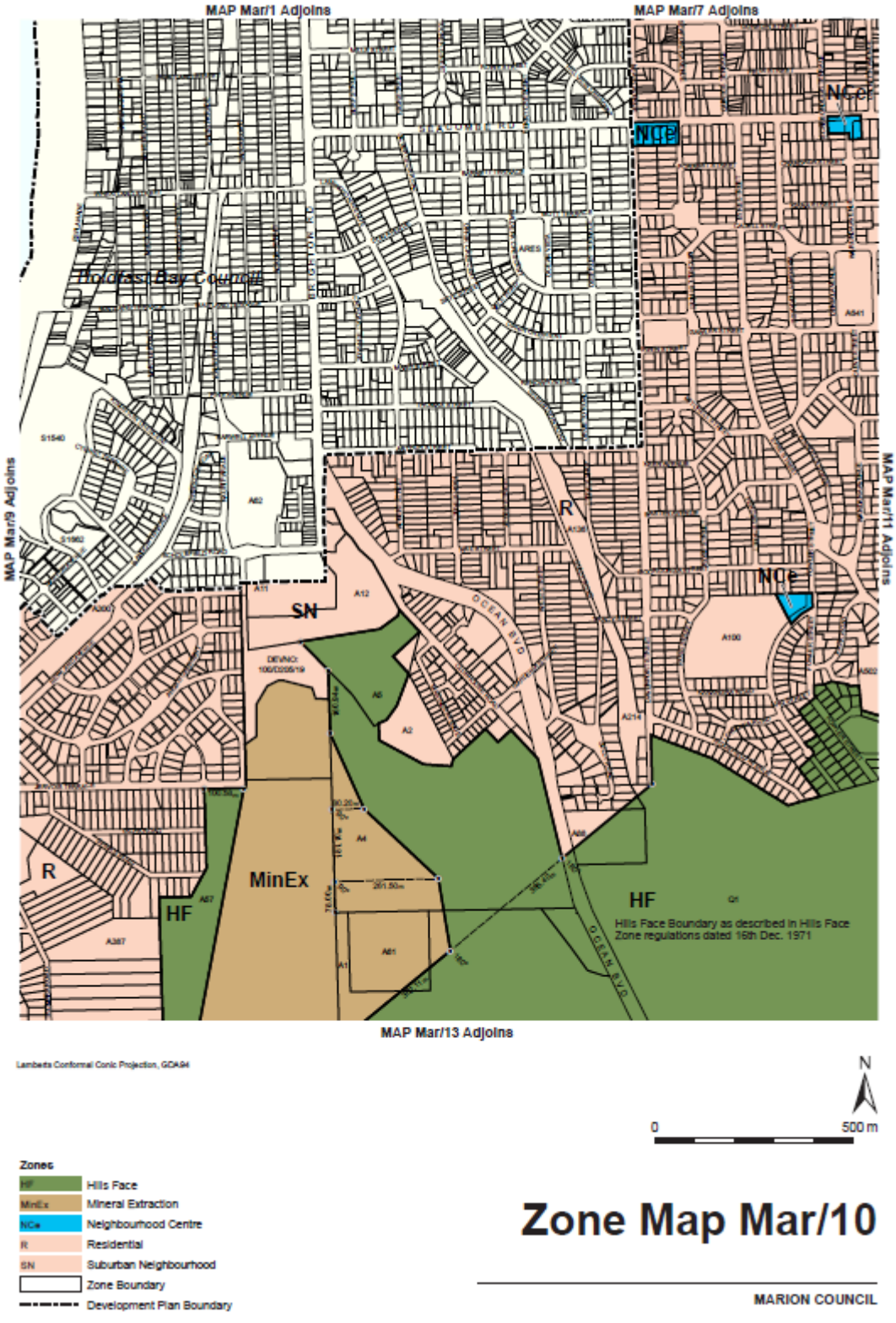
Train Line
Designated Road: type B road
Noise and Air Emissions Designated Area
Development Plan Boundary

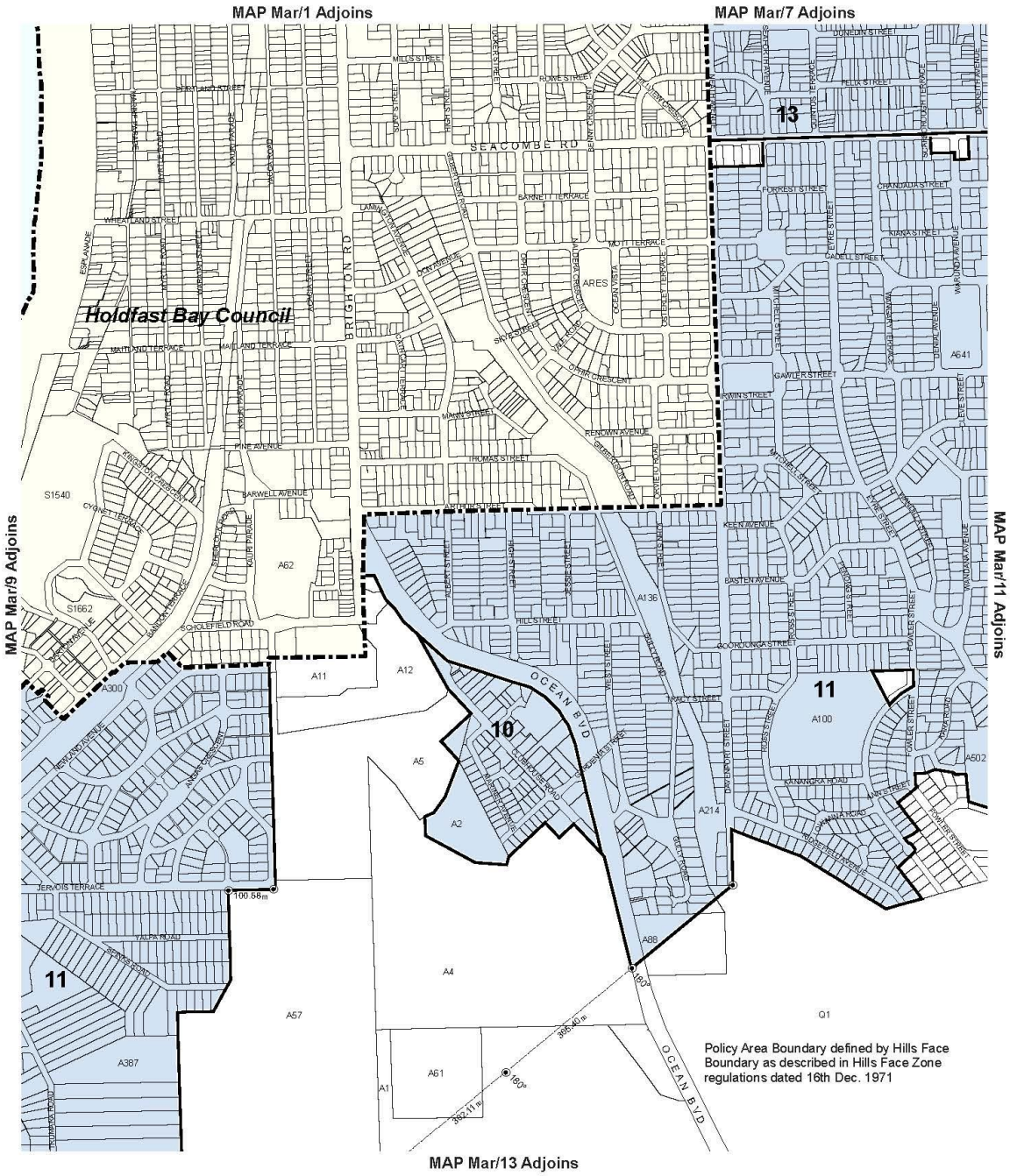
Overlay Map Mar/10
NOISE AND AIR EMISSONS
MARION COUNCIL



Overlay Map Mar/10
AFFORDABLE HOUSING
MARION COUNCIL

Attachment M5



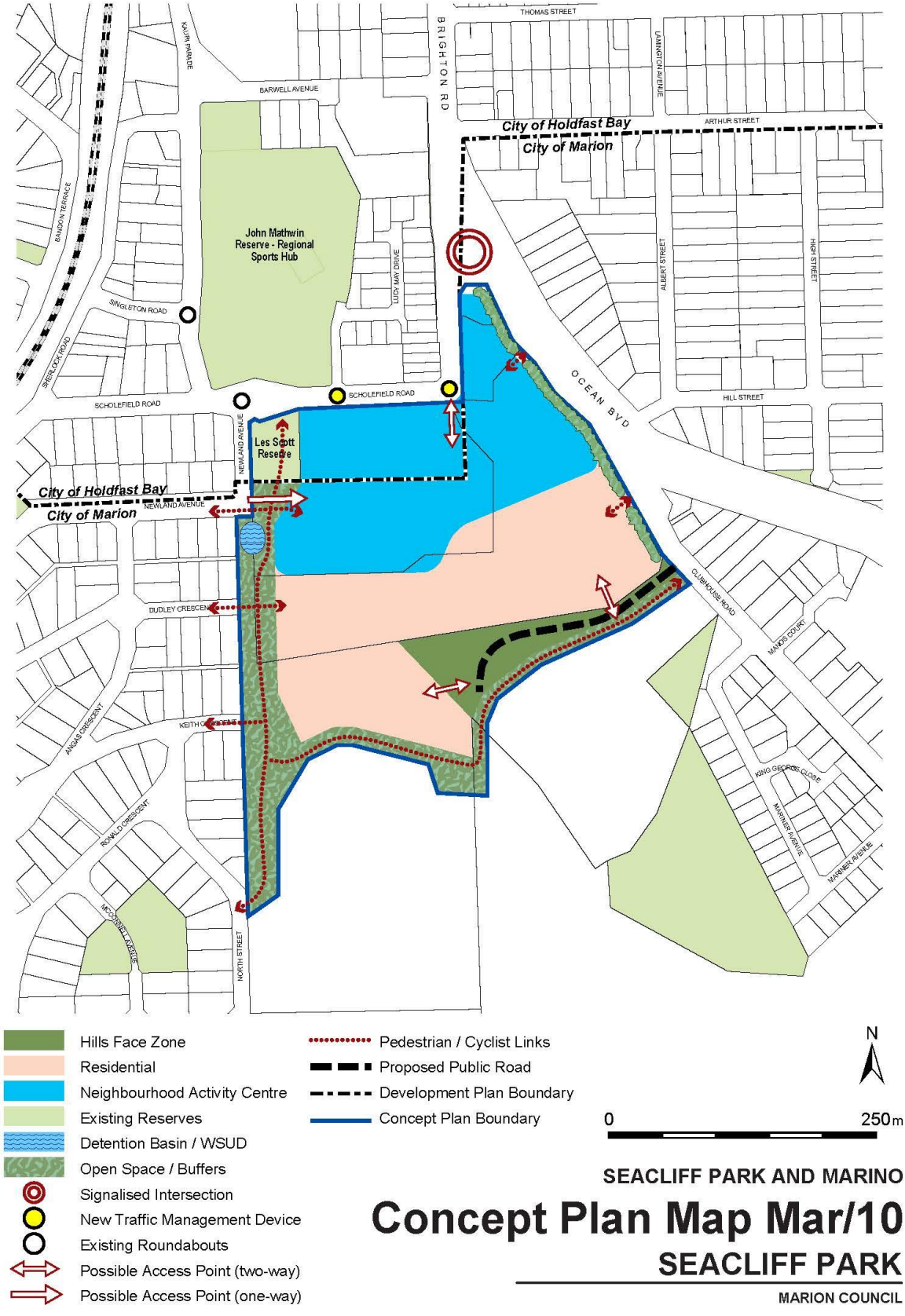


Policy Area Map Mar/10

Policy Area Boundary
Development Plan Boundary

MARION COUNCIL

Attachment M6



Amendment Instructions Table

Name of Local Government Area: City of Holdfast Bay

Name of Development Plan: Holdfast Bay (City)

Name of DPA: Seacliff Park Residential and Centre

The following amendment instructions (at the time of drafting) relate to the Council Development Plan consolidated on 2 June 2016.

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 Insert or Replace 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**					
Centres and Retail Development					
1	Replace	Objective 8	With "Vibrant multi-purpose centres at Glenelg, Brighton and Seacliff."	N	N
2	Replace	PDC 10	With "A shop or group pf shops with a gross leasable area of greater than 250 square metres should be located within a centre zone or other recognised activity centre."	N	N
Interface between Land Uses					
3	Insert	After Objective 2	"3 Protect desired land use forms from the	N	N

			encroachment of incompatible development."		
Orderly and Sustainable Development					
4	Insert	After PDC 9(g)	"(h) *Concept Plan Map HoB/6 – Minda Incorporated Brighton Campus* "(i) *Concept Plan Map HoB/7 – Seacliff Park*	N	Y Map Reference Tables
Residential Development					
5	Insert	After the words "with the following" in PDC 14	"(except where facing a laneway in the Suburban Neighbourhood Zone)"	N	N
6	Insert	After the words "the following parameters" in PDC 17	"(except within the Suburban Neighbourhood Zone)"	N	N
7	Insert	After the words "the following parameters" in PDC 21	"(except within the Suburban Neighbourhood Zone)"	N	N
8	Insert	After the words "the following parameters" in PDC 24	"(except within the Suburban Neighbourhood Zone)"	N	N
9	Insert	After the words "street frontage" in PDC 25	"(except within the Suburban Neighbourhood Zone)"	N	N
10	Insert	After the words "street frontage" in PDC 25	"(except within the Suburban Neighbourhood Zone)"	N	N
11	Insert	After the words "the following values" in PDC 28	"(except within the Suburban Neighbourhood Zone)"	N	N
12	Insert	After the words "the following table" in PDC 32	"(except within the Suburban Neighbourhood Zone)"	N	N
13	Replace NEW	"Dwellings" in PDC 35	With "Except where otherwise specified, dwellings"	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					
14	Insert	After the contents of the "Residential High Density Zone"	The contents of Attachment HB 1	N	N
TABLES					
Amendments required (Yes/No): **Yes**					

15	Replace	Table HoB/1 – Off Street Vehicle Parking Requirements	With the contents of Attachment HB 2	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 "Residential High Density Zone"	Containing "Suburban Neighbourhood Zone" and "HoB/10"	N	N
17	Insert	In "Overlay Maps – Noise and Air Emissions – after reference to Overlay Map Number HoB/8"	Reference to ", HoB/10"	N	N
18	Insert	In "Overlay Maps" a new row immediately after "Noise and Air Emissions"	Containing "Affordable Housing" and "HoB/2, HoB/4, HoB/10"	N	N
19	Insert	In "Concept Plan Maps" a new row immediately after "Minda Incorporated Brighton Campus"	Containing "Seacliff Park" and "Concept Plan Map HoB/7"	N	N
Map(s)					
20	Replace	"Council Index Map"	With corresponding map in Attachment HB 3	N	N
22	Insert	Immediately after "Overlay Map HoB/10 Natural Resources"	The new maps in Attachment HB 4	N	N
23	Replace	"Zone Map HoB/10"	With the contents of Attachment HB 5	N	N
24	Replace	"Structure Plan Map HoB/1 Holdfast Bay	With the contents of Attachment HB 6	N	N
25	Insert	After "Concept Plan Map HoB/6 – Minda Incorporated Brighton Campus"	The contents of Attachment HB 7	N	N

Attachment HB 1

Suburban Neighbourhood Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone

OBJECTIVES

1 A predominantly 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 innovation in 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 provide a high level of amenity for local residents and will be primarily designed for local use. Existing tall trees will be retained, where possible, and all new species planted to provide canopy cover, cooling, habitat and improved air quality and stormwater management. Reserves will support a network of pedestrian and cycling linkages throughout to the zone, encouraging access to nearby recreation and sporting facilities, public transport nodes and the activity centre. Some reserves will also provide a joint stormwater management function.

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 and site level. Where practical, harvested stormwater will be used for irrigation to improve the aesthetic and functional value of open spaces.

Sensitive development will be sited and designed so as to not affect the ongoing operation of the Linwood quarry to the south of the zone. Air quality issues will be mitigated by a vegetated landscape buffer within the zone to ensure both an appropriate living environment for residents and protection of the quarry activities.

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 is suitable for its intended uses, particularly where it involves a sensitive use such as residential development.

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. Buildings of up to 6 storeys in height are envisaged in some parts of the zone.

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, appropriate species of trees, 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, and the canopy cover, 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 in the order of 6,000 square metres floor area for retail activities and in the order of 2,000 square metres floor area for other non-residential land uses. 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 species of trees, consistent with the scale and height of buildings, to provide shade canopy cover, 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 HoB/7 – 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 HoB/7 – 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 may be up to 6 storeys in height.

8 Unless separated by a public road or reserve (open space), the visual massing and height of buildings in the zone should be progressively reduced to a maximum of 3 storeys at the interface with low rise (1 to 2 storey) residential development.

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 Development should be sited and designed to:

(a) not affect the ongoing operation of the adjacent quarry

(b) ameliorate noise, vibration and air quality impacts from the adjacent quarry

(c) ensure there is no direct line of sight to mining operations associated with the adjacent quarry

11 Where required, 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.

12 A landscape buffer of an appropriate width should be constructed adjacent the boundary of the site with Ocean Boulevard (where required) and the boundary to the south, to mitigate air quality issues associated with the road and nearby quarry activities.

Dwellings and Residential Flat Buildings

Building to the Side Boundary

13 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.

14 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

15 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

16 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 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 a secondary road frontage of all other roads	1.5

Setbacks from Rear Boundaries

17 The walls of dwellings 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.

18 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

19 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.

20 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.

21 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.

22 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

23 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

24 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 boundary)	270	7	20
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

25 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

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

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.

31 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.

32 Undercroft garaging of vehicles should only occur when:

(a) the overall height and bulk of the development 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) the site slopes up from the street

(d) driveway gradients provide for safe and functional entry and exit

(e) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath

(f) openings to undercroft areas are integrated with the main building so as to minimise visual impact

(g) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties

(h) the overall streetscape character of the locality is not adversely impaired (e.g. visual impact, building bulk, front setbacks relative to adjacent development)

(i) the height of the car park ceiling does not exceed 1 metre above the finished ground level.

33 Buildings with 4 storeys or more above natural surface level should include provision for undercroft parking.

34 Semi-basement or undercroft parking should be suitably integrated with the building form.

35 In the case of semi-basement or undercroft car parks where cars are visible from public areas, adequate screening and landscaping should be provided.

Stormwater Management and Water Quality

36 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 $0.1m^3$/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 $0.03m^3$/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 $0.66m^3$/sec.

37 The amenity of the proposed development should be protected from polluted upstream catchment stormwater discharged through the zone.

38 Development should include stormwater management systems designed to achieve the following catchment runoff quality outcomes compared to an equivalent urban catchment with no water quality management:

(a) Suspended solids - 80% reduction in average annual pollutant load

(b) Total phosphorous - 60% reduction in average annual pollutant load

(c) Total nitrogen - 45% reduction in average annual pollutant load

(d) Litter/gross pollutants– 90% reduction in average annual pollutant load

(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.

Bicycle Parking

39 Development should encourage and facilitate cycling as a mode of transport by incorporating end-of journey facilities including:

(a) changing facilities and secure lockers for staff

(b) signage indicating the location of bicycle facilities

(c) bicycle parking facilities provided at the rates set out in the Table below:

Form of development	Employee / resident (bicycle parking spaces)	Visitor / shopper (bicycle parking spaces)
Residential component of multi-storey building / residential flat building	1 for every 4 dwellings	1 for every 10 dwellings
Office	1 for every 200 square metres of gross leasable floor areas	2, plus 1 per 1000 square metres of gross leasable floor area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area

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 : 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 advertisement is being displayed	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

Form of development	Exceptions
(e) has a height greater that 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
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	

Form of development	Exceptions
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 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	All forms of development not listed as Category 1

Category 1	Category 2
(g) shop	

Attachment HB 2

Table HoB/1 - Off Street Vehicle Parking Requirements

The following off street vehicle parking requirements apply, except where otherwise stated in *Table HoB/1A - Off Street Vehicle Parking Requirements for Designated Areas* or *Table HoB/1B - Off Street Vehicle Parking Requirements for the Residential High Density Zone* or for *Residential Uses in the District Centre Zone Glenelg Policy Area 2*.

Form of Development	Number of Required Car Parking Spaces (the resultant number of car parks rounded to the nearest whole number)
Parking for people with a disability - minimum rate for reserved spaces	1 car parking space in every 30 spaces provided with any form of development (other than residential development) should function as a car parking space reserved for the exclusive use of people with a disability.
Amusement hall Amusement machine centre Bowling alley Clubrooms Community centre Dance hall Exhibition hall Gymnasium Indoor recreation centre Stadium	1 per 10 square metres of total floor area.
Bank Building society Post Office	1 per 25 square metres of total floor area, with a minimum number of 5 car parking spaces.
Billiard Saloon	1 per 15 square metres of total floor area.
Boarding house Lodging house	1 per 4 beds.
Bowling club	30 per bowling green.
Bulky goods outlet	4 per 100 square metres of gross leasable area of that shop.
Café located within the **District Centre Zone Glenelg Policy Area 2**	1 per 5 seats able to be accommodated.
Concert hall Meeting hall Place of worship	1 per 5 seats provided or capable of being provided.

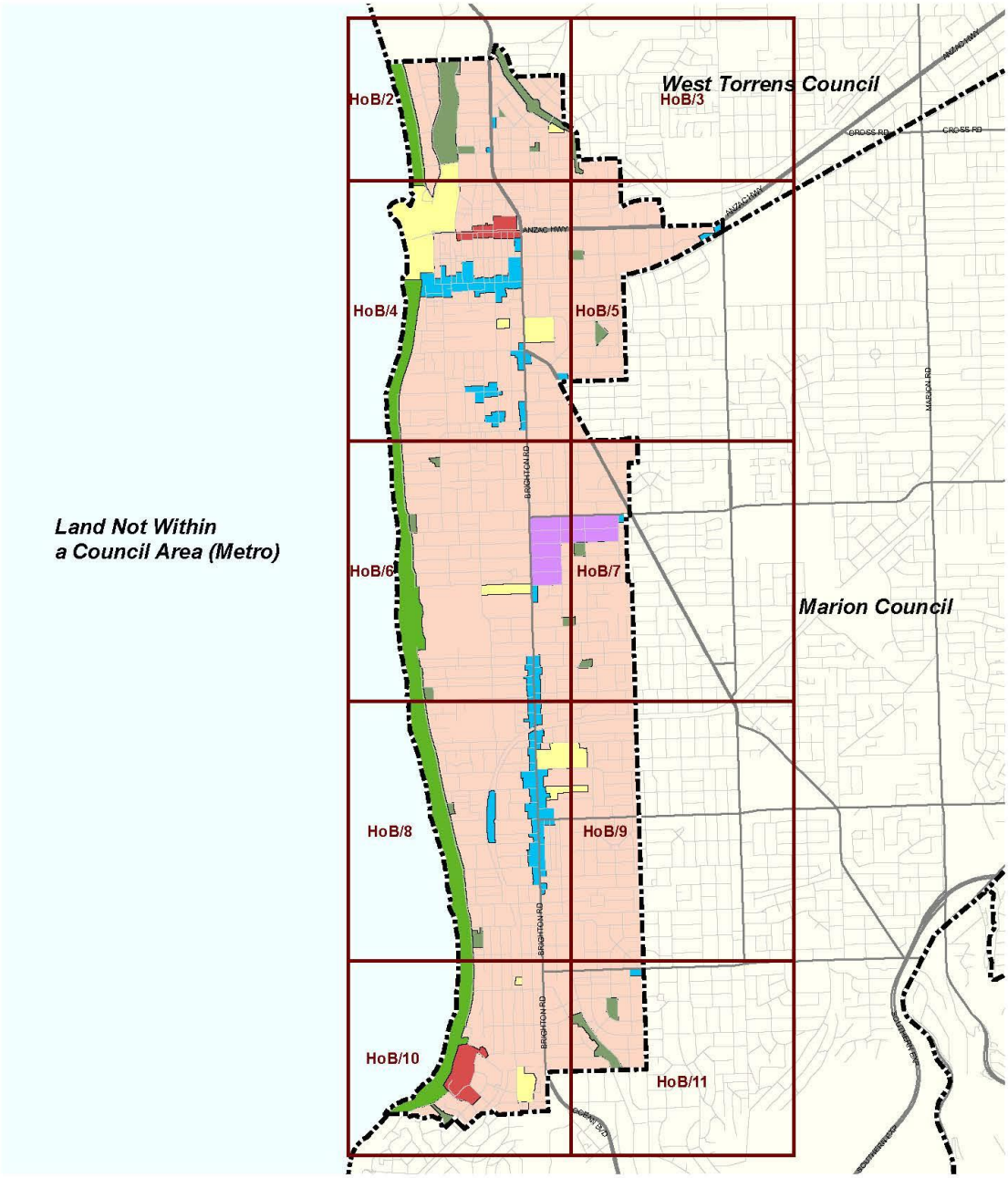
Form of Development	Number of Required Car Parking Spaces (the resultant number of car parks rounded to the nearest whole number)
Consulting rooms (other than where located within the **District Centre Zone Glenelg Policy Area 2 or the Suburban Neighbourhood Zone**)	4 for the first consulting room, plus 2 per each additional consulting room.
Consulting rooms located within the **District Centre Zone Glenelg Policy Area 2**	4 per 100 square metres of gross leasable floor area.
Consulting rooms located within the **Suburban Neighbourhood Zone**	4 for the first consulting room, plus 1 per each additional consulting room.
Department store within **District Centre Zone Glenelg Policy Area 2**	5 per 100 square metres of gross leasable floor area.
Detached dwelling Semi-detached Row dwelling (other than where located within the **Suburban Neighbourhood Zone**)	2 on-site parking spaces, 1 of which is covered (the second space can be tandem).
Detached dwelling Semi-detached Row dwelling located within the **Suburban Neighbourhood Zone**	1 per 1 bedroom dwelling 2 per 2 or more bedroom dwelling.
Educational establishment Pre-school Primary school	1 per full time staff member and the number of part-time staff members equivalent to 1 full time staff member, plus an adequate number of spaces for visitors.
Funeral parlour	1 per 5 chapel seats plus 1 for each vehicle operated by the parlour.
Group dwelling or residential flat building located within the **Medium Density Policy Area 5**	0.75 per dwelling, where the dwelling has a maximum of 1 bedroom or a total floor area of less than 75 square metres 1 per dwelling where the dwelling has 2 bedrooms or a total floor area of at least 75 square metres and less than 130 square metres 1.25 per dwelling, where the dwelling has 3 or more bedrooms or a total floor area of 130 square metres or more *Add an additional 0.25 spaces per dwelling for visitor parking.

Form of Development	Number of Required Car Parking Spaces (the resultant number of car parks rounded to the nearest whole number)
Group dwelling or residential flat building located within the **Minda Incorporated Brighton Campus**	1 per dwelling, where the dwelling has a maximum of 2 bedrooms or a total floor area of less than 130 square metres 1.25 per dwelling, where the dwelling has 3 or more bedrooms or a total floor area of 130 square metres or more *Add an additional 0.25 spaces per dwelling for visitor parking.
Group dwelling or residential flat building (other than where located within the **Medium Density Policy Area 5,** the **Minda Incorporated Brighton Campus** or the **Suburban Neighbourhood Zone**)	1 per dwelling, where the dwelling has a maximum of 1 bedroom or a total floor area of less than 75 square metres 1.5 per dwelling where the dwelling has 2 bedrooms or a total floor area of at least 75 square metres and less than 130 square metres 2 per dwelling, where the dwelling has 3 or more bedrooms or a total floor area of 130 square metres or more *Add an additional 0.25 spaces per dwelling for visitor parking.
Group dwelling or residential flat building located within **the Suburban Neighbourhood Zone**	1 per 1 bedroom dwelling 1.5 per 2 bedroom dwelling 2 per 3 or more bedroom dwelling *Add an additional 0.25 spaces per dwelling for visitor parking.
Guest house	1 for every 2 beds provided or capable of being provided.
Hotel	1 per 2 square metres of total floor area in a public bar, plus 1 per 6 square metres of total floor area in a dining room, lounge, gaming room and beer garden, plus 1 per 3 guest rooms.
Industry Service industry	1 per 50 square metres of total floor area; or 1 per 2 employees (whichever provides the larger parking area); except where retail sales take place, when the car parking provision relating to shops will apply to that floor area used for the sale or display of items.

Form of Development	Number of Required Car Parking Spaces (the resultant number of car parks rounded to the nearest whole number)
Motel	1 per room or residential unit, plus where a restaurant of dining area is provided, an additional 1 per 10 square metres of restaurant floor area.
Meeting hall	1 per 5 seats provided or able to be provided in the hall.
Motor repair station	10 spaces per premises.
New and used vehicle lot Motor showroom	1 for every 10 vehicles displayed or able to be displayed for sale on the vehicle lot or in the vehicle showroom, plus the applicable rate for motor repair station or service industry as appropriate being applied for any area used for servicing/repairing vehicles and/or supplying spare parts to the trade or public.
Non-residential club	1 for every 6 square metres of total floor area used or capable of being used by the members of the club.
Office	1 per 25 square metres of total floor area.
Plant nursery (retail)	1 per 100 square metres of indoor floor area used for display purposes, plus 1 per 100 square metres of outdoor area used for display purposes.
Pre-school located within the **Suburban Neighbourhood Zone**	1 per employee plus 0.25 spaces per child as drop off/pick up bays plus 1 space for wheelchair access.
Restaurant (other than where located within the **District Centre Zone Glenelg Policy Area 2** or the **Suburban Neighbourhood Zone**)	1 per 10 square metres of total floor area, or 1 for every 3 seats provided or able to be provided, whichever provides the greater number, together with additional car parking spaces if food is able to be taken away from the premises, to ensure that all car parking occurs on the site of the development.
Restaurant located within the **District Centre Zone Glenelg Policy Area 2**	1 per 5 seats able to be accommodated.
Restaurant located within the **Suburban Neighbourhood Zone**	1 per 2 seats able to be accommodated.
Service station	10 per premises for customer and employee use.
Service trade premises	5 per 100 square metres of indoor floor area used for display purposes, plus 1 per 100 square metres of outdoor area used for display purposes.

Form of Development	Number of Required Car Parking Spaces (the resultant number of car parks rounded to the nearest whole number)
Shop (other than where located within the **District Centre Zone Glenelg Policy Area 2** or the **Suburban Neighbourhood Zone**)	1 per 15 square metres of total floor area.
Shop within the **District Centre Zone Glenelg Policy Area 2**	4.5 per 100 square metres of gross leasable floor area.
Shop located within the **Suburban Neighbourhood Zone**	5 per 100 square metres of gross leasable floor area.
Supermarket within the **District Centre Zone Glenelg Policy Area 2**	5 per 100 square metres of gross leasable floor area.
Supported Accommodation located within the Minda Incorporated Brighton Campus	
Squash court Tennis court	3 per court.
Store Warehouse	1 per 150 square metres of total floor space, or 1 per 3 employees (whichever provides the larger parking area).
All other non-residential uses located within the **Suburban Neighbourhood Zone**	4 per 100 square metres of gross leasable floor area.

Attachment HB 3

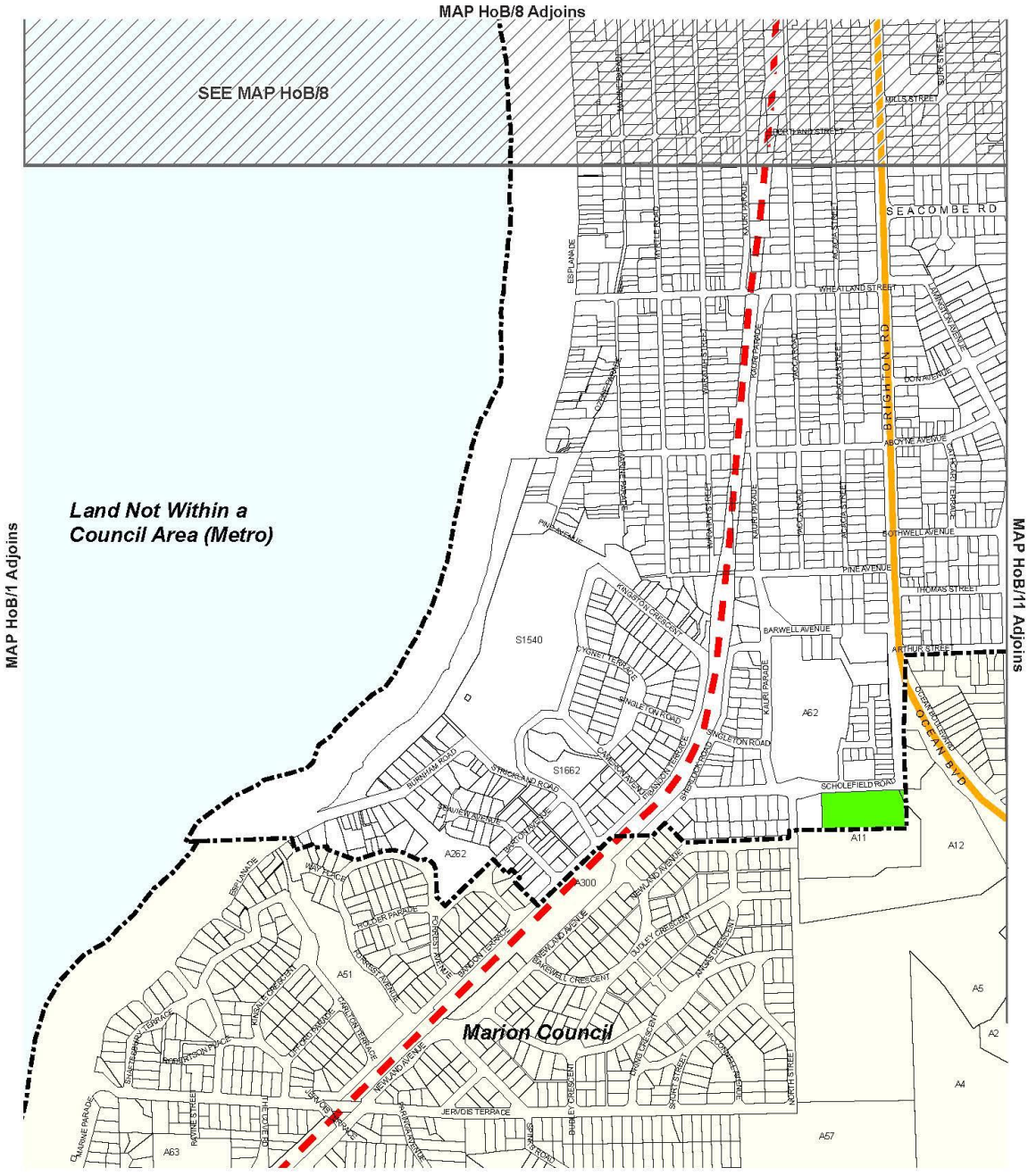


For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps HoB/1 to Map HoB/12 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the 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/precinct boundaries are shown or otherwise indicated.

Council Index Map

HOLDFAST BAY COUNCIL

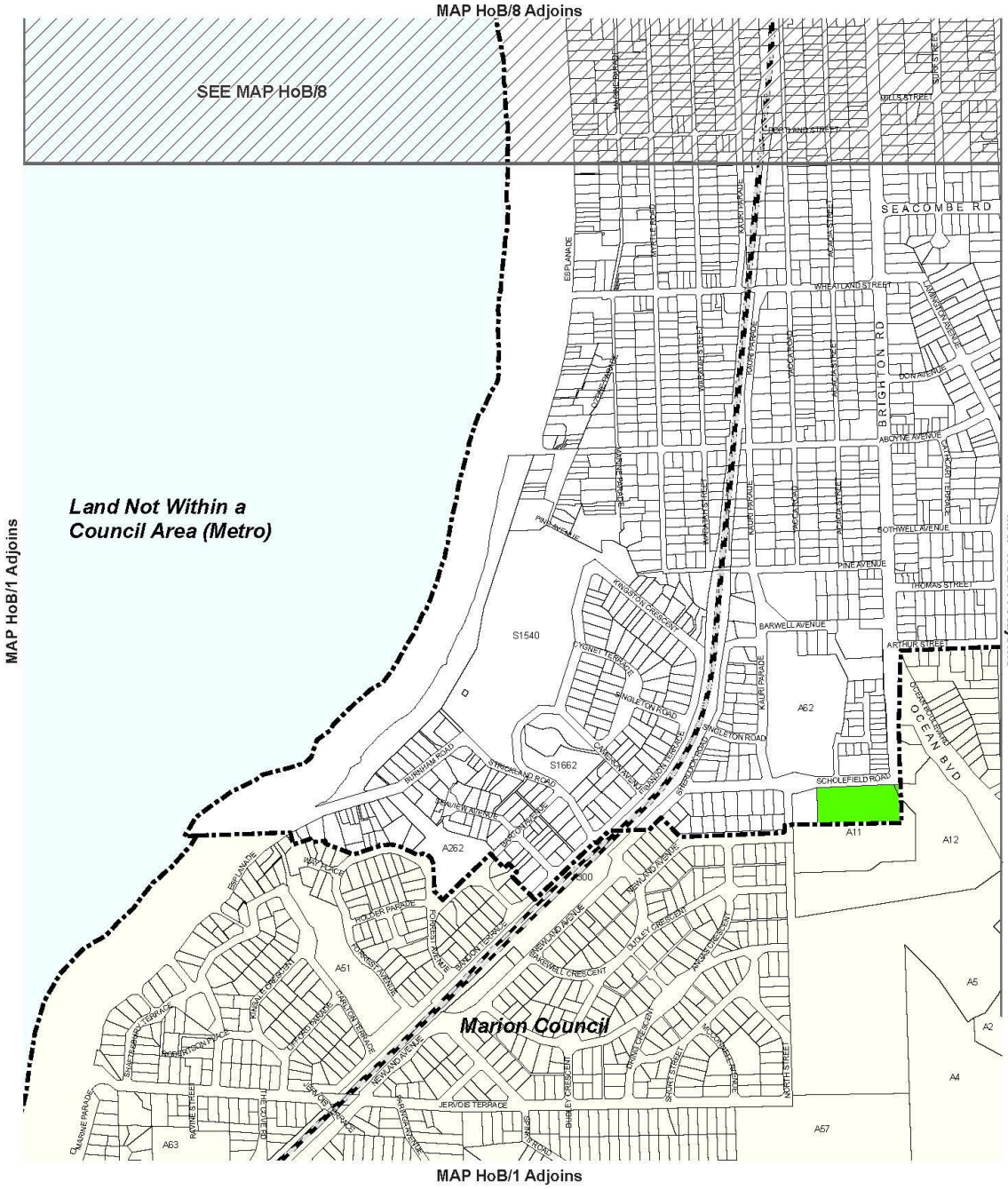
Attachment HB 4



Train Line
Designated Road: type B road
Noise and Air Emissions Designated Area
Development Plan Boundary

Overlay Map HoB/10
NOISE AND AIR EMISSONS

HOLDFAST BAY COUNCIL

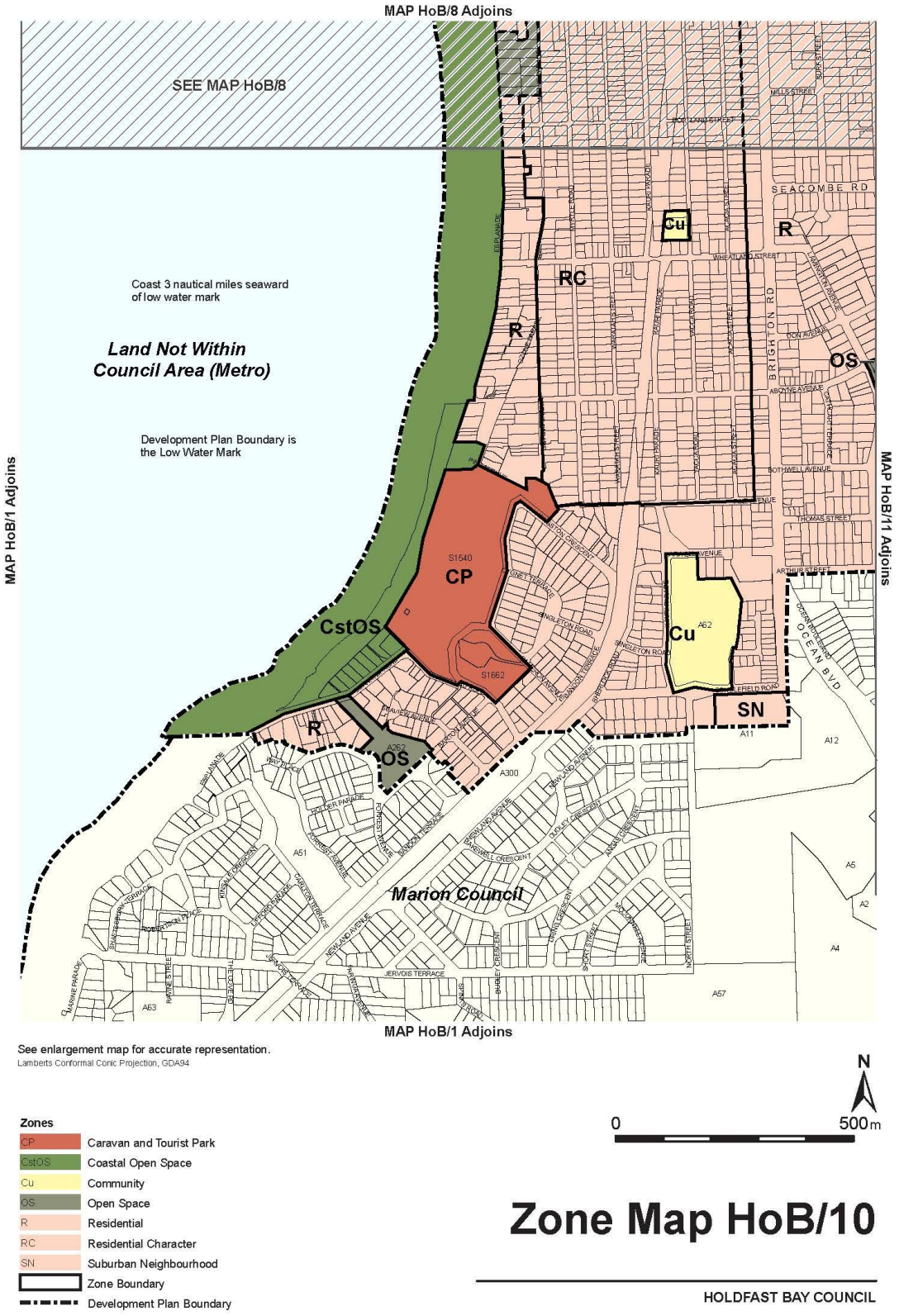


Overlay Map HoB/10
AFFORDABLE HOUSING

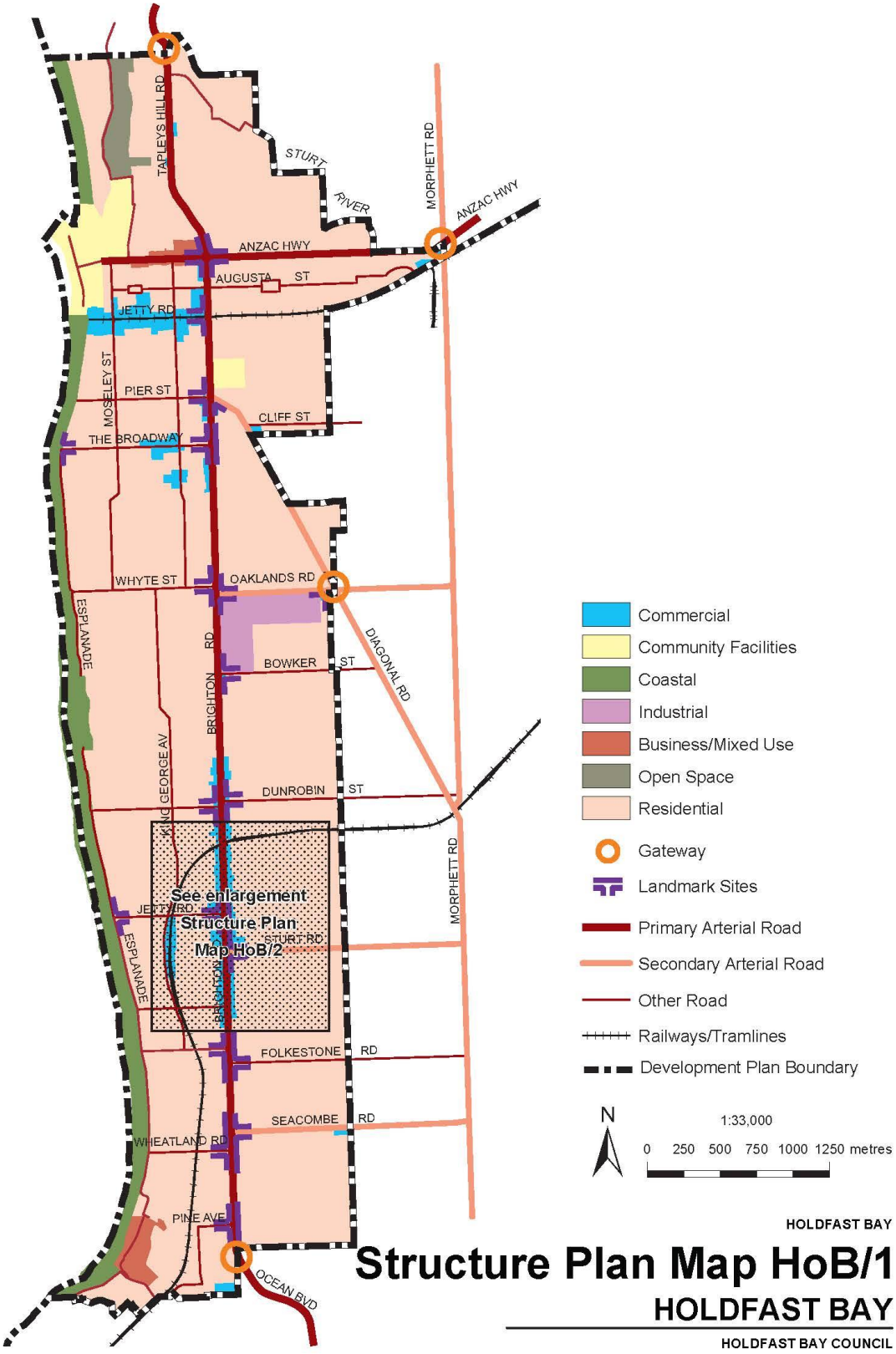
HOLDFAST BAY COUNCIL

Affordable Housing Designated Area
Railways
Development Plan Boundary

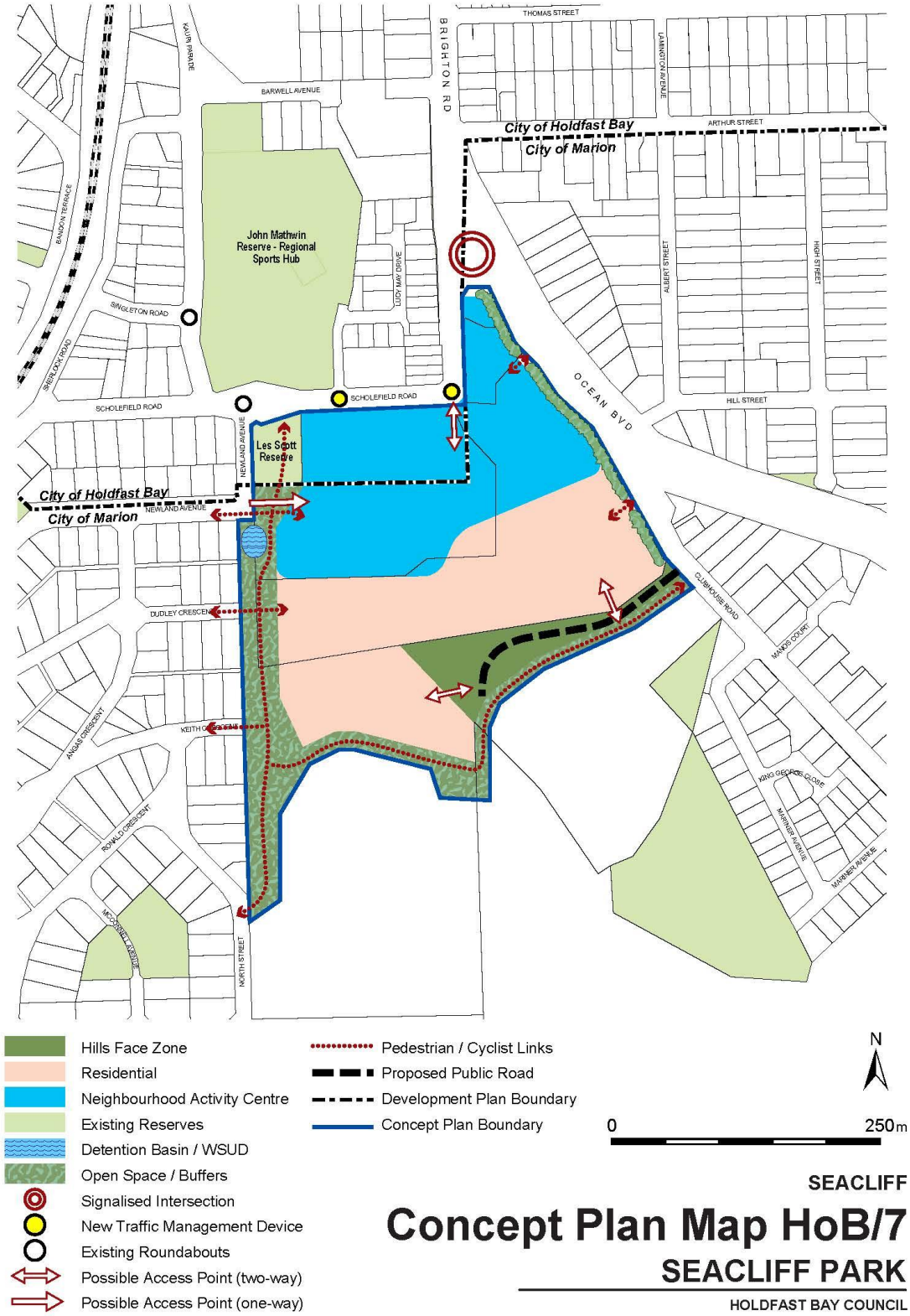
Attachment HB 5



Attachment HB 6



Attachment HB 7



Summary and Response to Agency Submissions

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
1.	Department of Human Services (DHS)	• The DHS has reviewed the proposal and does not plan to make a submission on this occasion	• Noted Additional advice sought from DHS about silicosis risk indicated the risk factors to be very low based on monitoring PM2.5 particulates nearby and relative to other air monitoring stations around Adelaide, the relatively low proportion of quartzite material being mined (20%), and the health monitoring results of long term employees.	No recommended change to DPA in response to submission
2.	SA Police (SAPOL)	• Advise that Southern District has no points to raise with regard to the DPA	• Noted	No recommended change to DPA in response to submission
3.	Natural Resources Adelaide and Mount Lofty Ranges (DEW)	• NRAMLR does not oppose the proposed rezoning • Due to the proximity of the development to the train line and Pine Gully it is recommended that works to limit the flows from the development (including overflows from upstream or directly from the development) are undertaken prior to development of the site. This will reduce flow rates leading to Pine Gully and the stormwater infrastructure in and downstream of Kauri Parade.	• Noted • Stormwater both from the upstream catchment and generated within the site will be carefully managed to ensure that flows do not exceed the capacity of the downstream system Principle 30 of the Suburban Neighbourhood Zone (Stormwater Management and Water Quality) seeks the achievement of specific stormwater runoff outcomes. An infrastructure agreement is currently being undertaken between the two councils and the owner/developer to ensure that the required	No recommended change to DPA in response to submission

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
			works are undertaken. Further to the joint Stormwater Plan Marion and Holdfast Councils are to implement measures to improve flow rates and infrastructure in Kauri Parade and Pine Gully.	
		• We encourage appropriate stormwater management and the application of Water Sensitive Urban Design (WSUD) principles for any future development in the Affected Area.	• Noted - Councils will be seeking the same This issue is covered under 'Water Sensitive Design' within the Natural Resources section of councils' development plan.	
		• It is recommended that any future development in the Affected Area should aim to maximise open green space and the retention of mature trees to contribute to tree canopy cover, in line with Target 5 of the *30-Year Plan for Greater Adelaide – 2017 Update*.	• This matter will be given due consideration as part of future development applications The majority of the site is generally void of vegetation but council will seek the retention of mature trees where appropriate. Three Regulated Trees exist on the southern portion of the site but overall the EBS vegetation assessment rated the present vegetation as of low ecological value with declared weed species providing the highest cover. The Concept Plan shows a relatively substantial landscape buffer (to be planted as part of the development) adjacent the western and southern boundaries of the site. Open space is proposed to provide pathways and corridors supporting both walking and cycling and stormwater flow lines and green landscaping including along the southern boundary.	
4.	Department of Planning, Transport and Infrastructure	• <u>Planning Reform considerations</u>		No recommended change to DPA in response to

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
	(DPTI)	Council should be aware that when the Development Plan is transitioned to the Code the format of the DPA and all existing policies will be updated to reflect the new planning system. This will include a review of Concept Plans, existing Desired Character Statements and other local variation policies as part of the transition process. In progressing the DPA, Council needs to keep in mind the following timeframe in relation to lodging the DPA for approval and transitioning policy into the Code. For the proposed amendment to part of the Code for implementation in July 2020, the DPA will need to be lodged for approval in early January. It is likely that Lodgement of the DPA after this time will result in the DPA being transitioned into the Code at a later date after implementation. Council has three months after code implementation to lodge the DPA for approval after which time the DPA will lapse. The Department will work with Council to facilitate conversion of the DPA into the new Code structure and will make contact with Council after Code implementation to commence this work. • <u>Investigations</u> Some of the investigations in this DPA are agency specific and the Department will be guided by their advice in this regard. Please note that there may be instances where discrepancies arise between the views of one government agency and another on certain issues. In such instances, please contact the Department so it can assist Council in resolving these issues (once all agency submissions have been received).	• Noted • On 15/11/19 DPTI clarified that the councils have until 31 March 2020 to lodge the DPA for Approval It is expected that the councils will lodge the DPA for approval in late January/early March 2020 • Noted	submission apart from mapping change mentioned below

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		Following the consultation period, Council is required to consider submissions made and determine whether Council wishes to proceed with the DPA, and if so any changes that are proposed. • <u>Policy Issues</u> <u>Transport</u> <u>Traffic and Access</u> The proposed rezoning is supported subject to the developer entering into an Infrastructure Deed for the infrastructure works which can be directly attributed to the rezoning. Based on the information currently available, this includes lengthening of the sheltered right turn lane for traffic turning right from Ocean Boulevard into Scholefield Road. Any future upgrade (including signalisation) of the Ocean Boulevard/Scholefield Road intersection will need to be considered as part of normal operational business and compete against other state-wide priorities for state funding. The detailed comments provided by the Transport Assessment and Policy Reform Team are as follows: ○ DPTI has identified some deficiencies in the Traffic Assessment undertaken by MFY dated June 2019. However, rectifying these deficiencies is unlikely to have a material impact on DPTI's position regarding the proposed rezoning. As such, it is not	• A draft deed, between DPTI and the Developer, for the lengthening of the right turn lane from Ocean Boulevard onto Scholefield Road, has been prepared and circulated for comment between the parties. • Noted *(further comment by MFY)* *The issue identified by DPTI was an inconsistency in the forecast volumes but it was only typographical and was consistent in the modelling which is the critical issue. The typographical error has been corrected.*	

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		considered necessary to make further changes to the Traffic Assessment at this stage. ○ The MFY Assessment indicates that an upgrade of the Ocean Boulevard/Scholefield Road intersection is required based on 2021 MASTEM volumes, irrespective of the current or proposed zoning. Table 2 identifies the performance of the right turn movements and the left-out movement from Scholefield Road, but does not provide an overall junction performance. This, together with the lack of comparison with the 2019 existing volumes makes it difficult to agree that the intersection needs to be upgraded to a signalised intersection, irrespective of the proposed rezoning. At best it can be concluded that the right turn lane needs extending and that the current and proposed zoning will exacerbate the delays for drivers entering and exiting Scholefield Road, which is likely to result in an increase in accidents as drivers choose shorter gaps to enter Ocean Boulevard. The analysis does not actually consider the volume warrants for signals but recommends signals based on safety issues and the increased delays for vehicles entering and exiting Scholefield Road. ○ The proposed rezoning will add additional traffic at the Ocean Boulevard/Scholefield Road intersection and potentially to the Ocean Boulevard/Clubhouse Road intersection. As a minimum, the existing right turn lane for traffic waiting to turn right	As above *(further comment by MFY)* *A 2019 model, based on data collected at the intersection, was produced and identified that the intersection is currently saturated. It was considered that this model did not accurately reflect the actual operation of the intersection and would have indicated the need for an upgrade of the intersection by DPTI imminently. Despite validation of the model, the output did not give a true reflection of the queues and delays experienced at the intersection and therefore a more accurate representation using the 2021 data was adopted. Given that no development will occur prior to 2021 it is entirely appropriate to use this as a base case.* *The increase in the right turn lane and delays for drivers exiting relate to the increase in volumes generally which is not solely related to the change in zone. The relevant aspect to consider is the over and above treatment required which is the extension of the channelized turn lane. This is consistent with the requirements by DPTI below*. As above Design has been prepared, costing has been sought and received and a draft deed prepared.	

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		from Ocean View Blvd into Scholefield Road will need to be increased to cater for the extra demand. Whilst the MFY Assessment identifies 95th percentile queues, the required queue length will still need to be confirmed. ○ Prior to the rezoning being approved, the developer should enter into a deed for the infrastructure works directly attributed to the rezoning (i.e. lengthening the sheltered right turn lane for traffic turning right from Ocean Boulevard into Scholefield Road). Updated modelling to confirm the required queue length should be undertaken by the developer, either as part of negotiation of an infrastructure deed or as part of the detailed design phase for the works. ○ Future upgrades to Brighton Road (Seacombe Road to Scholefield Road) have been identified, however the timing and nature of these upgrades are yet to be determined, and these works (including any possible signalisation of Ocean Boulevard/Scholefield Road intersection) are not currently within DPTI's Investment Pipeline. DPTI would however consider any proposal from the developer in relation to signalisation of the intersection (if desired) as a separate process to this DPA. ○ At the development application stage, issues of access locations, bicycle and pedestrian linkages, including pedestrian movements and public transport issues	As above *(further comment by MFY)* *The length of the channelized right turn lane will be confirmed during detailed design as the extent of the development will influence forecast traffic volumes and therefor the length of the lane. Current forecasts are based on peak volumes which may not be realised if the development is smaller than currently identified.* Noted Noted	

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		would need to be considered in more detail. Any potential upgrades on Scholefield Road (e.g. proposed roundabout) will need to take into account that Scholefield Road is a bus route. Action Required Provide confirmation that an Infrastructure Agreement has been entered into with the Minister for Transport, Infrastructure and Local Government prior to or at the same time that the DPA is submitted for approval. Undertake updated modelling to confirm the required queue length for the existing right turn lane for traffic turning right from Ocean View Blvd into Scholefield Road, either as part of negotiation of an infrastructure deed or as part of the detailed design phase for the works. Issues of access locations, bicycle and pedestrian linkages, including pedestrian movements and public transport issues will need to be considered in more detail at development application stage • <u>Investigations</u>	Noted Developer is working with DPTI on the required modelling. *(further comment by MFY)* *The length of the channelized right turn lane will be confirmed during detailed design as the extent of the development will influence forecast traffic volumes and therefore the length of the lane. Current forecasts are based on peak volumes which may not be realised if the development is smaller than currently identified. The modelling submitted with the DPA identifies the order of magnitude of the length of the right turn land and the Deed will be based on this (subject to confirmation during detailed design).* Noted	

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		<u>Provision of Infrastructure</u> Policies within the General Section of the Development Plan are identified as being sufficient to address infrastructure provision as detailed within the DPA. The DPA also identifies that an agreement has been entered into with Council for provision of stormwater infrastructure. Confirmation of the funding arrangements to deliver infrastructure upgrades are sought however. Action Required Provide confirmation of the funding arrangements/ Agreement to deliver required infrastructure upgrades. <u>Extinguishment of Mining Licence</u>	Confirmation and agreements to be provided when forwarded to DPTI. *(further comment by MFY)* *Funding arrangements not required in respect to traffic as they will be Developer funded at the time of development.* A stormwater infrastructure agreement is currently being undertaken between the two councils and the owner/developer to ensure that the required works are undertaken. Further to the joint Stormwater Plan Marion and Holdfast Councils are to implement measures to improve flow rates and infrastructure in Kauri Parade and Pine Gully. All required infrastructure agreements will be provided at the time the DPA is lodged for approval.	

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		With regard to the additional land included within the affected area (as it is no longer required for quarry activities), the DPA identifies that removal of the land from the associated Mining Lease is being sought with the Department for Energy and Mining. Action Required Provide confirmation of the extinguishment of the mining licence, or as a minimum that the process has commenced, at the time the DPA is lodged for approval. <u>Easterly Extension of Pit</u> The DPA identifies that the Minister for Energy and Mining is to approve application of the easterly extension of the present pit towards Ocean Boulevard. Action Required Provide confirmation/advice on the Minister for Energy and Mining's approval • <u>Mapping Issues</u> Mapping Quality The proposed Development Plan mapping is not suitable for Agency Consultation, however the investigation maps showing the intention of the amendment is clearly conveyed and as such may proceed.	Noted Confirmation/advice on the Minister for Energy and Mining's approval to be provided at the time the DPA is lodged for approval	Survey definition has been

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		Action Required Note the attached Mapping Comments and in particular the requirement for a survey definition	 Noted	undertaken **Mapping to be updated with additional boundary details**
5.	SA Power Networks	• SA Power Networks may be impacted by proposed zoning changes in its capacity of operator of the State's electricity distribution network or, alternatively, as a landowner/occupier. Irrespective of the tenure arrangement, all of SA Power Networks' land interests will be directly related to the operation of the electricity distribution network. • Any infill or green field development will necessarily require a corresponding upgrade of the electricity distribution network (which may involve the setting aside of land for a new substation). • Whilst the DPA may flag potential development of this nature, prospective developers and those approving developments should give consideration to the current network capacity, the long lead times in meeting any increased load demand, and the requirement for developers to contribute towards augmentation of the upstream electricity network along with funding direct costs associated with extension/connection of electrical infrastructure specifically for their development. Developers should contact SA Power Networks' Builders and Contractors line directly in this regard on phone number: 1300 650 014.	• Noted • Noted • Noted and understood	No recommended change to DPA in response to submission
6.	Environment Protection	<u>Air Quality</u>		

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
	Authority (EPA)	• In respect of the current DPA, the EPA understands that the haul road would be relocated to exit on Ocean Boulevard Road near Majors Road as part of the Linwood Quarry expansion. This relocation would remove the concern that the EPA expressed in regards to air quality associated with the haulage road in its response of 16 October 2014.	• Noted	
		• The EPA advises that it still considers the separation between the Linwood Quarry and the affected area to be sufficient.	• Noted	
		<u>Noise</u> • In respect of the current DPA, the EPA advises that its previous advice is still current with respect to the need to design, site and orient residential accommodation in order to meet the requirements of the Environment Protection (Noise) Policy 2007 and minimise potential for impacts of noise from roads, mixed use activities, and the Linwood Quarry. The EPA notes that the haul road is to be relocated as part of the Linwood Quarry expansion and that this would remove the EPA's previous concerns about its potential noise impacts.	• Noted	
		• The 2014 version of the DPA included policies in the Desired Character and principles of development control to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry. The EPA notes that those polices are not included in the current version of the DPA. The EPA acknowledges that concerns about noise impacts from the haul road would be removed with its relocation, but **recommends that policies in respect of the Linwood Quarry be**	• Previous policies in the Desired Character and principles of development control, to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry, should be reinstated.	**Include policies in the Desired Character and principles of development control, which identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry.**

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		retained. Outdoor recreation Areas • If outdoor recreation areas for a building are provided at ground level then they should be designed so that road traffic noise in the recreation area does not exceed 52dB(A) when measured continuously over 15 hours between 7am and 10pm. Commercial noise within the zone • Noise from commercial premises within the Suburban Neighbourhood Zone should not exceed – 50dB(A) Leq15 between 10pm on any day and 7am on the next day; and – 57dB(A) Leq15 between 7am and 10pm on any day at residential receivers within the Suburban Neighbourhood zone when measured and adjusted in accordance with the Environment Protection (Noise) Policy 2007. <u>Site Contamination</u> • The EPA considers that site contamination is appropriately addressed through the DPA and existing and proposed policies. <u>Stormwater Management</u> • The EPA is satisfied that stormwater management is appropriately addressed through the DPA.	• Taken to mean 'private open space' The DPA requires that an acoustic barrier be constructed adjacent the Ocean Boulevard boundary of the site to mitigate noise and vibration issues associated with traffic using the road. • Principle 7 of the 'Interface between Land Uses' section of councils development plans requires that 'Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises.' • Noted • Noted	No recommended change to DPA in response to submission No recommended change to DPA in response to submission
7.	SA Water	• Previous investigation were undertaken in 2013 for the capacity of the existing water and	• Noted	No recommended change to DPA in response to

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		sewer networks and the potential upgrade works required to service the subject site. • Subsequent preliminary infrastructure investigations were conducted for both water and sewer between June 2019 and October 2019 on developer's request • General comments in respect to new developments or redevelopments have been provided in regards to: – SA Water Planning – Protection of Source Water – Provision of Infrastructure – Trade Waste Discharge Agreements	• Noted • Noted	submission
8.	Department for Energy and Mining (DEM)	1. DEM generally supports the proposed rezoning and re-development of the subject land. However, DEM does not support the proposed DPA in its current form for the following reasons: • High rise development proposed in the northern portion of the Mineral Extraction Zone (as outlined on "Indicative Concept Plan and Access Points" figure, page 27 of the DPA) may be subject to an unacceptable level of impacts resulting from current and proposed future quarry operations where mining rights exist for extractive minerals.	• Noted • The 2014 version of the DPA included policies in the Desired Character and principles of development control to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry. With the relocation of the haul road these policies have been removed. The EPA has recommended that policies in respect of the Linwood Quarry be retained. After further consideration, Councils believe that the policies should be included. • Councils have undertaken analysis of the potential line of sight of mining operations from the subject site. Cross sections produced by the developer and Boral show differences in potential for line of sight	**Policies to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry to be included in the Desired Character and principles of development control for the zone** **Policy to be included to ensure that development within the site will not have direct line of sight to mining operations.**

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		• The development should not progress while the only approved quarry access road is via Clubhouse Road, due to the potential to create an unacceptable risk to public safety resulting from interaction with mine-related traffic.	between 6 storey buildings on the Seacliff Park site and the final quarry face at the most southerly point. Due to the distance between the two points and that existing and proposed landscaping (buffers) are not reflected on the cross sections, the actual line of site cannot be accurately ascertained at this time. Future development applications would require more accurate indication of line of sight (photographic, more detailed cross section etc.) • Policy shall be included to ensure that development within the site will not have direct line of sight to mining operations. • The DPA will not receive Ministerial approval until there is proof that the haulage road is to be relocated. • Boral have submitted an application for an extractive minerals lease for its Linwood eastern expansion. DEM are waiting for Boral to submit evidence/assurance that – if DPA approved the new road will happen. – DPTI has agreed to signals and they will be built at Majors Road connection. – road access to Clubhouse Road will be physically removed from Boral land. – Boral's next Mining Operations Plan must be able to demonstrate no line of sight visibility to the proposed mine expansion area and planting etc to minimise dust impacts and reduce visibility	

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		• Additional mechanisms should be considered to ensure that future landowners and residents are fully aware of the nearby Linwood Quarry, it's significance and potential impacts that may be experienced form the quarry operations. DEM considers that these issues need to be appropriately addressed to avoid the potential for creating a long-standing land use conflict within the subject area and restricting the operations on this significant extractive resource. 2. DEM would support the proposed rezoning and redevelopment of the site subject to the following matters being incorporated into a revised, final DPA: • Less sensitive form of development (instead of the proposed high-rise apartment block) are proposed within the northern portion of the current Mineral Extraction Zone, in order to retain an effective buffer from the current and future quarry . operations. • Any developments within the line of sight of the areas proposed to be mined (east of the existing quarry pit) are discouraged. • Conditions are included requiring the closure and rehabilitation of the existing mine access road, and restrictions on the use of Clubhouse Road to non-mine-related traffic.	• Councils will seek that the owner/developer of the site ensures that prospective future owners/occupiers are made aware of the mining operations, via an encumbrance or similar prior to purchasing property within the site ? • Current buffer distances are in excess of EPA requirements and the addition of policy to ensure that development within the site will not have direct line of sight to mining operations should reinforce the separation. • See above - Policy to be included to ensure that development within the site will not have direct line of sight to mining operations. • The DPA is not a suitable means of ensuring these matters are undertaken. The mine access road is a private road with access controlled by the current mining plan and land owner (Boral). Upon transfer of ownership of the northern portion of land access will be able to be precluded by the developer. This is reflected in the collaboration agreement between the Developer and Boral.	No recommended change to DPA pending further advice

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
			Once the access road is closed there would be no reason for mine related traffic to use Clubhouse Road.	
		• Appropriate mechanisms (in addition to the proposed "Noise and Dust" overlay) are proposed to ensure that all potential future landowners and/or residents formally acknowledge, prior to the purchase, that they are aware of the nearby Linwood Quarry, it's significance as a Strategic Resource Area, and potential impacts that may be experienced from the extractive operations undertaken on the Quarry.	• As above	
		3. The approval of a revised, final DPA takes place following finalisation of the formal approval for the relocation of the Linwood Quarry access road, and application has been made to the Wardens Court for partial revocation of the portion of Private Mine (PM) 4 that is subject to the proposed re-development.	• Noted • The DPA will lapse if not lodged for approval by 31 March 2020, as per the Minister's agreed timeframe extension.	As above
		4. DEM strongly suggests that the above matters be developed in consultation with DPTI, Boral and DEM — Mineral Resources Division, to ensure that potential to create a longstanding land use conflict within the subject area has been understood, appropriately considered and addressed in the final DPA, avoiding further restrictions and sterilisation of the strategic extractive mineral resource of state significance located at the Linwood Quarry.	• A meeting between DPTI, DEM, EPA and Holdfast Bay and Marion councils was held on 30 October 2019 to discuss the matters raised by DEM. • Councils advised that the DPA would be amended to include policies in the Desired Character and principles of development control to identify the need to site and design sensitive development so as to not affect ongoing operation of the Linwood Quarry.	

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
			• Councils also advised that an analysis of the potential line of sight of mining operations from the subject site would be (has been) undertaken and that policy will be included in the DPA to ensure that development within the site will not have direct line of sight to mining operations. (as above under comment re: DEM point 1)	
9.	DEW	• The implementation of the Landscapes SA Bill, currently in parliament, would see the City of Holdfast Bay and City of Marion Council areas fall within the new Green Adelaide region under the Landscapes SA Act. One of the Green Adelaide board's priorities focusses on green streets and parklands, with an intent to "Influence new building designs to support an urban landscape with tree canopy cover and biodiversity habitat. • Therefore; DEW has had regard to these priorities in commenting on this DPA. <u>Green infrastructure, Water Sensitive Urban Design and biodiversity</u> • Resilient South urban heat mapping shows the site to have medium to high surface temperatures in summer, due to the currently bare soil. The same heat mapping indicates that the surrounding suburbs are as hot, or hotter, therefore it is important that the councils consider how they can reduce urban heat impacts. • The redevelopment of this brownfield site provides an opportunity to reduce the urban heat island effect, and enhance biodiversity,	• Appropriate policies are in place and this matter would be dealt with at the development assessment stage. • Noted • The General Planning Policy requirements set out principles for water sensitive design, and open space.	No recommended change to DPA in response to submission

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		stormwater management and amenity, through green infrastructure (https://www.naturalresources.sa.gov.au/adelaidemtloftyranges/plants-and-animals/green Ifb26a223-a334-4770-8299ed2e6ac7039e I cdf631d2-9686-4d43-903e-a2b500bf165flen-AU) and Water Sensitive Urban Design (WSUD) measures in the public and private realms. This includes ensuring adequate space within residential blocks to permit tree planting and landscaping. • It is noted that the respective Development Plans contain provisions promoting green public and private open space (including, in the City of Marion Development Plan, deep soil zones to retain or accommodate new deep rooted vegetation, including tall trees with large canopies, where most of the medium density residential development would occur), and that the proposed Desired Character Statement (DCS) further promotes landscaping comprising established upper canopy trees in the activity centre public realm, and that the Concept Plan promotes public open space around the site linked to adjacent public open space. • However; and acknowledging that the Planning and Design Code for the metropolitan area will come into effect in July 2020, it is suggested that the DCS could go further by promoting tree canopy cover throughout the site, in line with Target 5 of the 30 Year Plan for Greater Adelaide — 2017 Update, to provide cooling, habitat, and improved air quality and stormwater management.	• Noted / Appropriate policies are in place • The Planning and Design Code is expected to contain the general policies that provide for cooling, habitat, and improved air quality and stormwater management as required by the planning strategy and State Planning Policies. An appropriate type and number of trees and shrubs within street verges and reserves will be negotiated as part of future finer detail requirements during the land division and development application processes	

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		<u>Stormwater management</u> The DPA notes that there are existing stormwater management issues at a retention basin just upstream of the site, caused by congregation of upstream flows and regular overtopping, and the need for appropriate management of upstream flows and site-generated stormwater. Due to the proximity of the development to Pine Gully it is recommended that the DPA includes policy requiring works to limit the flow from the site (including upstream flows) are in advance of development at the site. This will reduce flow rates leading to Pine Gully and the stormwater infrastructure in and downstream of Kauri Parade. RECOMMENDED CHANGES TO DPA In light of the above, the following changes are recommended to the Desired Character Statement: [After: "Public open space will provide a high level of amenity for local residents and will be primarily designed for local use. "] "<u>Existing tall trees will be retained, where possible, and new all species planted to provide canopy cover, cooling, habitat and improved air quality and stormwater management. '</u> [After: "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. "<u>Due to the proximity of the development to Pine</u>	• Noted • Stormwater both from the upstream catchment and generated within the site will be carefully managed to seek to ensure that flows do not exceed the capacity of the downstream system • Considered appropriate • The timing of the works to address flows generated from upstream is yet to be determined. Flows generated from the site can be managed and are the subject of an infrastructure deed that will precede rezoning.	The following changes to be made to the Desired Character Statement: [After: "Public open space will provide a high level of amenity for local residents and will be primarily designed for local use. "] "<u>Existing tall trees will be retained, where possible, and all new species planted to provide canopy cover, cooling, habitat and</u>

	Name and Address/ Contact Person	Submission Summary	Comment	Councils Response
		Gully, works to limit the flow from the site (including upstream flows) should be undertaken in advance of development at the site	Therefore no need for additional wording.	improved air quality and stormwater management. '
		"The residential area public realm will include unique and interesting themes achieved through landscaping, tall species of trees, surface treatments, street furniture, building design and other elements.	• Landscaping design will depend on space, location and function. The General Planning Policy requirements set out the requirements for Natural Resources- Biodiversity and Native Vegetation. A tall tree will not always provide appropriate canopy cover/shading so use of the word 'appropriate' species of trees is considered more suitable	"The residential area public realm will include unique and interesting themes achieved through landscaping, appropriate species of trees, surface treatments, street furniture, building design and other elements.
		"These networks, and the canopy cover, will encourage walking and cycling to local facilities and public transport services.	• Considered appropriate	"These networks, and the canopy cover, will encourage walking and cycling to local facilities and public transport services.
		"The activity centre public realm will include landscaping comprising established and new ~~upper canopy~~ tall species of trees consistent with the scale and height of buildings, to provide ~~shade~~ canopy cover, as well as softening the building form	• There are no established trees in the area of the activity centre so all trees will be new. As before, a tall tree will not always provide appropriate canopy cover/shade.	"The activity centre public realm will include landscaping comprising ~~established upper canopy~~ species of trees consistent with the scale and height of buildings, to provide ~~shade~~ canopy cover, as well as softening the building form.

Summary of provisions of the Draft Seacliff DPA Stormwater Deed

The parties to the Deed are Marion Council, Holdfast Bay Council and the Developer.
This document was prepared by the Cities of Holdfast Bay and Marion.

BACKGROUND

- The Developer is, or is entitled to be, the registered proprietor of the Development Site.
- The Development Site is situated partly within the area of Marion Council and partly within the area of Holdfast Bay Council.
- The Developer is proposing to develop the Development Site for residential, retail and commercial uses, generally in accordance with an agreed Concept Plan which forms part of the Deed.
- The Councils initiated a Development Plan Amendment funded by the Developer to re-zone the Development Site for purposes including to facilitate development of the Development Site for the Proposed Development.
- The Councils and the Developer each acknowledge that:
    - if the Minister authorises the DPA under the Development Act; and
    - the Proposed Development proceeds,
    - then there will be implications for infrastructure within the Councils' areas.
- The Councils acknowledge the StormWater (SW) Reports and will continue to investigate the SW Upgrades to the Downstream SW System and Upstream SW System by the Councils.

Objectives

The Parties are to work collaboratively and closely to achieve an improved stormwater management scheme:
a) on the Development Site;
b) in the Upstream Stormwater (SW) System; and
c) in the Downstream SW System;
to increase the existing stormwater infrastructure service standard and to reduce the potential for flooding in the locality, and to substantially reduce the surface stormwater flowing onto Scholefield Road from the Development Site.

The Proposed Development should:

- be supported by adequate SW infrastructure to serve the needs of the Proposed Development; and
- be accompanied by stormwater and flood management measures to assist in appropriately protecting the Proposed Development from flood impacts and which also contributes to the flood-proofing of the Upstream Stormwater System and Downstream Stormwater System.

The Upstream SW system is the existing stormwater system in Marion Council upstream of the Development site.

The Downstream SW system is the system in Holdfast Council that takes stormwater from Scholefield Road at the northern boundary of the development site to the sea.

The SW Infrastructure for the purposes of this Deed for the development site comprises:

- 2,200 m^3 detention basin on the development site at southern boundary
- 1,600 m^3 detention basin on development site
- 300 m^3 basin most likely near the western boundary of the development site in open space setting
- collection and management of SW generated on site in its current and fully developed state
- A pipe to convey the 1 % AEP SW from the upstream SW system at south through the development to connect with the Downstream SW system
- Future Flood Mitigation Downstream in CHB

Summary of provisions of the Draft Seacliff DPA Stormwater Deed

Two scenarios are envisaged for future flood mitigation in addition to the works identified for the development site:

1. significant detention basins upstream in Marion Council and upgrading works downstream in Holdfast – works as defined on the development site with a 525 mm diameter pipe to convey SW through the site from upstream

2. no new detention basins upstream in Marion and significant upgrading works downstream in Holdfast – works as defined on the development site with a much larger 1,050 mm diameter pipe to convey SW through the site from upstream to an increased capacity system in Holdfast

Costings and land availability for these works will be used to determine which scenario the councils will adopt and how the costs will be shared.

INTERPRETATION AND DEFINITIONS

The general clauses are to ensure the intent of the deed remains during changes of Acts and Regulations, changes and successors of corporate bodies and representatives, ensuring uses of grammar do not limit the intent and provisions of the agreement, land is clearly identified, words and phrases used in agreement with specific meaning are clearly defined (eg upstream stormwater system, and more).

Scope of the Deed

Confined to major stormwater infra provision only.
Still requires Developer to meet requirements of Development Act (including provision of infrastructure to support the development).
Does not limit or fetter any power or discretion of Council.
Parties are not joint venturers or tied to any other parties beyond the duties and obligations of the deed.

DPA conditions precedent

The obligations are conditional on the DPA being approved, not challenged or overturned, and not being disallowed in Parliament.

The Parties will be bound by this deed notwithstanding any variations between the terms of the DPA and the Draft DPA.

Developer role

To undertake the development in accordance with the Concept Plan and cooperate with councils in designing and constructing infrastructure to meet the reasonable requirements of Councils.

Councils' roles

Cooperate with the developer in the design and construction of stormwater infrastructure and allow the developer to connect the stormwater infrastructure they construct to the system external to the development site.

Implementation of the development

There will be clauses in the Deed to broadly show the intentions for undertaking the development.
The developer can lodge an application to divide land in to Superlots (large parcels of land intended for future development but not for residential).

The developer can continue or expand lawful development that exists on the site currently (under the current zoning and any lawful authorisations).

Summary of provisions of the Draft Seacliff DPA Stormwater Deed

A process for varying the implementation schedule of works will include impact in infrastructure and defined time periods to ensure that agreement on any variations is not unreasonably delayed by any party.
An Independent Expert may be used to resolve disputes.

The Deed can be amended by agreement of all parties.

The Deed cannot be reassigned to another party without all parties agreeing.

Stormwater (SW) Infrastructure

Developer should not seek new titles for land or approval to construct buildings on the site unless the SW infrastructure is completed to the satisfaction of the Councils and a Certificate of Practical Completion is issued. A set of Protocols guide the process of undertaking to the councils' satisfaction, issue of Practical Completion, security, insurance, indemnity, Defects Liability, etc.

The Developer is responsible for design, approvals, construction or procurement and paying for the works assigned to it.

The SW Infrastructure must be fit for purpose, cost effective from a maintenance and operational aspect, and contained on public land or easements or reserves. (Considerable detail will be contained in an Annexure to the Deed as is standard practice to ensure clarity and certainty of expectations and in line with industry standards. This includes requirements for adequate security for upstream works should the developer wish to stage construction. Acceptance of any staging and security is at the discretion of the Councils).

Land Management Agreements (LMAs)

LMAs are to be used on land titles to bind current and future owners to meeting development, management, preservation or conservation requirements related to the land – in this case to ensure that stormwater infrastructure requirements for the defined development area are put in place as and when envisaged by this Deed.

LMAs are to be put on all titles in the ownership of the Developer. Councils must also place LMA on their land parcels in the development area.

Default of any Party

There is a process in place to resolve any disputes or deal with any defaults.

Dispute Resolution process includes use of an Independent Expert if needed.

Other matters

Giving notice, GST, etc as standard matters.

CITY OF MARION

Joy Baluch Award Nomination

Originating Officer	Unit Manager Governance and Council Support - Jaimie Thwaites
Corporate Manager	Manager Corporate Governance - Kate McKenzie
General Manager	General Manager Corporate Services - Sorana Dinmore
Report Reference	GC200211R08

REPORT OBJECTIVE

The Local Government Association (LGA) is calling for nominations for the Joy Baluch Award 2019/20. It is proposed (if Council determines) to submit nomination for Councillor Telfer. The nomination is required by 28 February 2020.

EXECUTIVE SUMMARY

The Joy Baluch Award was established in honour of Former LGA President, the late Mayor Joy Baluch who passed away in May 2013. The award was established in recognition of her exemplary performance as a community leader over many years and to recognise the contributions of women in Local Government.

Further background into the Award and reasons for nominating can be found in the award flyer attached as **Appendix 1.**

To be eligible for the Award all Nominees must be a current serving Council Member at the time of the call for nominations and the nomination needs to be from a Council, peer group or other organisation that seeks to support the advancement of women in Local Government.

An Awards Committee comprising of the LGA President, Chief Executive Officer and Ms Michelle Baluch is responsible for judging the nominations.

Council may wish to consider nominating Councillor Raelene Telfer for the award. Councillor Telfer has served the community as an Elected Member for over 20 years. She has a strong passion for the environment and continuously advocates for environmental initiatives including water conservation and energy efficient power sources etc. Her commitment to the history of Marion is demonstrated by her continued dedication to the Marion Historic Village Working Party and Friend of Annie Doolan's Cottage. Councillor Telfer is a passionate advocate for many sports facilities and community clubs in the area. Her strong leadership and voice for the community has enabled community groups feel heard and supported.

If Council resolved to submit a nomination, the completed nomination forms and supporting documentation must be submitted by 5pm on Friday 28 February 2020. A copy is attached as **Appendix 2**.

The Winner will be announced at the 2 April 2020 LGA Showcase and Ordinary General Meeting Dinner.

RECOMMENDATION

That:

1. **Council notes the report 'Joy Baluch Award Nomination'**
2. **Council nominates Councillor Raelene Telfer to the LGA for the Joy Baluch Award.**

3. **Administration forwards the above nominations to the Local Government Association by Friday 28 February 2020.**

Attachment

#	Attachment	Type
1	Appendix 1 - The Joy Baluch Awards_Flyer	PDF File
2	Appendix 2 - Joy Baluch Award nomination form_final_DH-1	PDF File

Local Government Association of South Australia

The voice of local government.

The Joy Baluch Award for Women in Local Government

In recognition of the contributions made by women to the Local Government sector as Elected Members of South Australian Councils.



Introduction

(Nancy) Joy Baluch AM passed away on 14 May 2013 after a long battle with cancer. As the former Mayor of Port Augusta and for a total of 29 years over three separate terms, Joy was often described as a fearless, courageous and feisty advocate for the city that she loved.

She was a passionate and fearless supporter of her community "the Centre of the Universe" and regional Australia, constantly reminding governments that there was life on the other side of Gepps Cross. She was an advocate for solar power, clean air, women's rights and education. Joy was a strong defender of local government and councils' role in making a difference to their communities. Joy Baluch was an empowered woman who led Port Augusta Council with influence, vision and tenacity.

This award has been established to recognise these qualities in other women currently serving as Elected Members in South Australian Councils.

Eligibility

To enter a woman nominee must at the time of the call for nominations, be a current Elected Member of a South Australian Council, and be nominated by a Council, peer group or other organisation that seeks to support the advancement of women in Local Government.

Why you should be nominated

There are many benefits from entering the Award, including;

- recognition of leadership within your community and/or council;
- highlighting the achievements of women in local government; and
- promoting the role and contributions of women in local government.

Timetable

- Nominations open at the 2019 LGA Conference and AGM on Wednesday 30 October.
- Nominations close in COB Friday 28 February 2020.
- Judging Panel meets in March 2020.
- Award presentation at Council Next Practice Showcase and OGM Dinner on 2 April 2020.

Awards Committee

An Awards Committee is responsible for the judging of nominations. The Panel comprises the LGA President, Chief Executive Officer and Ms Michelle Baluch. The Panel may co-opt other members as necessary to undertake research / interviews.

Local Government Association of South Australia

The voice of local government.

Award Criteria

Nominees will be able to demonstrate actions and outcomes that have been inspirational, innovative and beneficial to the council and/or community and have influenced other women to increase participation in the local government sector.

The Nominee Must:

- have made a significant contribution to their council and/or community during the 12 months prior to the award being made;
- demonstrate the achievement of beneficial outcomes to the council and/or community through innovation, extraordinary leadership, collaboration and vision;
- have provided inspiration to other women to become further involved in the work of their council and/or community; and
- exhibit the ability to promote the diverse perspectives of women in local government.

Winner's Prize

The winner of the Award receives a framed certificate, an engraved wine glass and complimentary registration to a training seminar of choice within the financial year.

Nomination Forms

Nomination forms can be downloaded from the LGA website
https://www.lga.sa.gov.au/joybaluchaward

Closing Date for Nominations

Nominations close at 5.00pm on Friday 28 February 2020.

Completed nomination forms and supporting documentation should be forwarded to events@lga.sa.gov.au. Nominations will be acknowledged up on receipt.

Further Information

For further information about the Award, contact Angie D'Amato on (08) 8224 2047 or events@lga.sa.gov.au.

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The Joy Baluch Award for Women in Local Government

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2019/20 Nomination Form

** Nominations Close 28 February 2020 **

(Nominees must be female and a current elected member of a South Australian council at the time of the call for nominations)

Name of Nominee	*Title*	*First name*	*Surname*
Home address of nominee			
Nominee's telephone Number			
Nominated by (council or organisation name)			
Contact details of person submitting the nomination	Name: Council/organisation: Telephone: Email:		

Return this completed form and supporting documentation where appropriate (no more than four A4 single-sided pages in total) that will assist the judging panel in assessing nominations to events@lga.sa.gov.au
by 28 February 2020.

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Nominees' name: **Council:**

Specific Example/s	
Have made a significant contribution to their council &/or community during the 12 months prior to the award being made	
Demonstrate the achievement of a beneficial outcome to the council &/or community through innovation, leadership, collaboration and vision	
Have provided inspiration to other women to become further involved in the work of their council &/or community	
Exhibit the ability to promote the diverse perspectives of women in local government.	

CITY OF MARION

Formal submission on the Draft Planning and Design Code

Originating Officer	Team Leader - Planning - Alex Wright
Corporate Manager	Manager Development and Regulatory Services - Warwick Deller-Coombs
General Manager	General Manager City Development - Ilia Houridis
Report Reference	GC200211R09

REPORT OBJECTIVE

To seek Council's endorsement of the formal submission on the Draft Planning and Design Code to the State Planning Commission.

EXECUTIVE SUMMARY

Administration has been reviewing the Draft Planning and Design Code (Draft Code) since its release for consultation in October 2019. The submission has received input from multiple stakeholders including Elected Members, key work group areas of Council as well as utilising the large amount of community feedback from the recent Housing Diversity Development Plan Amendment.

Staff provided a report on the progress of Council's review of the Draft Code at the Special meeting of the Urban Planning Committee (UPC) on Tuesday 4 February (SUPC200204) which included a refined consultation response.

Subject to minor changes (which have now been completed), the UPC noted the draft submission was suitable for Council's consideration.

Given the complexities of the review process and the recommendation from the UPC, Council may wish to seek further input from the community prior to submitting the final response to the SA Planning Commission by 28 February 2020.

RECOMMENDATION

That Council:

1. **Approves the submission regarding the Draft Planning and Design Code as attached to this report, to the State Planning Commission.**

2. **Approves the inclusion of any submissions received by resident's of the City of Marion as attachments to the Council's submission to the State Planning Commission.**

DISCUSSION

Background

The State Planning Commission (the Commission) released the draft Planning and Design Code (Phase Three for metropolitan councils) for public consultation on 1 October 2019.

The Code is being developed in three phases and by 1 July 2020, the Code will replace 72 development plans with one universal, state-wide document. On 1 July 2019, Phase One of the Code became operational for out of council areas (outback).

At the time of writing, media reports indicated the Minister for Planning was to delay implementation of Phase 3 for a new date in September 2020 however this has not been officially enacted by parliament to our knowledge. Staff will continue to advise members on any legislative changes relating to the planning reforms.

Administration commenced review of the Planning and Design Code (the Code) in October 2019 and provided several updates to Council in the lead up to the final submission date of 28 February 2020.

The review has been a massive undertaking and the Development Services Team have all contributed to the process.

The impact of the reforms proposed by the State Government extend beyond Council's planning department, and as such, internal engagement has occurred with other relevant areas of Council, such as our building inspectorate, various engineering functions, environmental sustainability and traffic and parking.

Members have been informed formally through General Council update reports and Elected Member forum briefings, and informally through emails outlining on-going summary comparisons and key changes documents.

Final Submission

The final submission date for the Code is 28 February 2020.

Council has been providing the Commission (through the Department of Planning, Transport and Infrastructure) with regular input and feedback on the Code since the start of the consultation period. This has included:

- the highlighting of errors,
- indication of zones which Council believe more accurately capture the planning intents for the City of Marion and better align with the recently approved Housing Diversity DPA,
- concerns regarding the timing and ability to have staff and CAP members trained in the use of the new code and the ePlanning portal

The purpose of providing regular feedback was to enable the Commission to consider issues and comments on a more timely basis, with the intent of ensuring that the issues raised by the City of Marion, could be clearly understood and incorporated into revisions of the new Code.

The advice from DPTI has been that no formal decisions regarding feedback provided through the consultation phase will be made until after the consultation closing date of 28 February 2020.

Council is now to provide its formal response to the Commission with a written submission highlighting concerns with the Code and providing suggested changes and/or solutions.

The following documents have been attached to this report;

- Attachment 1 - Cover Letter outlining Council's general response to the Code, including highlighting to the Commission several areas of concern with the proposed transition.

- Attachment 2 - 'Summary of Issues' document which systematically summaries issues identified with the spatial application of the Code or changes to policy which, in the professional view of staff, will have a negative effect on the Council or community. Additionally, this document has been drafted to provide the Commission with alternate solutions and changes to address the issues raised.

- Attachment 3 - City of Marion 'Urban Design Guidelines' which illustrates the type and form of development desired.

- Attachment 4 - Proposed Implementation Timeline

At the Special meeting of the Urban Planning Committee (UPC) on 4 February 2020, the submission was discussed and subject to minor changes, was deemed suitable for Council's consideration.

Proposed Implementation Timeline

Given the current concerns raised with the Planning and Design Code, the large volume of work likely required to incorporate changes identified through consultation, editorial corrections, spatial mapping updates, conversion to an electronic system and subsequent industry demonstrations and training, it is suggested the implementation date of the Planning and Design Code Phase 3 be sought to be extended.

Discussions with other Councils, recent media regarding the ePortal and advice from the development sector all indicate a concern of the whole system being informed, educated, trained and ready to operate the system effectively come 1 July 2020, whilst also operating the existing parallel system for those applications received under the current code and prior to 1 July 2020.

This would provide opportunity for the identified issues with the Code and E-Planning system to be properly considered, undertake additional consultation for any changes and tested by Council's, the State Government, the industry and the public in an appropriate manner.

It is considered an extension of up to 6 months be considered to allow appropriate time to consolidate the code, consult the agreed changes and engage in the required training within the eplanning tool for Council staff, CAP members and industry.

At the time of writing, media reports indicated the Minister for Planning was to delay implementation of Phase 3 for a new date in September 2020 however this has not been officially enacted by parliament to our knowledge. Staff will continue to advise members on any legislative changes relating to the planning reforms..

Whilst a minimum three month extension is welcomed, it is still thought additional time is required for the above mentioned actions to occur.

Council has attached a proposed implementation timeline to assist the Commission and reference to the timeline has been included in the covering letter. It is noted that at the time of preparing this report, the State Government has indicated a likely extension to the implementation of the Code, however specific details are not currently known.

Submission process:

- Council's submission on the Draft Code will be submitted to the Commission by 28 February 2020.
- DPTI staff will review submissions and provide a summary report to the Commission (likely April).
- The Commission will consider which matters to approve, reject or discuss further and will make recommendations to the Minister for Planning for final approval.
- The Minister for Planning will then have the final sign off on the P&D Code.
- The time frame for City of Marion to find out what issues have been accepted or rejected is currently unclear.

Next steps:

- Given the way the information has been provided to staff by the Commission and the inability to view a final confirmed draft through the eportal, it has taken significant time (and effort) to review and interpret the content of the Draft Code.

- Council has previously indicated support to engage the community, to seek their support for our submission and to encourage them to make their own submissions.

- Council may wish to append any submissions received by the community, to its submission package prior to lodgement by the 28 February 2020.

- In the interest of time, it is proposed that the UPC consider suitable inclusions via email so that the submission deadline can be met.

Following the submission on the Code, Council's Planning Team will continue to liaise with the DPTI Council liaison officer and raise pertinent matters with Council and the UPC as they arise.

Staff will also focus on the business changes required for working within the new planning regime.

Attachment

#	Attachment	Type
1	Attachment 1 - Formal Response - Covering Letter	PDF File
2	Attachment 2 - Summary of Issues	PDF File
3	Attachment 3 - CoM Design Guidelines 2019 - Booklet	PDF File
4	Attachment 4 - Proposed Implementation Timeline	PDF File

Mr Michael Lennon
Chair
State Planning Commission
GPO Box 1815
Adelaide SA 5001

Dear Mr. Lennon

Planning and Design Code (Phase 3) Consultation – City of Marion Formal Response

Thank you for providing Council with an opportunity to review the Planning & Design Code and provide detailed feedback. We attach our submission along with this covering letter.

Council would like to state its dissatisfaction in the version of the Code originally released for consultation purposes in October 2019. Due to the detail provided being the 'back end' of an electronic document, it is very difficult to navigate and therefore comprehend how the Code will look and work as a finished product. The provision of the electronic "front end' component of the Code in addition, would have offered a more intuitive version in which to provide comment on.

Furthermore, the draft provided contained a considerable number of mistakes and omissions, with parts also appearing unworkable. The document does not appear to be at a stage that was suitable for consultation and it is clearly evident more time and detailed analysis/proof reading was required. In addition, releasing an amended version during the consultation period was an unusual and somewhat confusing procedure, especially as this document referred to changed, or incorrect general policy provisions.

Please find attached the City of Marion's (CoM) detailed comments in regard to Phase 3 of the Planning and Design Code (the Code). Council has provided comment on many aspects of the proposed new policy and procedures, however it wishes to highlight a number of key matters that are likely to result in negative impacts on the character and amenity of the Council area and/or result in missed opportunities to better plan for and locate higher density housing. There are also a number of key issues we wish to draw your attention to;

- Given the recent community engagement and Ministerial approval of the CoM Housing Diversity Development Plan Amendment, we are seeking the outcomes of this DPA be transitioned and implemented in its entirety.
- Implementation of an Urban Corridor Zone along Marion Road, as previously considered as part of the Housing Diversity DPA as was agreed during consultation.
- Implementation of rigorous Urban Design standards, either within the Code or as a standalone statutory document, which places an emphasis on environmentally sustainable and high quality urban design.
- Council has a limited understanding as to how the Planning and Design Code will impact Council's ability to efficiently function (i.e. resourcing) and how the Code will be implemented in practice.
- The reduction in on-site parking requirements, combined with anecdotal evidence indicating a significant percentage of garages/carports are used for storage and vehicular parking, will inevitably result in additional pressures being placed on the local road network.
- Greater emphasis is required on the long term sustainability of development, including additional measures for the greening of the urban realm.

It is requested the Commission and DPTI meet with Council in the immediate future to ensure that appropriate policy and process are created to address the concerns raised in the submission prior to a final of the Code being created.

The City of Marion would strongly urge the Commission to provide the public with an opportunity to review, and provide comment on, the amended code in its entirety prior to the implementation date.

Given the current concerns raised with the Planning and Design Code, the large volume of work likely required to incorporate changes identified through consultation, editorial corrections, spatial mapping updates, conversion to an electronic system and subsequent industry demonstrations and training, it is suggested the implementation date of the Planning and Design Code Phase 3 be moved, via act of parliament. This would provide opportunity for the identified issues with the Code and E-Planning system to be properly considered, undertake additional consultation for any changes and tested by Council's, DPTI and industry in an appropriate manner.

It is considered an implementation date of 1 January 2021 would be beneficial and allow sufficient time for the above tasks to be undertaken. Council has attached a proposed Implementation Timeline to assist the commission.

Further to our request for the Housing Diversity DPA changes to apply, further details are provided below;

Northern Part of Council Area (north of Seacombe Road)

The Minister for Planning has only recently, on 1 August 2019, approved the Marion Council Housing Diversity DPA (Part 1). A major component of Part 1 rezoned much of the northern section of Council's residential area to "Marion Plains Policy Area 8".

The previous zoning in these areas had resulted in the original housing stock being replaced by multiple dwellings at much higher densities which has given rise to, amongst other things, a loss in amenity to streetscapes and issues with on-street car parking and congestion on the local road system. Council has received constant complaints on the matter for many years.

During public consultation of the Housing Diversity DPA, an extensive number of submissions were received from the community requesting a reduction in the number, scale and density of infill development.

The Marion Plains Policy Area seeks increased allotment sizes (site area and street frontages) so as to better control and reduce the number of dwellings being constructed, along with the associated issues/impacts.

On 1 July 2020 the State Government's new Planning and Design Code will replace Council's Development Plan, including the recently approved Marion Plains Policy Area and the new policy criteria.

Council's understanding is that the Code will be replacing the Marion Plains Policy Area with the 'General Neighbourhood Zone'. This zone permits allotment sizes of between 200m² and 300m² in area, with frontages of between 7m and 9m for dwellings facing a road and 15m for unit type development. These dimensions are of a lesser dimension than, not only that proposed by the recently approved "Marion Plains Policy Area", but also the previous policy area that Marion Plains Policy Area superseded, meaning that the density of infill development and the associated issues will be greater/worse than that we currently experience!

This seems to contradict one of the key objectives of the Code; to improve the design standards and associated impacts of infill development.

Council sees the proposed General Neighbourhood Zone as a step backwards, as it undoes the greater protection against the impacts of infill development proposed by Council's Housing Diversity DPA.

Council is seeking that the Marion Plains Policy Area be replaced with the Code's 'Suburban Neighbourhood Zone' which, as we understand, would enable us to retain our individual suburban character and the criteria currently within the Marion Plains Policy Area. This would better meet the expectations of our community while still allowing development to progress across our city.

Refer to Issue 2 in the accompanying 'Summary of Issues' document for further detail on this matter.

Southern Part of Council Area (south of Seacombe Road)

Council has received many requests over the years from residents in the southern suburbs for the opportunity to sub-divide and redevelop their property to allow them to remain in the area in a more functional house on a smaller and more manageable site.

The southern part of the Council area was therefore also being considered for rezoning and changes in opportunity for a greater diversity of housing types as part of the Housing Diversity DPA.

Council is mindful that the southern section of Marion Council comprises a considerable amount of relatively steep sloping land, which could be problematic for development at a higher density. Council's Housing Diversity DPA made a delineation between the lesser and steeper sloping land; proposing to retain the steeper sloping land in the current Hills Policy Area, requiring a minimum site area of 700m². A new Foothills and Seaside Policy Area would allow allotments of between 300m² and 400m² to be created, dependent on the grade of slope of the land.

Other than for the suburb of Hallett Cove, the Foothills and Seaside Policy Area component of the Housing diversity DPA was not approved by the Minister, so properties remain in the original/current policy areas.

Council's understanding is that the Code was originally replacing all of the current policy areas in the southern part of the Council area with the 'General Neighbourhood Zone', with no consideration for the sloping topography of the land and no delineation between the lesser and steeper sloping land.

The proposed allotment sizes for the southern area would have been the same as for land on the flat land in the north of the Council area (200m² - 300m²). Allotments of this size would be totally unsuitable on sloping land.

Council is seeking that the proposed General Neighbourhood Zone be replaced with the Code's 'Suburban Neighbourhood Zone'. Council understands that would enable Council to seek inputting of separate sub-zones (or Technical and Numeric Variations) within this Zone that retain the current policy area requirements in relation to block size and topography for properties within Southern Policy Area 18, Worthing Mine Policy Area 20 and Foothills and Seaside Policy Area 23, whilst incorporating the changes proposed to Marino, Seacliff Park, Seaview Downs, Seacombe Heights and Darlington as submitted to the Minister within the recent Housing Diversity DPA (proposing that certain parts of the suburbs become Foothills

and Seaside Policy Area 23 and other parts remain in Hills Policy Area 11 – but renamed to Escarpment Policy Area).

Refer to Issue 7 in the accompanying 'Summary of Issues' document for greater detail on this matter.

It is understood the Commission has, as part of the Phase Three (Urban Areas) Code Amendment - Update Report, acknowledged the General Neighbourhood Zone is inappropriate for areas where specific policy applies relating to the management of sloping land, where the intended land division pattern is for large allotments and wider frontages or where current zoning typically does not seek increased diversity or density.

This notwithstanding, the Phase Three (Urban Areas) Code Amendment - Update Report states changes will be undertaken in consultation with relevant councils until public consultation concludes in February 2020. To date, no formal consultation with Council has occurred, nor has Council been consulted as to what areas of the Council these changes (and the content of the changes) will apply to.

Urban Corridor along Marion Road

The Housing Diversity DPA sought the creation of an Urban Corridor Zone along much of Marion Road. This Zone would provide opportunity for multi-storey mixed use development (retail/commercial/residential) in appropriate locations and help relieve the pressure for infill development in local streets in the inner suburbs.

The Urban Corridor Zone was not approved by the Minister as part of the Housing Diversity DPA, so properties remain in the original/current zones and policy areas, which are predominantly residential in nature. A number of property owners along Marion Road have been in contact with Council seeking an update on the status of the rezoning as they were intending to and ready to redevelop their land.

As the properties along Marion Road remain residentially zoned there has been no proposed transition across to an urban corridor, or similar, as part of the Planning and Design Code. Council is seeking that Marion Road is given consideration for rezoning to urban corridor as part of the transition to the new Code, rather than waiting to undertake a Code Amendment after the Code is authorised.

Refer to Issue 17 in the accompanying 'Summary of Issues' document for greater detail on this matter.

Reduction in Design Criteria

The Planning & Design Code appears to significantly reduce the existing localized design criteria found within specific Policy Area Desired Characters and Principles of Development Control. This loss results in a system which is more outcome focussed, rather than a system which ensures built form is of a high quality design and fits or improves its locality.

Council understands that there is to be a more robust design system for large scale development (including guidelines) however there does not appear to be anything similar proposed to ensure that smaller scale infill development (which is probably the largest component of new housing development) will be of an acceptable level of design. Whilst it is acknowledged the Planning and Design Code provides a range of design features, specific Policy Area Principles and Objectives informing and providing guidance on built form outcomes have been removed. Additionally, no provision of greater urban design standards within the Planning & Design Code that ensures the design of all built form includes environmental sustainability considerations has been included. This is of great concern to Council.

Refer to Issue 19 in the accompanying 'Summary of Issues' document for greater detail on this matter.

It is Council's intention to pursue the best outcomes for our community as part of the Planning and Design Code implementation process. To that end, we are raising these issues of concern in the hope that a productive solution can be found.

If you are interested to work with Council to hear more about the work that went into Housing Diversity DPA process and the level of community input, we would be more than happy to share this with you.

Lastly, we reserve the right to make further comments on the Code and other planning reforms as their full affects become apparent.

I look forward to the Commission's response on how these issues will be addressed.

Yours sincerely

Kris Hanna
Mayor
City of Marion

Enclosed:
1. City of Marion Response to the Planning and Design Code
2. City of Marion Residential Design Guidelines
3. Proposed Implementation Timeline

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Summary of Issues

Marion Council Submission on the Draft Planning & Design Code – February 2020

CITY OF MARION

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Issue 1

Oaklands Park Policy Area 14 to General Neighbourhood Zone

Change Sought:

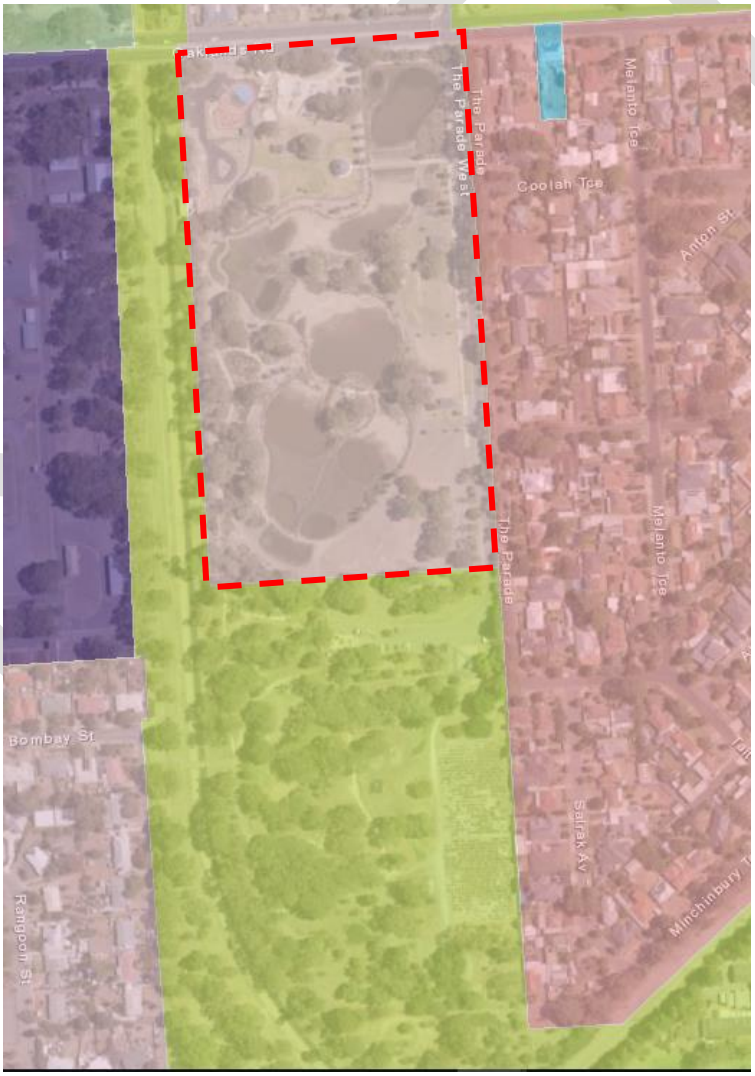
- Change proposed General Neighbourhood Zone to Open Space Zone.

Key Reason:

- Current Policy Area (within existing Development Plan) was created prior to the redevelopment of the locality and creation of Oaklands Wetlands. Residential development is not an anticipated or desired outcome on the site.

Solution:

- Amend proposed zoning of area identified in image below (red outline) to Open Space Zone, in line with remainder of open space areas to the south and west.



Issue 2

Marion Plains Policy Area 8 to General Neighbourhood Zone

Changes Sought:

- Change proposed General Neighbourhood Zone to Suburban Neighbourhood Zone for all areas currently zoned Marion Plains Policy Area 8 within existing Development Plan (Residential Zone Map included as part of submission).

- Include Technical and Numerical Variation Overlays for allotment size and frontage widths that reflect the existing policy requirements.

Key Reason:

- Preservation of exiting character and reduction of the impact of infill development. The current zoning seeks a lower density than proposed through the provision of larger allotments and frontage widths.

- A major component of Part 1 of the Marion Council Housing Diversity DPA (Part 1) resulted in the rezoning of a considerable amount of Council's residential area north of Seacombe Road to the "Marion Plains Policy Area 8". This was formally gazetted on 8th August 2019.

- The previous zoning in these areas had resulted in the original housing stock being replaced by multiple dwellings at much higher densities, which had given rise to a loss in amenity to streetscapes, issues with on-street car parking and congestion on the local road system. Council has received constant complaints on the matter for many years.

- During public consultation of the Housing Diversity DPA, an extensive number of submissions were received from the community requesting a reduction in the number, scale and density of infill development.

- The Marion Plains Policy Area 8 sought an increase in allotment sizes (site area and street frontages) so as to better control and reduce the number of dwellings being constructed, along with the associated issues/impacts. The proposed General Neighbourhood Zone provides lesser allotment dimensions than, not only those proposed by the Marion Plains Policy Area 8, but also the previous policy area that Marion Plains Policy Area superseded.

Solution:

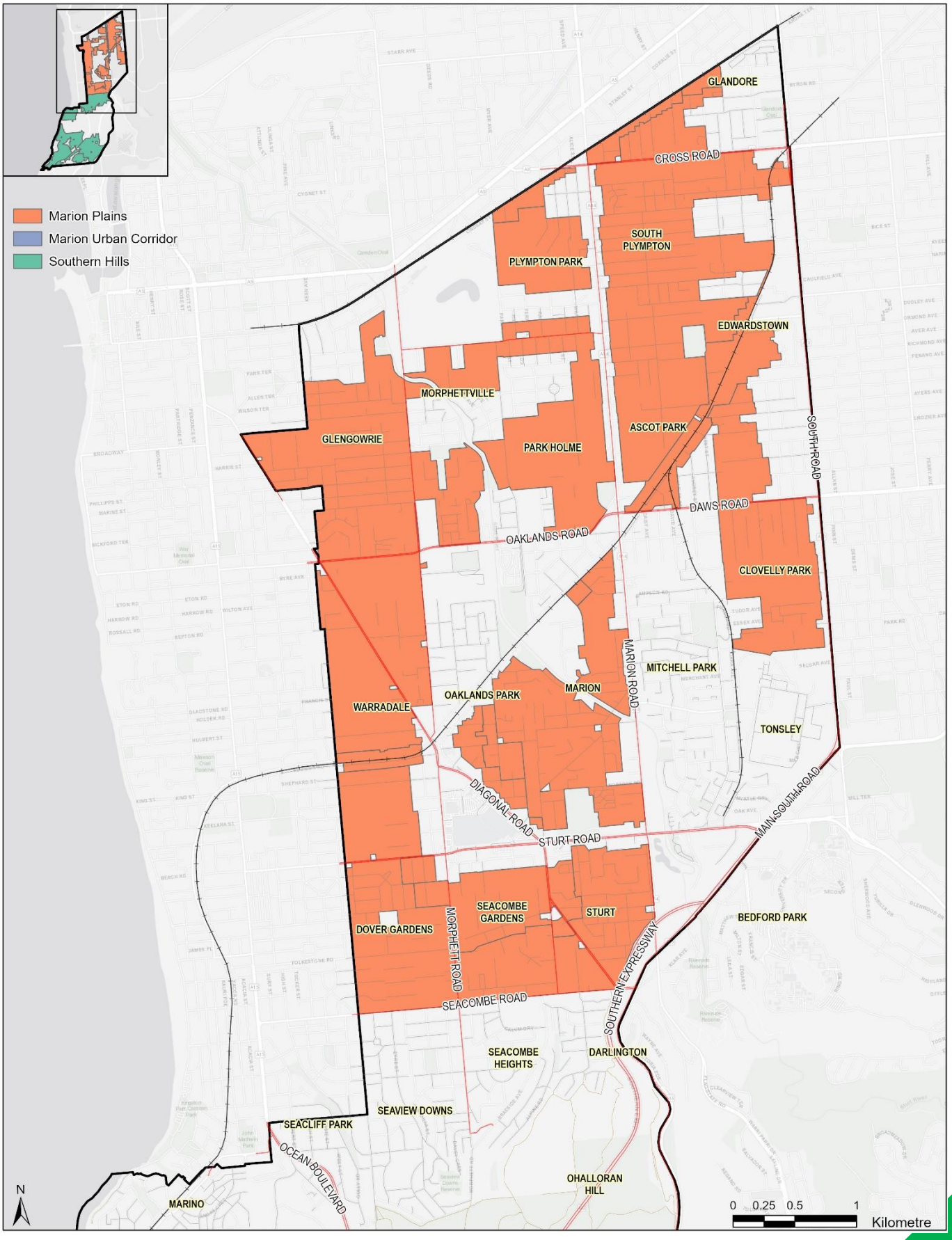
1. Convert existing Marion Plains Policy Area 8 to Suburban Neighbourhood Zone.

2. Include the following Technical and Numerical Variation Overlay requirements:

Dwelling Type	**Site Area**	**Frontage**
Detached Dwelling	350 square metres	10 metres
Semi-detached Dwelling	350 square metres	10 metres
Row Dwelling	300 square metres	9 metres
Group Dwelling	350 square metres	20 metres
Residential-flat building	350 square metres	20 metres

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Residential Areas North of Seacombe Road



Issue 3

Suburban Activity Zone (Laffers Triangle) to Urban Neighbourhood Zone

Issue:

- The area currently zoned Suburban Activity Node Zone/Core Area within the existing Development Plan is proposed to be incorporated within the Urban Neighbourhood Zone.

  The current zone seeks a desired minimum net residential density of 70 dwellings per hectare within the 'Core Area' and 50 dwellings per hectare elsewhere (remainder of area). Additionally, the minimum and maximum building height for dwellings are as follows;

Designated area	Minimum building height	Maximum building height
Core Area	2 storeys	6 storeys / 24.5 metres
Other Area	1 storey	4 storeys / 16.5 metres
Area adjacent a lower density residential zone boundary	1 storey	2 storeys / 12.5 metres

  DTS 1.2 seeks residential development (other than residential development in a mixed use building) achieves a net residential density of at least 150 dwellings per hectare, except where varied by a *Concept Plan Technical and Numeric Variation Overlay*. A review of the Planning & Design Code has identified no Concept Plan exists for this locality.

  The *Maximum Building Height Levels Technical and Numeric Variation Overlay* and *Maximum Building Height Metres Technical Overlay* states a maximum of three storeys and a maximum building height of 12.5 metres applies.

Clarification Required:

- It is unclear how a minimum net residential density of 150 dwellings per hectare can be achieved given the building height and storey limitations, especially when considering the Zone contemplates non-residential uses. Additionally, it is unclear what residential density is sought when included within a 'mixed use building'.

  Further consideration to the proposed desired density and/or the maximum building height/storeys is required.

Issue 4

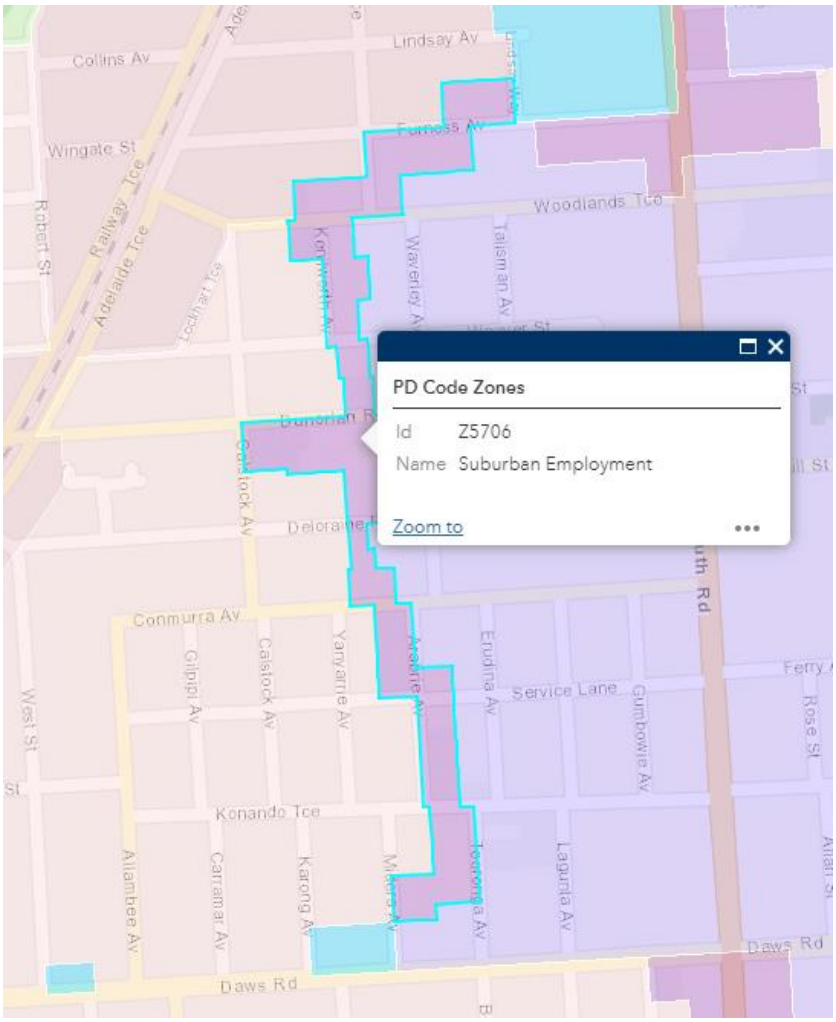
Industry Zone, Precinct 4 Industry Interface to Suburban Employment Zone

Issue:

- The current Precinct 4 Industry Interface is proposed to be included within the Suburban Employment Zone, however this interface area is a transition space between heavier industry and existing residential. It is considered that Suburban Employment Zone does not afford appropriate protection to both adjacent residential land uses (within General Neighbourhood Zone) and the potential uses anticipated within the adjacent Employment Zone.

Solution:

- The current Precinct 4 Industry Interface should be a 'sub-zone' of the Suburban Employment Zone which incorporates the protection currently provided by the existing Development Plan.



Area highlighted in blue is the current **Interface**

Issue 5

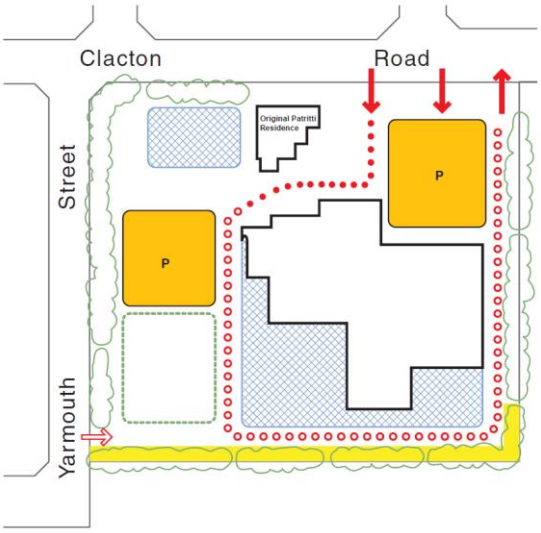
Industry Zone, Winery Policy Area 8 to Suburban Employment Zone

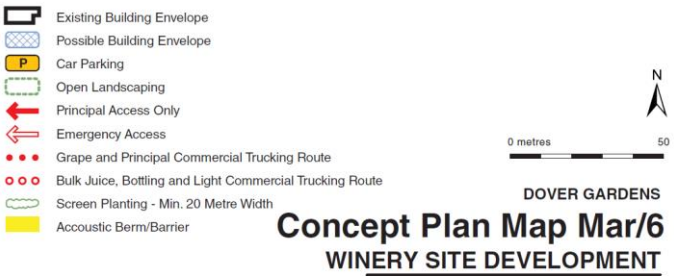
Issue:

- The current Winery Policy Area 8 contains specific Principles of Development Control that limits the type (i.e. buildings for Winery and ancillary related purposes) and intensity of the use, and provides guidance on the desired built form outcomes. Suburban Employment Zone does not provide specific restrictions on the type of use and likely built form outcomes.

Solution:

- Give the small scale nature of the Policy Area (a single allotment), Council is of the opinion the current Winery Policy Area 8 should be a 'sub-zone' of the Suburban Employment Zone which incorporates restrictions on future use, and the desired built form outcome currently provided by the existing Development Plan. Additionally, the existing Winery Site Development (Dover Gardens) Concept Plan should be included as a *Concept Plans Technical and Numeric Variation Overlay*.





Issue 6

Dwelling site exclusivity definitions issue

- Generally, throughout the Planning and Design Code particular dwelling types, namely, detached, semi-detached, row dwellings and group dwellings are referenced in the 'Class of Development' tables for Deemed-to Satisfy and 'Performance Assessed Development'.

  It is noted that 'dwelling' is not listed in these tables, or as an anticipated form of development in many primarily residential type zones such as the General Neighbourhood Zone.

  The Planning & Design Code designates minimum site areas and allotment frontages etc. for each form of dwelling type (detached dwelling through to residential flat building). In certain circumstances, where an application for more than one dwelling is proposed, the correct interpretation (defined by case law) as outlined by the current and proposed definitions, is that either individual titles must exist or an associated land division is required to be considered concurrently within the same application to legally define the type of dwelling to be assessed.Without the aforementioned requirements the dwelling can only be defined as a 'dwelling'.Many zones within the Planning & Design Code do not provide criteria in which to assess a 'dwelling' in terms of site area and dimensions.

  Without a change to the definitions to capture this anomaly, there are likely to be instances where developments cannot be technically or legally assessed against the criteria available within a particular zone. Council is aware that not all Councils and private certifiers use the interpretation mentioned above, so there is likely to be a lack of consistency between the way that applications are assessed.

Issue 7

Cement Hill Policy Area 10, Hills Policy Area 11, Foothills and Seaside Policy Area 23, Southern Policy Area 18, Worthing Mine Policy Area 20 to General Neighbourhood Zone

Overview

There are currently five (5) different residential policy areas in the southern part of the Council;

- Cement Hill Policy Area 10
- Hills Policy Area 11
- Southern Policy Area 18
- Worthing Mine Policy Area 20
- Foothills and Seaside Policy Area 23

Council seeks for the above policy areas to be transitioned to the Suburban Neighbourhood Zone. Within this Zone are to be separate sub-zones (or Technical and Numeric Variations) that retain the current policy area requirements in relation to block size and topography for properties within Southern Policy Area 18, Worthing Mine Policy Area 20 and Foothills and Seaside Policy Area 23, whilst incorporating the changes proposed to Marino, Seacliff Park, Seaview Downs, Seacombe Heights and Darlington as submitted to the Minister within the recent Housing Diversity DPA (certain parts of the suburb becoming Foothills and Seaside Policy Area 23 and others remaining in Hills Policy Area 11 – but renamed to Escarpment Policy Area).

The existing Policy Areas provide following characteristics;

- Cement Hills Policy Area (allowing detached dwellings on a site area of 420m^2 and 15 metre frontage).

- Foothills and Seaside Policy Area, brought in by the Housing Diversity DPA (allowing a range of housing types, site areas ranging between 350m² and 400m² dependent on gradient of slope and frontages ranging between 9m and 20m).

- The Hills Policy Area (allowing detached and group dwellings with site areas ranging from 700m² and 1100m² dependent on gradient and frontages ranging between 18m and 26m).

- Southern Policy Area (allowing a range of housing types on site areas ranging from 280m² to 420m² and frontages ranging between 8m and 20m)

- Worthing Mine Policy Area (allowing detached, semi-detached and row dwellings on site areas ranging between 300m² and 540m² dependent on site gradient and frontages ranging between 10m and 18m).

Changes Sought:

- Change proposed General Neighbourhood Zone to Suburban Neighbourhood Zone for all five Policy Areas within the existing Development Plan

  Within this Zone are to be separate sub-zones (or Technical and Numeric Variations) that retain the current policy area requirements in relation to block size and topography for properties within Southern Policy Area 18, Worthing Mine Policy Area 20 and Foothills and Seaside Policy Area 23, whilst incorporating the changes

proposed to Marino, Seacliff Park, Seaview Downs, Seacombe Heights and Darlington as submitted to the Minister within the recent Housing Diversity DPA (proposing that certain parts of the suburbs become Foothills and Seaside Policy Area 23 and other parts remain in Hills Policy Area 11 – but renamed to Escarpment Policy Area).

- Include the following criteria within the Suburban Neighbourhood Zone

1. Include a Deemed To Satisfy (DTS) provision for site coverage and floor area ratio of;
   a. maximum site coverage of 50 per cent of the allotment (excluding eaves)
   b. maximum floor area ratio of 0.6.

2. Include policy specific language that is included within a Desired Outcome that reflects the unique locality characteristics:

   - Where a distinctive and attractive streetscape character exists, development should complement the scale, bulk, siting and positive elements of existing dwellings.

   - Development should be designed and sited to relate to the slope of the land, so that the amount of cutting and filling of the natural ground profile is minimised.

   - Where a proposed development would interfere with any view, vista or prospect presently available from land in private ownership, 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.

   - Development that would be prominently visible 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.

   - The visual dominance of garages and carports on the streetscape should be minimised.

   - 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.

Key Reasons:

- The southern section of Marion Council (south of Seacombe Road) comprises a considerable amount of relatively steep sloping land. Under the proposed General

Neighbourhood Zone allotment sizes for this land would be the same as for land on the plains (flat land) in the north of the Council area (200m² - 300m²). Allotments of this size would be totally unsuitable on sloping land given the likely need for associated retaining and earthworks to accommodate a future dwelling.

- The site works (cut/fill and retaining walls etc.) required on steeper sloping land can be substantial and can have impacts on neighbouring properties and the streetscape. The smaller the allotment the greater the impacts are likely to be; therefore appropriately sized minimum site areas and frontages are critically important. In addition to the above, secondary street setbacks and side boundary setbacks will also need to be greater than those considered appropriate on the plains.

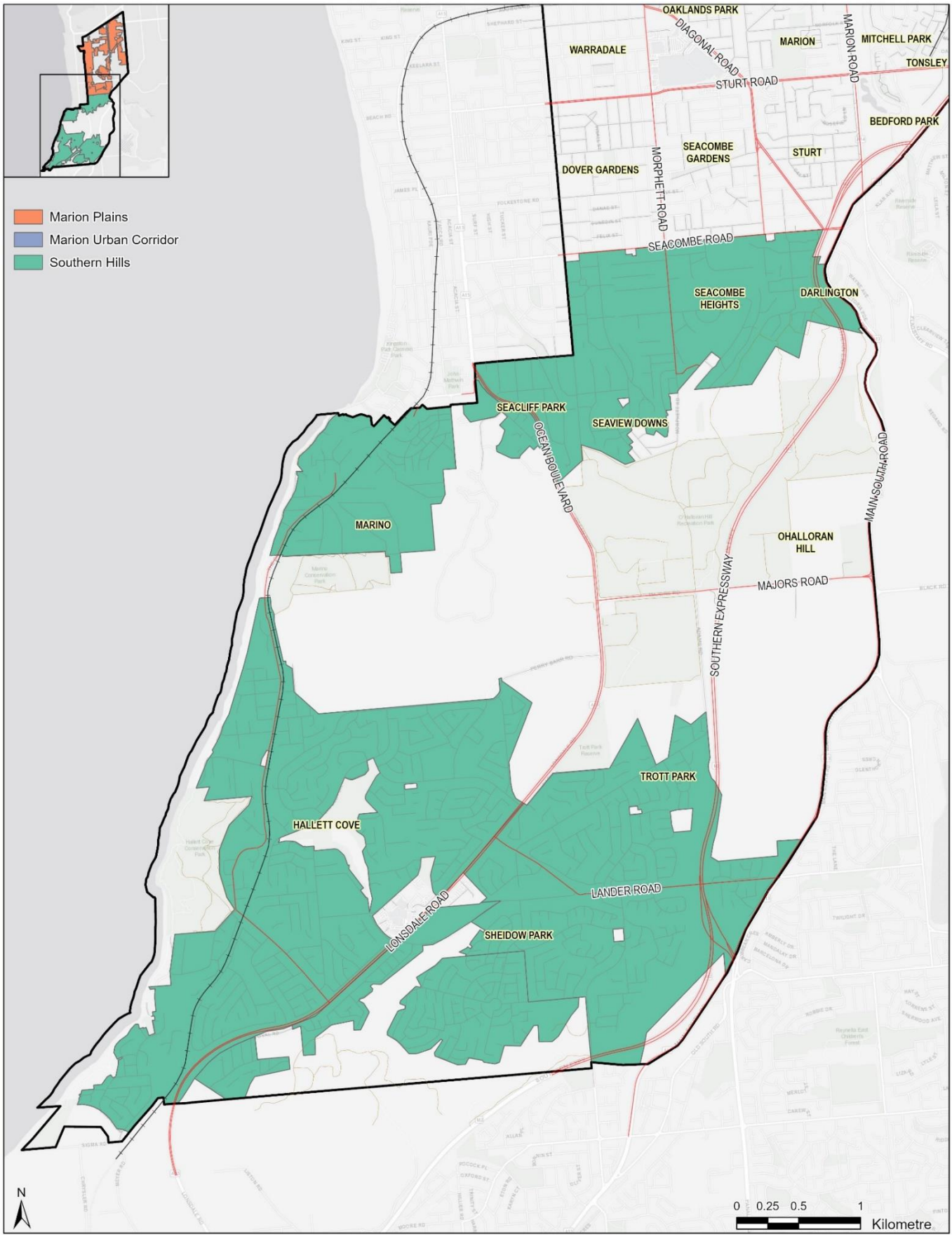
- Due to the relatively recent construction and smaller sized allotments within Southern Policy Area 18 and Worthing Mine Policy Area 20, and the generally steeper land in proposed Escarpment Policy Area within the Housing Diversity DPA, there is unlikely to be redevelopment within the affected areas, so Council believes the best option is to retain the existing associated policy.

Solution:

- It is suggested Council meet with DPTI/the Commission to ensure that an appropriate policy is created for the steeper sloping land in Council's southern suburbs.

- Amend southern section of Marion Council (south of Seacombe Road) to Suburban Neighbourhood Zone with applicable Technical and Numerical Variations relating to block size and gradient of land.

Residential Areas South of Seacombe Road



Issue 8

Mixed Use Zone (PA 12 Castle Plaza Environmental Assessment Area) to Suburban Main Street Zone
Mixed Use Zone (no precinct) to Suburban Activity Centre Zone
Mixed Use Zone (PA 13 Limited Residential Development) to Suburban Business and Innovation Zone

Changes Sought:

- The existing Concept Map Plan (Concept Plan Map Mar/9 Mixed Use Zone) should be included within the Numeric and Technical Variation Overlay within the Planning & Design Code, as it provides guidance on the type of development and built form outcomes desired which are not reflected within the general Zone policies. The Technical and Numeric Specifications of the code should reflect what the current development plan specifies. This may result in the requirement for DPTI to reconsider the proposed zones and/or their boundary locations.

- Contamination issues in the locality and remediation should be included over this portion of land and potentially included as a Sub Zone. The area requiring further environmental assessment (precinct 12) may need to be provided graphically within the Code.

- It is acknowledged the new Zone does not list 'dwelling' (or variation of) as an anticipated form of development. This goes against the original intent of the previous DPA which occurred to encourage specific forms of residential development (such as apartment buildings etc).

Key Reasons:

- The current Zone incorporates a Concept Plan which provides guidance and direction for the Castle Plaza precinct in relation to the types and location of desired development. Additional forms of Development are supported within Area 2, whilst residential dwellings are only contemplated outside of Area 1. The proposed Main Street Zone does not provide this level of detail.

- Preservation of desired development in the Mixed Use Zone/Castle Plaza Centre to ensure it functions without allowing the area to be utilised purely for residential development, particularly due to the presence of contamination in the locality. Reference to site contamination and remediation should be retained in order to assist with Council addressing these matters and to ensure sensitive land uses can safely operate.

Solution/outcomes:

- Preserve desired outcome and anticipated development for the Zone while ensuring site contamination is appropriately considered and addressed for new development via way of a sub-zone specific to the Castle Plaza precinct.

- Include current Concept Map Plan within Numeric and Technical Variation Overlay to ensure future development occurs in an appropriate manner.

It is noted Council Administration has had preliminary conversations with the land owners of the Castle Plaza precinct who advised they may lodged a submission seeking the introduction of a new Zone. It is suggested Council meet with DPTI/the Commission to ensure that an appropriate Zone is created for this precinct should a change be warranted.

Issue 9

Regional Activity Zone (Tonsley and Laffer's Triangle) to Innovation Zone.

Change Sought:

- Concept Map Plans (Mar/7 – Laffer's Triangle & Mar/8 – Tonsley) should be included within the Numeric and Technical Variation Overlay within the Planning & Design Code, as it provides guidance on the type of development and built form outcomes desired which are not reflected within the general Zone policies. The Technical and Numeric Specifications of the code should reflect what the development plan currently specifies.

- The current Zone, aside from a bulky goods outlet which should not exceed 500 square metres, does not place any restriction on the gross leasable floor area. The proposed Innovation Zone prescribes a gross leasable floor area DTS provision of 250 square metres for shops, offices or consulting rooms. Additionally, a shop, except restaurant, with a gross leasable floor area exceeding 500m2 is considered to be 'restricted' development. Greater consideration to the maximum floor area limitations is required, either within the zone, or by way of a sub-zone specific to the existing Tonsley precinct.

Key Reasons:

- The future aspirations of the Tonsley Precinct envision commercial/retail, including a supermarket which is likely to exceed a floor area of 500 square metres. Greater consideration to the minimum floor areas is required.

- The current Zone relies on the Concept Maps 7 and 8 to guide the location, form and outcome of future development. A key component of the Concept Plan is outlining where future development is permitted and the form desired (i.e. building height). The proposed new Innovation zone does not have this level of detail, and it is unclear if the Concept Plan will be incorporated into the P&D Code.

- The Zone results in removal of the entire Desired Character statement, Concept Map and supporting Principles which control the approximate location of land uses throughout the zone and building heights. The current Concept Plan prescribes a Transition Area, Core and Commercial Area within the Zone (Regional Activity Zone). These areas are specifically referenced through the Desired Character and Principles of Development Control and designated the approximate location of particular uses which assists in ensuring separation is provided between commercial uses and more sensitive uses (such as residential etc).

Solution/outcomes:

- Various forms of development are anticipated to occur within Tonsley as the area progressively grows. The abovementioned changes will ensure the built form and land uses can operate without conflict.

- The current Concept Map Plan's should be included within the Numeric and Technical Variation Overlay to ensure future development occurs in an appropriate manner.

The current zone specific policies which assist in guiding the location, form and outcome of future development throughout the precinct should be included via way of a sub-zone which is specific to the existing precinct. As the future aspirations of the Tonsley Precinct envision commercial/retail which is likely to exceed a floor area of 500 square metres, provision for retail exceeding 500 square metres should be included. The current areas nominated for residential development should be located within a Suburban Masterplanned Neighbourhood Zone.

Issue 10

Local Centre Zone to Suburban Activity Centre Zone
Neighbourhood Centre Zone to Suburban Activity Centre Zone

Change Sought:

- Restricted development list should be updated to identify 'dwelling', unless in conjunction and/or sited above/below non-residential development.

- Given 'dwellings' are not listed as restricted development, guidance on the type and desired residential density for development should be provided.

Key Reason:

- Preservation of the intent of the Local and Neighbourhood Centre Zones. By removing dwelling from the restricted development list, unless in conjunction with non-residential development, there is the opportunity for all centres serving local communities to be removed and developed for residential purposes.

Solution/outcome:

- Provide further guidance as to where a dwelling can be constructed (and in what situation) to preserve centres from being developed purely for residential developments and ensure the intent of the Zone to serve the local community remains. Where dwellings can be constructed, provide further guidance on desired density outcomes.

Issue 11

District Centre Zone to Community Facilities Zone *(Precinct 2 Community Hallett Cove)*
District Centre Zone to Suburban Activity Centre Zone *(Precinct 3 Retail Core Hallett Cove)*

Change Sought:

- Restricted development list should be updated to identify 'dwelling', unless in conjunction and/or sited above/below non-residential development.

- Given 'dwellings' are not listed as restricted development, guidance on the type and desired residential density for development should be provided.

Key Reason:

- Preservation of the intent of the District Centre Zone. By removing dwelling from the restricted development list, unless in conjunction with non-residential development, there is the opportunity for all centres serving local communities to be removed and developed for residential purposes.

Solution/outcome:

- Provide further guidance as to where a dwelling can be constructed (and in what situation) to preserve centres from being developed purely for residential developments and ensure the intent of the Zone to serve the community remains. Where dwellings can be constructed, provide further guidance on desired density outcomes.

Issue 12

Mineral Extraction Zone to Resource Extraction Zone
Hills Face Zone to Hills Face Zone

Changes Sought:

- Introduce the current non-complying development list within the Procedural Matters Section of each respective zone to the new Planning & Design Code Zones as restricted development.

- Prescribed mining operations should be included in Deemed to Satisfy development or, if left as Performance Assessed development be exempt from public notification if meeting applicable criteria (which occurs within the current Development Plan requirements).

Key Reason:

- To prevent unreasonable development of these parcels in the future and to allow the anticipated development on this land to be streamlined through the assessment process.

Solution/outcomes:

- Introduce the current non-complying development list within the Procedural Matters Section of each respective zone to the new Planning & Design Code Zones as restricted development.

- Prescribed mining operations should be included in Deemed to Satisfy development or, if left as Performance Assessed development be exempt from public notification if meeting applicable criteria (which occurs within the current Development Plan requirements).

Issue 13

Community Zone (Recreation PA 22) to Recreation Zone
Community Zone to Community Facilities Zone

Change Sought:

- Increase scope of development listed in Procedural Matters table of each Zone which is to be exempt from requiring public notification.

Key Reason:

- To allow anticipated development within this zone to be streamlined through the assessment process. New Zoning identifies all development on sites adjacent a different zone and all other code assessed development requiring notification. Notification for minor works such as retaining walls, small outbuildings, structures envisioned for the zone is considered to be unnecessary and onerous.

Solution/outcome:

- Increase scope of development listed in Procedural Matters table which is to be exempt from requiring public notification.

Issue 14

Racecourse (Morphettville) Zone to Recreation Zone

Change Sought:

- New Zone does not have a Desired Character or Desired Outcomes that relate to uniqueness of the particular Zone. The existing specific policies should be included within a 'sub-zone' to the Recreation Zone to ensure the existing protection currently provided by the Development Plan is maintained.

- Within Sub-Zone insert existing 'Complying Development' anticipated for the Racecourse (Morphettville) Zone into deemed to satisfy Table.

- Increase scope of development listed in Procedural Matters table of each Zone which is to be exempt from requiring public notification.

Key Reasons:

- Morphettville is one of the only racecourses in metropolitan Adelaide and the current Zoning provides specific provisions which relate to this unique use.

- When considering the new Zone, all performance assessed development would require notification due to development being adjacent a different Zone.

- Streamline the processing of applications for what is generally anticipated to occur in the zone.

- Processing of such applications will likely take more time/require notification where previously they would have been complying.

Solution/outcome:

- Create a 'sub-zone' within the Recreation Zone which contains specific policy (i.e. form and type of development envisioned), deemed to satisfy provisions and public notification exemptions.

Issue 15

Metropolitan Open Space System (MOSS) to Open Space Zone

Issue

- The MOSS designation is referred to in the Native Vegetation Act when defining locations where the act applies for native vegetation protection. Changing this zone to Open Space seems to result in a break from the Native Vegetation Act, thereby losing the protection that native vegetation has along all major corridors of open space across Adelaide.

- Linked to the above, the change from MOSS to Open Space seems to lose the function of MOSS zones and linear corridors. The Objectives and Principles of Development Control that specifically relate to conservation, corridors, rehabilitation and restoration of ecosystems, and landscaping considerations appear to be lost.

Reason for Change

- The Restricted Development list for the MOSS Zone has significantly reduced; however, it is acknowledged the Coastal Land Overlay applies which aims to promote the conservation and enhancement of the natural coastal environment. This notwithstanding, if an unreasonable development were to be lodged with Council over these Zones, it would need to be performance assessed, compared to the current situation where it would likely fall into a Non-Complying form of development, providing Council the opportunity to choose to not proceed with the assessment.

Solution:

- Retain all existing land currently located within the Metropolitan Open Space System (MOSS) as land within the MOSS Zone to ensure native vegetation is protected in accordance with Native Vegetation Act.

- Include specific provisions relating to conservation, landscape/wildlife corridors, rehabilitation and restoration of ecosystems, and landscaping within the Open Space Zone, or alternatively, create a sub-zone which provide greater control in these areas.

Issue 16

Spatial Map Zone and Overlay Issues

Issue:

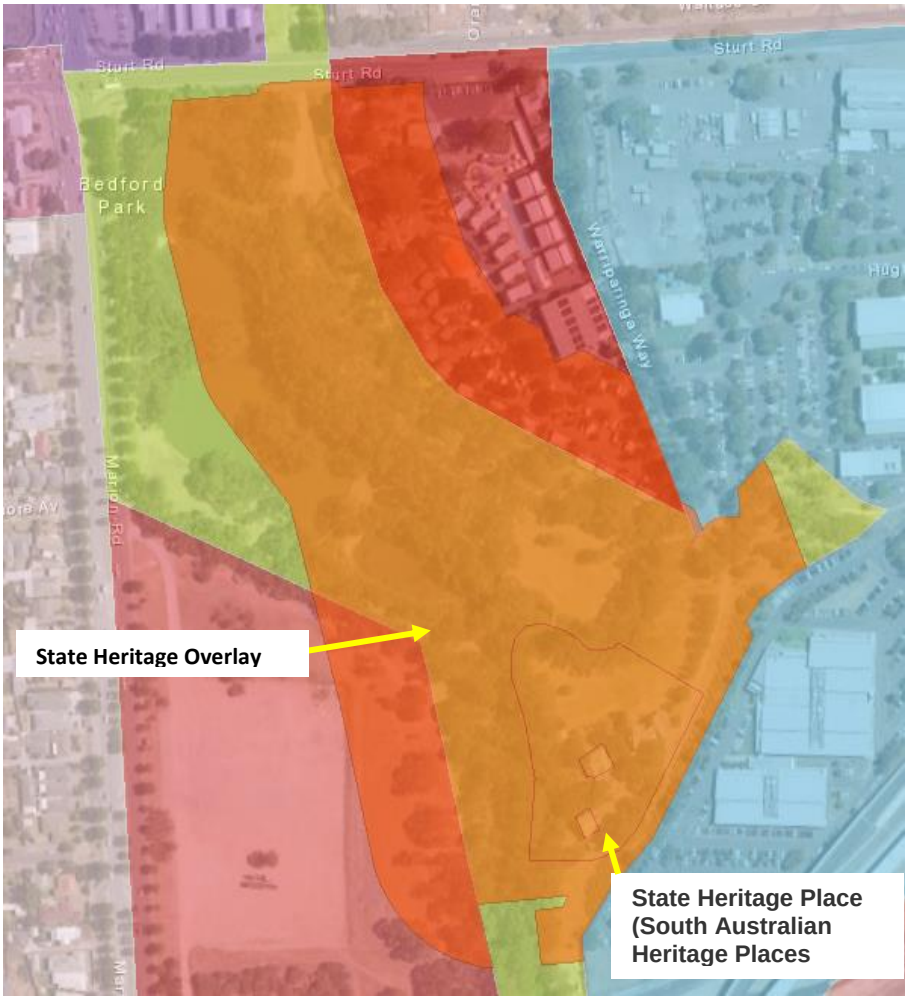
- The State Heritage Place Overlay contained within the Planning & Design Code is larger than the current allotment where the Heritage Places are contained. Located at the Sturt Triangle, Sturt, the State Heritage Place (as prescribed in the Development Plan and SA Heritage Database) includes Warriparinga wetlands, including Fairford House (Laffer Residence), Coach House (former winery) and surrounding grounds.

  The State Heritage Place Overlay encompasses not only the Open Space Zone where the Heritage Places are located, but also sections of the Caravan and Tourist Park Zone (in dark red) and the Urban Neighbourhood Zone (in light red).

  Consequences of this are that it shall prevent Zone-specified deemed-to-satisfy developments from occurring, and applies the criteria of the State Heritage Overlay to any development within the Overlay.

Clarification Required:

- Council seeks clarification as to how the spatial overlay has been developed and implemented. Additionally, clarification is required on why the State Heritage Listed Area Overlay exceeds the existing allotment boundary which contains the Heritage Places (proposed to the Open Space Zone).



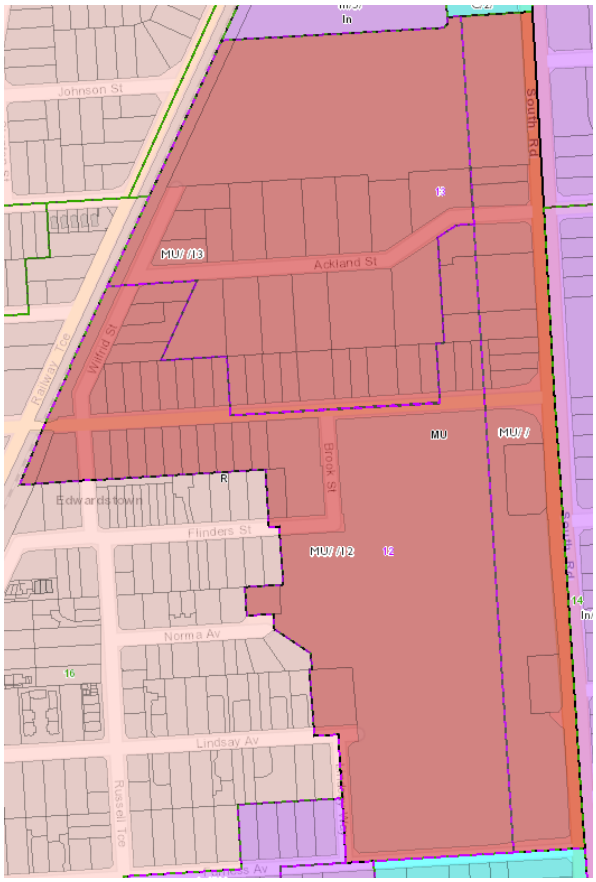
Issue 16 Spatial Map Zone and Overlay Issues (cont.)

Issue:

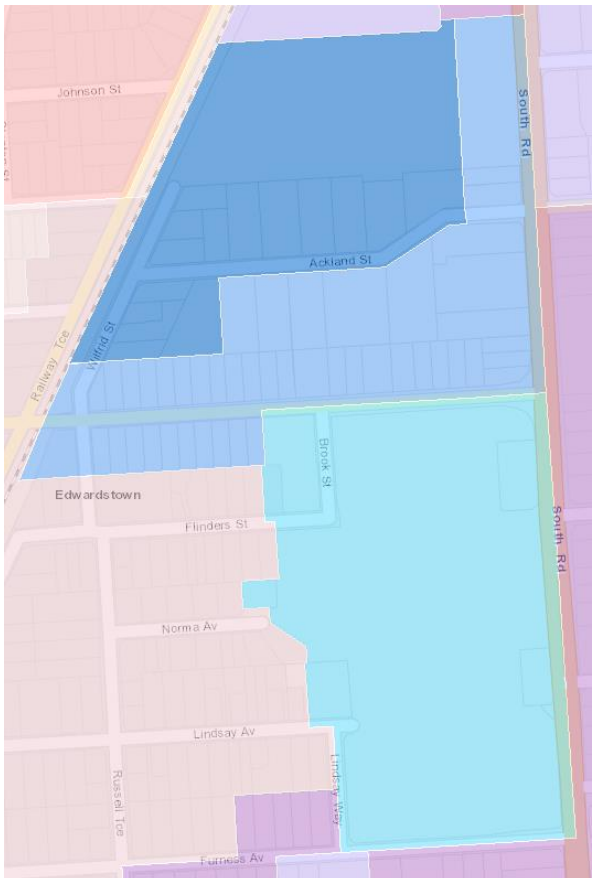
- The proposed spatial mapping boundaries provided as part of the P&D Code for the new Zones at Castle Plaza are not consistent with the existing Precinct boundaries illustrated within the Development Plan.

Clarification Required

- Council seeks clarification as to how the spatial overlay has been developed and implemented. Additionally, clarification is required on why the State Heritage Listed Area Overlay exceeds the existing allotment boundary which contains the Heritage Places (proposed to the Open Space Zone).



Existing Development Plan Zoning
Red = Mixed Use Zone
Blue Line = Precinct and Area boundary



Planning & Design Code Zoning
Teal = Suburban Activity Centre
Light Blue = Suburban Main Street
Dark Blue = Suburban Business and Innovation

Issue 17

Rezoning of land adjacent Marion Road to Urban Corridor Zone

Issue:

- The Housing Diversity DPA sought the creation of an Urban Corridor Zone along much of Marion Road. This Zone was to provide opportunity for multi-storey mixed use development (retail/commercial/residential) in appropriate locations and help relieve the pressure for infill development in local streets in the inner suburbs.

- The Urban Corridor Zone was not approved by the Minister as part of the Housing Diversity DPA Part 1. Subsequently, the existing properties remain in the original/current zones and policy areas, which is predominantly residential.

- As the properties along Marion Road remain residentially zoned there has been no proposed transition across to an urban corridor, or similar, as part of the Planning and Design Code. Council is seeking that Marion Road is given consideration for rezoning as part of the transition to the new Code as these areas have already been consulted on and agreed by Council and the Minister.

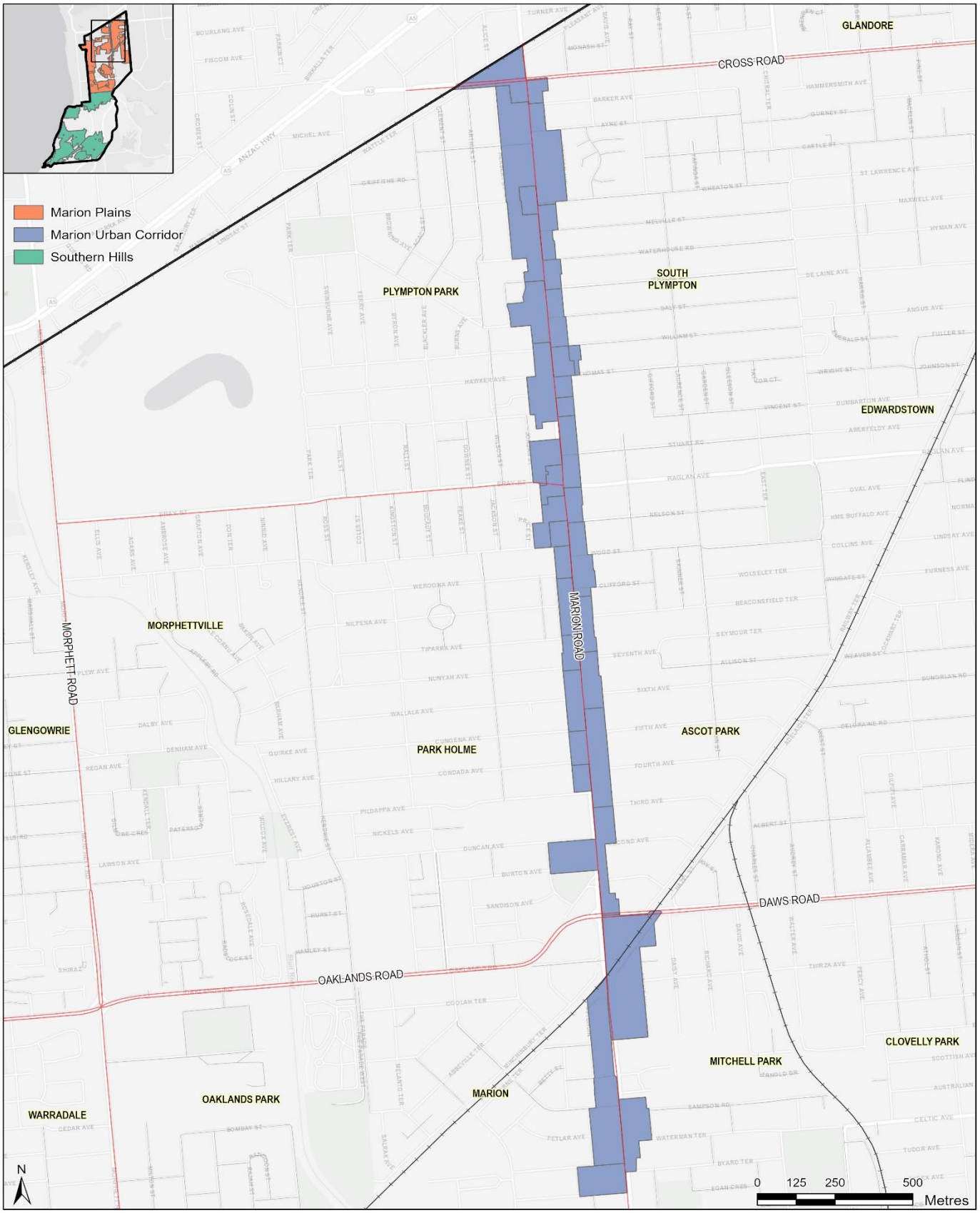
- Given the existing properties have not been transition across to a particular urban corridor, it is suggested Council and DPTI collaborate to provide a Zone which best reflects the Urban Corridor Zone and Boulevard Policy Area 19 Desired Character, Objectives, and Principles of Development Control sought by Council as part of the Housing Diversity DPA.

Solution:

1. It is recommended the areas identified on the Map provided (see attachment) are rezoned as part of the Planning & Design Code to an Urban Corridor Zone which best reflects the Urban Corridor Zone and Boulevard Policy Area 19 Desired Character, Objectives, and Principles of Development Control sought by Council as part of the Housing Diversity DPA (attached is a copy of the Zone and Policy Area requirements originally provided to the Minister for Planning as part of the DPA process).

2. Include the following Technical and Numerical Variation Overlay requirements for the following;
    - Minimum net residential density of 70 dwellings per hectare
    - Minimum building height of 2 storeys and maximum building height of 3 storeys and up to 12.5 metres.
    - Where the site exceeds 2,000 square metres in area, incorporates a minimum depth of 40 metres and has a frontage to Marion Road and access from a side street, a maximum of 5 storeys (or 18.5 metres) in height above natural ground level is permitted.

Urban Corridor Zone Along Marion Road



Issue 18

Reduction in on-site and on-street car parking requirements.

Change Sought:

- Retention of existing Development Plan car parking requirements for residential development:
    - 2 car parking spaces per dwelling containing up to 3 bedrooms (or rooms capable of being used as bedrooms), 1 of which is to be covered,
    - 3 car parking spaces per dwelling containing 4 or more bedrooms (or rooms capable of being used as bedrooms), 1 of which is to be covered. Plus, in the case of 3 or more group and residential flat buildings, 1 visitor space per 3 dwellings.

- Retention of existing on-street parking requirements for residential development:
    - A minimum of one on-street car parking space should be provided for every 2 allotments created.

- Include wording within Planning & Design Code Policy requiring any room that could be used as a bedroom (i.e. study etc) is considered in the total overall number of bedrooms to ensure parking rates are calculated according to what may actually eventuate on site.

Key Reason:

- In Council's experience infill development results in an increase in demand for on-street parking due to the provision of smaller allotments and subsequent reduction in opportunity for on-site parking. The reduction in on-site parking, combined with anecdotal evidence suggesting a significant percentage of garages/carports are used for storage and vehicular parking, will inevitably result in additional pressures being placed on the local road network in relation to parking. The reduction in on-street parking requirements from 1 space per 2 dwellings to 1 space per 3 dwellings will additionally result in pressures being placed on the local road network in relation to parking.

	Development Plan	Planning & Design Code	
Off- Street Parking	2 spaces per dwelling (up to 3 bedrooms or rooms capable of being used as bedrooms). 3 spaces per dwelling containing 4 or more bedrooms (up to 3 bedrooms or rooms capable of being used as bedrooms). 1 additional visitor space per 3 dwellings is provided in the case of 3 or more group and residential flat buildings	1 space per dwelling (1 or 2 bedroom). 2 spaces per dwelling (3 or more bedrooms) 1 additional visitor space per 3 dwellings is provided in the case of 3 or more group and residential flat buildings	Change Change No Change
On-Street Parking	1 space per 2 dwellings	1 space per 3 dwellings	Change
Distance between driveways	6 metres	6 metres	No Change

Solution/outcome:

- Transport, Access and Parking Table 1 – General Off-Street Car parking Requirements should be amended to provide the following;

Detached Dwelling Semi-Detached Dwelling Row Dwelling Group Dwelling Residential Flat Building	- 2 car parking spaces per dwelling containing up to 3 bedrooms (or rooms capable of being used as bedrooms). - 3 car parking spaces per dwelling containing 4 or more bedrooms (or rooms capable of being used as bedrooms). - A minimum 1 space must be, or can be, covered. - In the case of 3 or more group and residential flat buildings, 1 additional visitor space per 3 dwellings is provided.

- Design in Urban Areas DTS / DPF 23.6 is amended to require a minimum of 1 on-street parking space per 2 proposed dwellings (which is a minimum 6 metres in length measured from the closest point of the driveway/kerb, including in flaring).

- Clarification is required if Design in Urban Areas DTS / DPF 23.4(a), which requires a minimum 500mm setback from infrastructure, is taken from the edge of the driveway, or the edge of any driveway/kerb flare.

- Include wording within Planning & Design Code Policy requiring any room that could be used as a bedroom (i.e. study etc) is considered in the total overall number of room that could be used as a bedroom, as to ensure parking rates are calculated according to what may actually eventuate on site.

- Provide standardised crossover driveway access standards (a copy of the City of Marion standards of construction for concrete crossover driveway access has been included within the submission).

Issue 19

Limited Provision of Urban Design Standards

Change Sought:

- Provision of greater urban design standards within the Planning & Design Code which retains the localized flavour found within existing Development Plan Policy Area Desirer Characters and Principles of Development Control.

- Provision of greater urban design standards within the Planning & Design Code that ensures the design of all built form includes environmental sustainability considerations.

Key Reason:

- The Planning & Design Code significantly reduces the existing localized design criteria found within specific Policy Area Desired Characters and Principles of Development Control. This loss results in a system which is more outcome focussed, rather than a system which ensures built form is of a high quality design and fits or improves its locality.
-
- It is understood that there is to be a more robust design system for large scale development (including guidelines) there does not appear to be anything similar proposed within the timescale for transition to the new Code to ensure that smaller scale infill development (which is probably the largest component of new housing development) will be of an acceptable level of design.
-
- Whilst it is acknowledged the Planning and Design Code provides a range of design features, specific Policy Area Principles and Objectives informing and providing guidance on built form outcomes have been removed. Additionally, comprehensive Desired Character statements which provide further guidance on the desired built form outcome have been removed.

Solution/outcome:

- Provide greater design and appearance provisions/requirements within the Planning & Design Code which require all built form, regardless of the development size/cost (i.e. multi-storey development, through to one dwelling on one allotment). Some minor suggestions include;
    - Provide additional design criteria for front and side/rear façade, especially façades which present to public spaces such as secondary streets, reserves etc).
    - Design criteria for residential and non-residential uses should be defined through separate policy provisions.
- Provide a statutory document (i.e. Design Standards/Guidelines) which provides guidance on the types of high quality design outcomes desired for infill/small scale residential development. Additionally, this document should be accompanied by appropriate policies within the Regulations and/or Planning and Design Code to ensure the built form, improves and enhances, the locality in which it is intended to be built.

- Ensure policies are contained within the Planning & Design Code and/or accompanying documents (such as the Design Standards/Guidelines) require materials and building design to incorporate environmental sustainability considerations.

- Ensure design guidelines place an emphasis on sustainable urban design, particularly through the placement, sitting and orientation of dwellings, and use of colours and materials which minimise environmental impacts.

- To assist the Commission, Council has included a draft ‘Urban Design Guidelines’ which illustrates the type and form of development desired.

Issue 20

Character Area Statements

Change Sought:

- Inclusion of detailed Principles and Policies within both the Character Area Statements and within the Planning & Design Code, by way of sub-zone of Technical & Numerical Overlay which contains design requirements.

Key Reason:

- The Character Area Statements released by the Commission contain each contain an attribute table which provides guidance as to the valued character attributes sought by new development.

  Whilst the attributes table provides guidance, it appears there no accompanying provisions within the Planning & Design Code to ensure new development occurring within these areas are design to ensure they reflect the desired character are provided.

Solution/outcome:

- Inclusion of detailed Principles and Policies within both the Character Area Statements and within the Planning & Design Code, by way of sub-zone of Technical & Numerical Overlay which contains design requirements.

Issue 21

Flooding Overlay/ General Policies

- Council has undertaken extensive flood inundation studies and developed policies and principles to ensure potential flood inundation on future development is appropriately mitigated, without adversely impacting on the proposed owners, or owners of adjacent properties. The current Development Plan, as recently amended, provides for greater stormwater controls in response to urban renewal/intensification.

- Council's Development Engineer has reviewed the information contained within the Planning & Design Code relating to flooding, including the Hazards (Flooding) Overlay.

  Council's existing flood inundation studies recommend mitigations solutions that contradict the general requirements of the Code. It is unclear if the mitigation recommendations of an adopted Flood Study will supersede the Code requirements. Reference should be made to the best practice requirement to prepare local Stormwater Management Plans based on detailed catchment modelling. Outcomes/recommendations contained within SMP's should feed through to the code via way of overlay and subsequently supersede any general flood mitigation requirements.

- There is a concern that a generalised approach to flood mitigation through the inclusion of a DTS provision requiring a dwellings finished floor level to be a minimum 300mm above Top Of Kerb (TOK) will result in unreasonable and necessary filling and retaining throughout the flatter areas of the Council lead to an inconsistent approach to development. This is of particular concern for allotments which slope away from the street and acknowledging the Sloping Land Overlay does not apply to the majority of land south of Seacombe Road. A general reference to setting FFL's a minimum, for example 250mm above Finished Paving Level, should be included for allotments that fall away from the road at a grade of greater than 0.5%. This scenario will reduce potential fill/retaining impacts on adjacent allotments.

Clarification Required:

- It is unclear how spatial data, and accompanying policies (which are just as important), developed by the Council will be sourced and included into the Code and accompanying spatial mapping. Clarification is required to determine whether it will be DPTI/the Commission who will approach Council, or will individual Council need to provide this data to DPTI on its own accord?

- Clarification is required on Hazard (Flooding) Overlay DTS/DPF 1.1 allows the division of land exposed to a flood depth of up to 0.3m (with flood velocities not exceeding 0.3m/s). PO 1.3 appears to further restrict this requirement by requiring roads, and parking areas to be at least 0.3m above this flood depth. Presumably a freeboard of 0.15m to 0.3m is applied above this further constraint? Does this require the compliant FFL of buildings to be up to 0.9m above natural ground level in the developable flood prone areas?

Issue 22

Stormwater/Retention Tanks

- Council has policies requiring all new buildings (this includes outbuildings, verandahs etc) north of Seacombe Road, exceeding an area of 20sqm, incorporate the provision of stormwater retention.

  Council's policies state buildings exceeding 20 square metres or more in floor area, shall incorporate on-site stormwater retention systems which ensure that the first 15 mm of rainfall within any 24 hour period is retained on site. Where such retention systems rely on the use of infiltration, and testing shows that site soils will not permit infiltration of retained stormwater within a 24 hour period, provision of additional storage shall be provided either within an infiltration trench or tank which has sufficient capacity to contain runoff from 15 mm of rainfall and discharges over a period of at least 2 hours and no greater than 24 hours. These policies have been informed by Council's Flood inundation studies and aims to assist in reducing flooding impacts on the wider council area.

  It is generally considered that this performance requirement is met for residential dwellings through the installation of plumbed-in rainwater tanks no less than 5000 litre for roof areas greater than 150m2 (with at least 80% of connected roof area). Further, all impervious pavement surfaces should drain to a complying infiltration trench or "rain garden", unless constructed of "permeable pavement".

  This is proposed to be removed from the Code, providing minimum tank capacities determined by the size of an allotment, not the form of development proposed. Hammerhead developments require driveway and pathways constructed of a minimum 50% permeable material as well as retention tanks. Tank sizes are consistent for all dwellings; however, all dwellings will require a tank connection to roof area of at least 60%, whereas row dwellings require a connection to at least 80% roof area.

Solution/outcome:

- Council believes the reduction in on-site retention is not appropriate, and that the policies within the Planning & Design Code should be amended to include larger retention requirements, include policies relating to the construction of outbuildings and include requirements for retention tanks for any form of dwelling not specifically listed within Design in Urban Areas DTS 22.1.

General Issues

What constitutes a 'Minor Variation'

- It is unclear what constitutes a 'minor' variation. Under the current planning system there is limited direction as to what can be considered a 'minor variation' and subsequently what is 'minor' is interpreted differently.

  It is suggested a Practice Direction accompany the Planning & Design Code outlining what can be considered 'minor', how this will be implemented in practice, and rules/ a method outlining how this will be considered during the assessment process.

Public Notification and general code drafting errors

- It is noted the Planning & Design Code includes multiple drafting errors within the Zone Performance Assessed Tables and Public Notification Tables. These tables reference incorrect (or non-existent) Deemed to Satisfy Provisions/ Performance Outcomes, and in some cases refer to different zones entirely.

  Council cannot provide sufficient commentary on whether the extent of notification, or what elements or a proposal requires notification, is appropriate without being provided the correct information/data in the original circumstance.

Private Open Space

- It is noted Table 1 – Outdoor Open Space includes a list of dwelling types that require minimum open space areas and dimensions. It is noted this table does not include 'residential flat-building' or 'dwelling'. It is unclear whether this is an omission or it is intended for residential flat-buildings and undefined dwellings to be excluded from open space requirements.

  Council is of the opinion residential flat-dwellings should be included within Table 1, whilst further consideration to open space requirements for undefined 'dwellings' should be had.

- Provision of Open Space forward of the dwelling should have the following limitations
  - Incorporates a northerly aspect
  - Has a direct connection to a living room
  - Do not compromise passive surveillance opportunities or restrict primary access to the dwelling
  - Does not incorporate more than 50% of the overall open space.

Overshadowing

- Whilst the Code has provision for consideration of Overshadowing of habitable room windows and adjacent areas of open space, assessment of dwellings (Deemed to Satisfy and Performance Assessed) within the General Neighbourhood Zone seems to omit any assessment requirement. Clarification is required if overshadowing considerations have been erroneously or intentionally omitted.

Solution

- Overshadowing of existing and proposed habitable room windows and open spaces areas of dwellings should be included within the Design in urban Areas (and Design in Rural Areas) policy module. Additional overshadowing requirements relating to the shadowing of solar panels should be included within the Planning & Design Code.

- Consideration of overshadowing impacts should be included within the Deemed To Satisfy Provisions of any residential related zone (i.e. General Neighbourhood Zone, Suburban Neighbourhood Zone etc).

Site Contamination Overlay

- Site contamination is an evolving and constantly changing issue. It is suggested general policies be enhanced to take into consideration issue of potential contamination which arise but are not subject to a formal contamination register or audit process.

  Council is of the opinion site contamination, whether it be formally identified by way of formal notice/register or by way of investigation, be included spatially on the Planning & Design Code mapping.

Landscaping

- Council cautiously welcomes the introduction of mandatory tree planting for development. One of the Code's objectives for development is to integrate sustainable techniques into its design, siting and landscaping in order to reduce the effect of urban heat, etc.

- However, minimum deep soil areas are only relevant to development of four or more storeys. Residential development of three storeys or less refers only to minimum 'areas for soft landscaping', which may be poorly defined and does not guarantee deep soil areas suitable for larger tree growth. Further, these areas require a minimum dimension of only 0.5 metres, and there is no quantitative requirement for a larger dimension of any particular size. Only a minimum of 25% of any land between the road boundary and the primary building line is to be provided for soft landscaping – which, in other terms, could result in 75% paved front yards.

- Limited landscaping provisions are applicable to non-residential development of three storeys or less.

- The failure of the Code to desire locally indigenous/native species is considered to be a key issue and further clarification on the desired tree type and species is required. Additionally, the compliance of tree planting (and on-going maintenance) may result on an unreasonable burden on Council's resources.

Recommended Changes:

- Strengthen landscaping requirements by mandating deep soil zones for all res-development types.
- Define what is soft landscaping (i.e. living turf not artificial etc)
- Include recommended local indigenous/native species tree list.
- Provide consistency for deep root zones across all forms of dwellings.

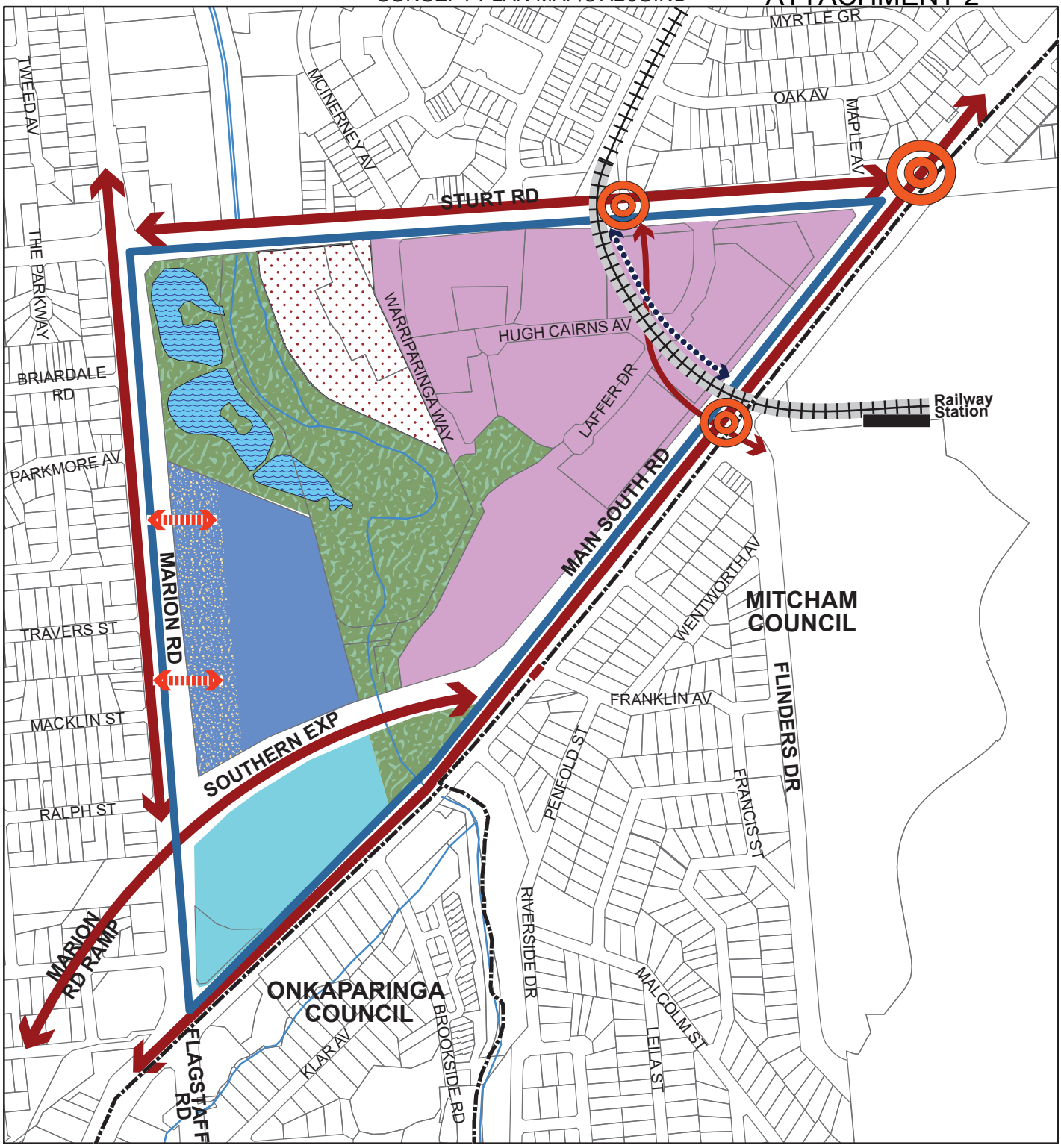
Other

- In relation to the following zones:
  - Coastal Open Space Zone - Open Space Zone
  - Coastal Conservation Zone - Conservation Zone
  - Conservation – Conservation
  - Open Space (including Hallett Cove Buffer PA 9) - Open Space Zone

- Native Vegetation should be included across these Zones for the purposes of protecting the coastal/natural environment and to be made consistent with Council's records.

- Sloping Land Overlays (or relevant policy) should be included across these Zones for the purposes of protecting the coastal/natural environment and the natural topography.

- The Restricted Development list for these Zones has significantly reduced; however, it is acknowledged the Coastal Land Overlay applies, which aims to promote the conservation and enhancement of the natural coastal environment. This notwithstanding, if an unreasonable development were to be lodged with Council over these Zones, it would need to be performance assessed, compared to the current situation where it would likely fall into a Non-Complying form of development, providing Council the opportunity to choose to not proceed with the assessment.



Open Space
Caravan Park
Suburban Activity Node Zone
Suburban Activity Node Core Area
Regional Activity Zone Core Area
Commercial
Waterways
Water Retention
Future Local Connector Roads
Strategic Transport Routes
Future Road Access

Railway
Future Rail Line
Future Train Station
Future Pedestrian/Cycle Link
Future Intersection Upgrade

Concept Plan Boundary
Development Plan Boundary

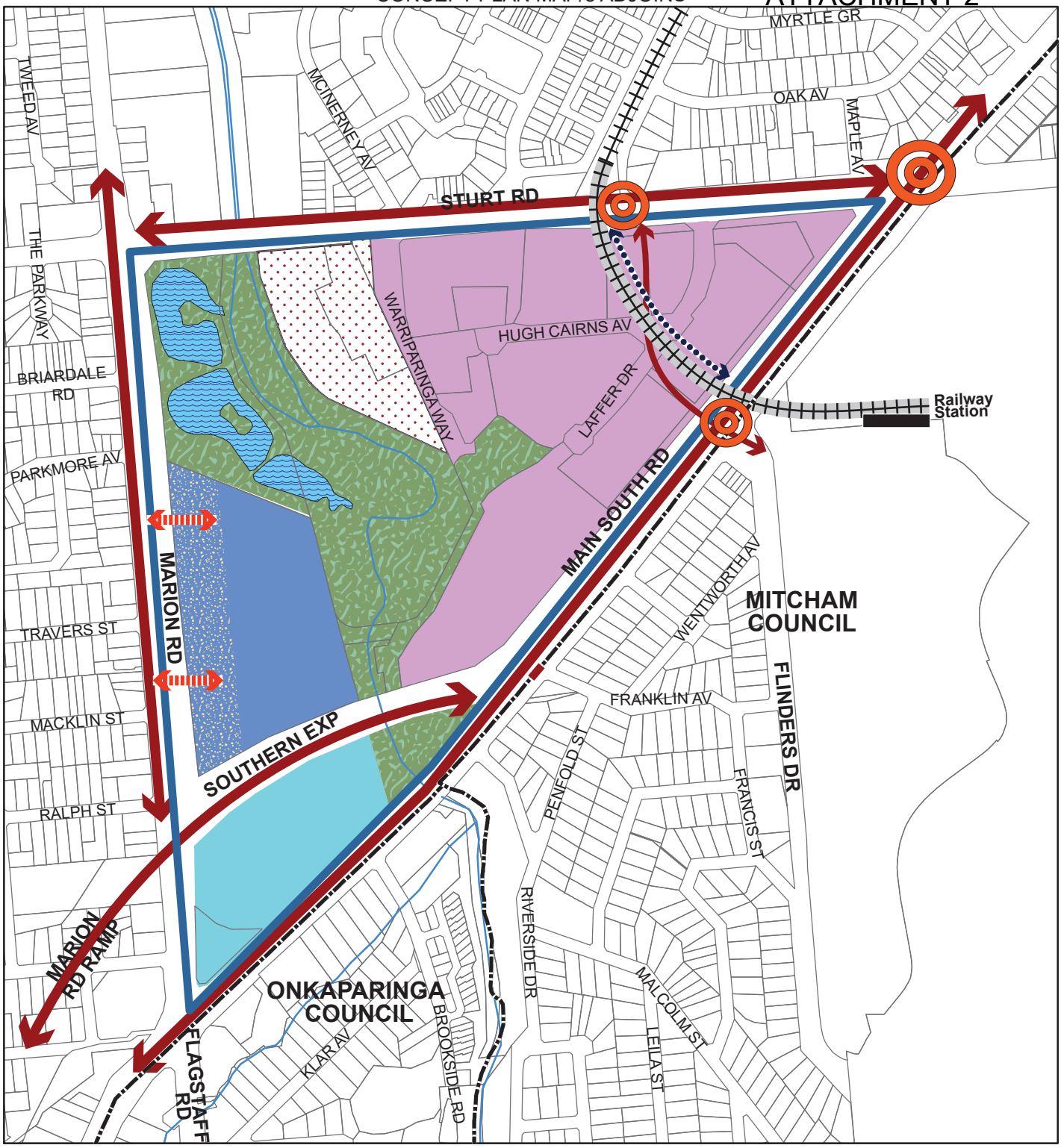
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MARION

Concept Plan Map Mar/7

LAFFER'S TRIANGLE



- Open Space
- Caravan Park
- Suburban Activity Node Zone
- Suburban Activity Node Core Area
- Regional Activity Zone Core Area
- Commercial
- Waterways
- Water Retention
- Future Local Connector Roads
- Strategic Transport Routes
- Future Road Access
- Railway
- Future Rail Line
- Future Train Station
- Future Pedestrian/Cycle Link
- Future Intersection Upgrade
- Concept Plan Boundary
- Development Plan Boundary

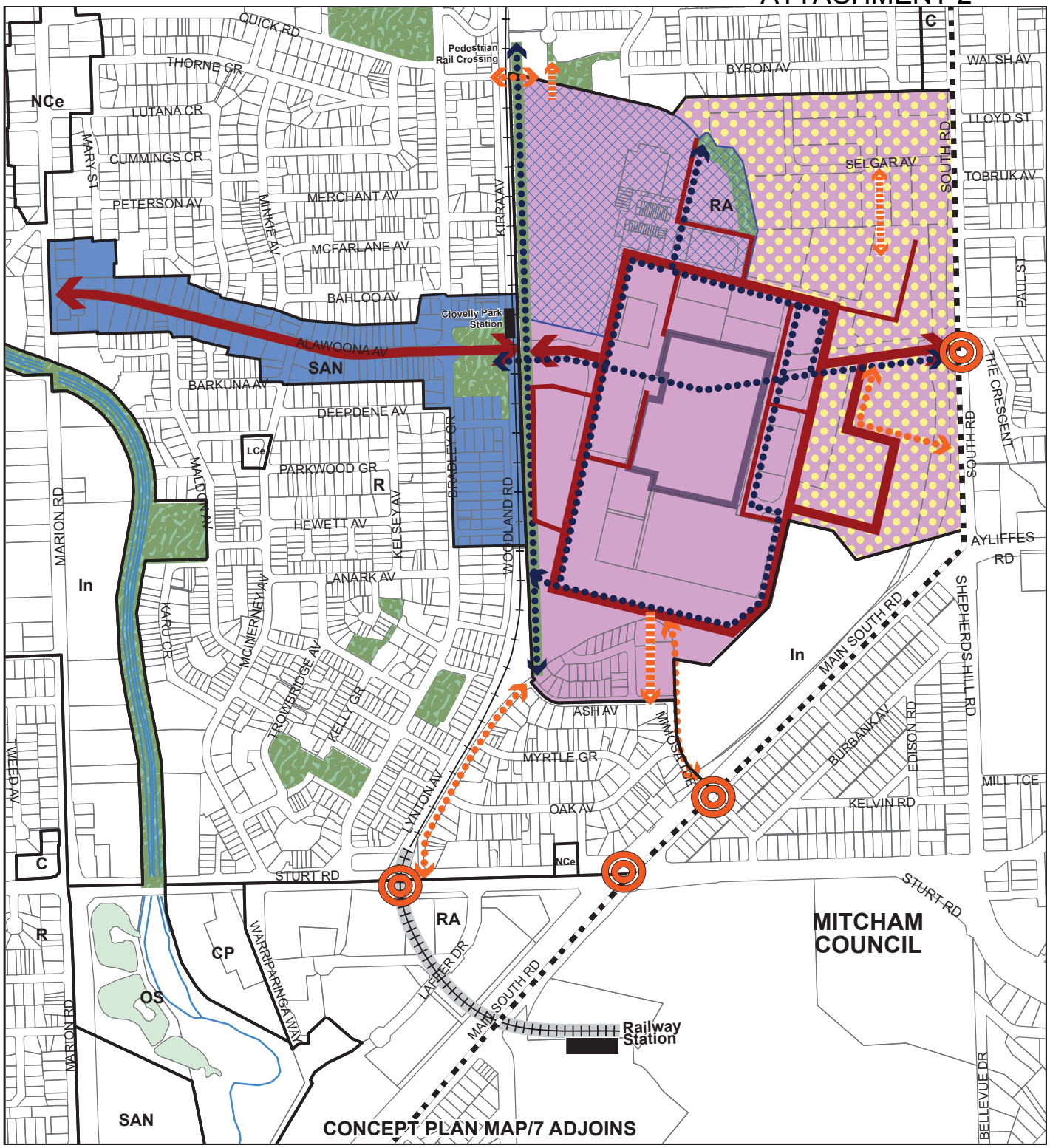
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MARION

Concept Plan Map Mar/7

LAFFER'S TRIANGLE



- Suburban Activity Node
- Regional Activity Transition area
- Regional Activity Zone Core
- Regional Activity Commercial area
- Open Space
- Main Assembly Building (MAB)
- Greenway and bike/pedestrian path
- Pedestrian / Cycle Link
- Potential Pedestrian / Cycle Link
- Potential Future Connections
- Primary Vehicular Route
- Secondary Vehicular Route
- Tonsley Rail Line
- Future Train Station
- Proposed Intersection Upgrade
- Future Rail Line
- Waterways
- Development Plan Boundary

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0 100 200 300 400 500 m

Concept Plan Map Mar/8

TONSLEY

MARION COUNCIL

Urban Corridor Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

OBJECTIVES

1 A mixed use zone accommodating a range of compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor.

2 Integrated, mixed use, medium and high rise buildings with ground floor uses that create active and vibrant streets with residential development above.

3 A mix of land uses that enable people to work, shop and access a range of services close to home.

4 Adaptable and flexible building designs that can accommodate changes in land use and respond to changing economic and social conditions.

5 A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.

6 A safe, comfortable and appealing street environment for pedestrians that is sheltered from weather extremes, is of a pedestrian scale and optimises views or any outlook onto spaces of interest.

7 Noise and air quality impacts mitigated through appropriate building design and orientation.

8 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone supports an innovative mix of medium and high density (70 dwellings per hectare net residential site density) residential and mixed use development along the Marion Road Primary Road Corridor.

It will be developed with a diversity of housing, including row dwellings, residential flat buildings and multi-storey buildings that incorporate affordable housing opportunities for families, students and other household types in areas with frequent public transport provision.

Residents will have access to a local and neighbourhood scale mix of land uses that are well-connected to public transport, and active public spaces that facilitate walking and/or cycling to a range of daily activities.

Buildings will create a linear corridor that frames the main road with active street frontages that establish an interesting pedestrian environment and human scale at ground level.

A high amenity pedestrian environment will be established that provides integrated linkages to adjacent centres, public transport stops and public spaces. High quality footpaths will be provided (of a durable non-slip surface) that are shaded by street trees that cool the street environment and reduce air pollution. Access for people with disabilities, signage, seating and street lighting will be provided along key walking routes between public transport stops and major activity nodes. Cycle routes will be visible, safe, accessible, well signed and connected with key local destinations (such as shops, schools and local parks).

Marion Road is a strategic route. Its function as major transport corridor will be protected with minimal on-street vehicle parking and access points. Access will be provided from secondary road frontages and rear access ways. Controlled pedestrian crossings points will be focussed and consolidated at key locations. Parking areas will be consolidated, shared, where possible, and screened from the street or public spaces.

Development will be undertaken within defined building envelopes. The location and scale of buildings will achieve high quality urban design outcomes. A coherent public realm that shapes the street space and, in particular, the physical and functional character of the main road, will be established. Buildings at the periphery of the zone will have an appropriate transition that relates to development in adjacent zones of a lower scale and intensity.

Development will have a human scale and contribute positively to the public realm with articulated buildings that incorporate canopies, modelled façades, fenestration and balconies that make use of light and shade. Solid materials will be appropriately balanced with glazed areas. Buildings will have a strong horizontal emphasis with clearly defined and segmented vertical elements.

The greatest height, mass and intensity of development will be focussed at the main road frontage. Key strategic sites will be developed with landmark buildings.

Overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques. Impacts on adjoining zones will be minimised through appropriate building envelopes, transition of building heights, design and location of windows and balconies, and use of landscaping.

Well-designed landscaping will assist to visually reduce the scale of large building façades, soften edges and provide visual amenity and shade. Plant and service equipment will be enclosed and screened from view from the street and neighbouring sites.

Nominated public spaces will be designed to create a quiet space or retreat for people to use.

Water sensitive urban design for the harvest, treatment, storage and reuse of stormwater will be integrated at the neighbourhood, street, site and building level. Harvested stormwater will improve the aesthetic and functional value of open spaces, including public access ways and greenways.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- affordable housing
- aged persons accommodation
- community centre
- consulting room
- dwelling
- educational establishment
- office
- pre-school
- primary school
- residential flat building
- retirement village
- shop or group of shops
- supported accommodation
- tourist accommodation.

2 Development listed as non-complying is generally inappropriate.

Form and Character

3 Development should be consistent with the desired character for the zone.

4 Residential development (other than residential development in mixed use buildings on sites less than 5000 square metres), should achieve a minimum net residential site density in accordance with the following:

Policy area	Minimum net residential site density
Boulevard Policy Area 19	70 dwellings per hectare net

5 Vehicle parking should be located to the rear of development or not be visible from public land along the primary road frontage.

Design and Appearance

6 Buildings should maintain a pedestrian scale at street level, and should:

(a) include a clearly defined podium or street wall with a maximum building height of 2 storeys

(b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.

7 When abutting a footpath, the finished floor level of the ground floor of buildings should be level with the footpath at the primary street frontage, provided the footpath is constructed to an appropriate level to mitigate flood risk at the edge of the development site.

8 Buildings on sites with a frontage greater than 10 metres should be well articulated through variations in forms, materials, openings and colours.

9 Buildings should be designed to:

(a) enable suitable sunlight access to public open space

(b) overlook or orientate towards public open space and defined pedestrian and cycle routes

10 To maintain sight lines between buildings and the street, and to improve safety through passive surveillance, solid fencing should not be constructed between the front building line and the primary or secondary street.

11 Development should minimise the number of access points onto an arterial road, by providing vehicle access:

(a) from side streets or rear access ways

(b) via co-ordinated through-property access rights of way or common rear vehicle parking areas.

12 Vehicle access points on side streets and rear access ways should be located and designed to:

(a) minimise the impacts of headlight glare and noise on nearby residents

(b) avoid excessive traffic flows into residential streets.

Building Envelope

Building Height

13 Except where airport building height restrictions prevail, or where Concept Plan Maps of this Development Plan prescribe otherwise, or the interface height provisions require a lesser height, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:

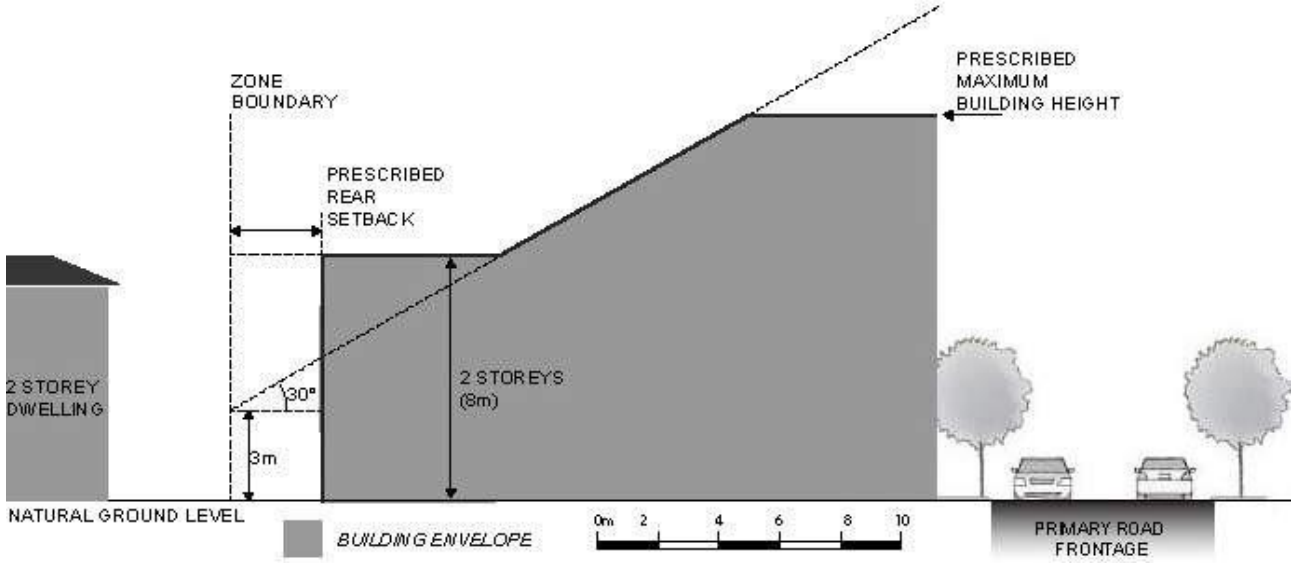
Policy area	Minimum building height	Maximum building height

Policy area	Minimum building height	Maximum building height
Boulevard Policy Area 19	2 storeys	3 storeys and up to 12.5 metres

Interface Height Provisions

14 Any portion of a development above two storeys (8 metres) in height should be constructed within a building envelope provided by a 30 degree plane measured from a point 3 metres above natural ground level at the zone boundary (except where this boundary is a primary road frontage), as illustrated in Figure 1, unless it is demonstrated that the proposed development minimises interface impacts including from building massing, overshadowing and overlooking with adjoining residential development.

Figure 1



15 To minimise overshadowing of sensitive uses outside of the zone, buildings should ensure that:

(a) north-facing windows to habitable rooms of existing dwellings in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June

(b) ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:

(i) half of the existing ground level open space

(ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

Setbacks from Road Frontages

16 Buildings (excluding verandas, porticos and the like) should be set back from the primary road frontage in accordance with the following parameters:

Policy area	Minimum setback from the primary road frontage where it is Marion Road	Minimum setback from the primary road frontage in all other cases
Boulevard Policy Area 19	No minimum	3 metres

17 Buildings (excluding verandas, porticos and the like) should be set back from the secondary road frontage or a vehicle access way in accordance with the following parameters:

Policy area	Minimum setback from secondary road	Minimum setback from a rear access way
Boulevard Policy Area 19	1 metre	No minimum where the access way is 6.5 metres or more OR Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles

Other Setbacks

18 Buildings (excluding verandas, porticos and the like) should be set back in accordance with the following parameters:

Policy area	Minimum setback from rear allotment boundary	Minimum setback from side boundaries (where not on a street boundary)
Boulevard Policy Area 19	5 metres where the subject land directly abuts an allotment of a different zone 3 metres in all other cases, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.	No minimum up to a height of 2 storeys and 3 metres above this height.

Vehicle Parking

19 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with *Table Mar/2A - Off-street Vehicle Parking Requirements for Designated Areas*.

20 Loading areas and designated parking spaces for service vehicles should:

(a) be provided within the boundary of the allotment

(b) not be located where there is parking provided for any other purpose.

21 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.

22 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 allotment.

Land Division

23 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

Boulevard Policy Area 19

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

OBJECTIVES

1 Medium and high rise development framing the street, including mixed use buildings that contain shops, offices and commercial development at lower floors with residential land uses above.

2 A uniform streetscape edge established through a largely consistent front setback and tall, articulated building façades.

3 Development that does not compromise the transport functions of the Marion Road corridor.

4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Development in the policy area will enhance the character of the wide avenue that is uniformly planted with tall trees spaced at regular intervals. The transport function of the Marion Road corridor as a strategic transport route will be maintained and pedestrian areas will be enhanced to maximise safety and promote activity in appropriate locations.

Buildings will be medium and high rise to frame, and be proportionate in height to the width of the road. . Buildings will also be set back uniformly from the main road frontage to reinforce the consistent built form façade, provide space for landscaping and pedestrian environment enhancement. Buildings will provide tall walls when viewed from the main road but may be articulated with finer details such as balconies and verandas, and canopies over the ground floor.

Development on key corner sites will enhance the gateway function through the use of taller buildings that provide a strong built form edge and pedestrian scale detailing to both street frontages.

The use of buildings that incorporate podium elements (where higher floors of the building are set back further than ground and lower level floors) may be used to improve air quality through greater air circulation and enhance solar access, privacy and outlook for both the residents of the building and neighbours. Podium buildings that frame the street in proportion to the width of the road are encouraged.

On-site vehicle parking will not be visible from the primary street frontage through the use of design solutions such as locating parking areas behind the front building façade and screening undercroft parking areas with landscaping and articulated screening.

PRINCIPLES OF DEVELOPMENT CONTROL

Land use

1 Development should predominantly comprise mixed use buildings, with non-residential development at the ground / first floor and residential development above, and wholly residential buildings.

Form and Character

2 Development should be consistent with the desired character for the policy area.

3 Shops or groups of shops contained in a single building, other than a restaurant, should have a gross leasable area of less than 2000 square metres.

4 The finished ground floor level should be at grade and level with the footpath.

5 Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse, including the conversion of ground floor residential to future commercial use (i.e. by including floor to ceiling heights suitable for commercial use).

6 A minimum of 50 per cent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

PROCEDURAL MATTERS

Complying Development

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

In addition, the following forms of development are designated as complying subject to the conditions contained in *Table Mar/2A – Off street Vehicle Parking Requirements for Designated Areas:*

(a) change in the use of land, from residential to office on the ground or first floor of a building

(b) change in the use of land, from residential to shop less than 250 square metres on the ground floor of a building.

Non-complying Development

Development (including building work, a change in the use of land or division of an allotment) involving any of the following is non-complying:

Form of development	Exceptions
Industry	
Fuel depot	
Petrol filling station	
Public service depot	
Road transport terminal	
Service trade premises	
Store	
Transport depot	
Warehouse	
Waste reception storage treatment and disposal	

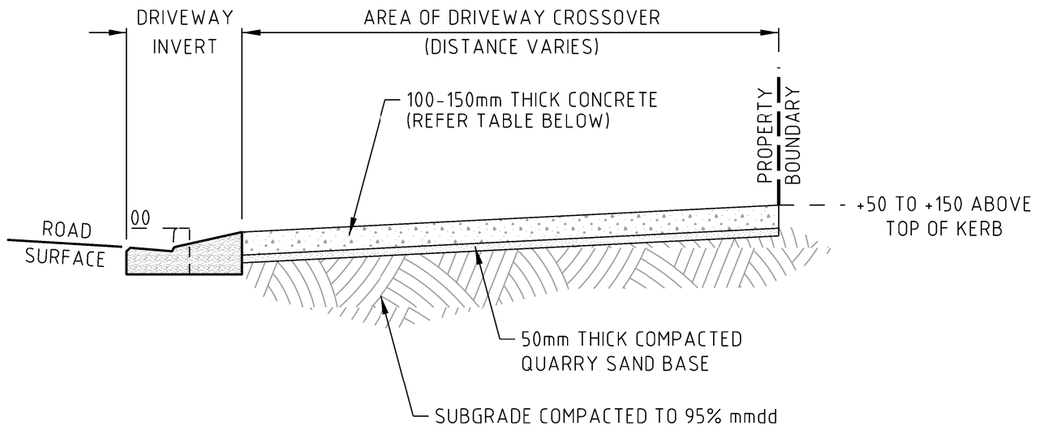
Public Notification

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

In addition, the following forms of development, or any combination of (except where the development is classified as non-complying), are designated:

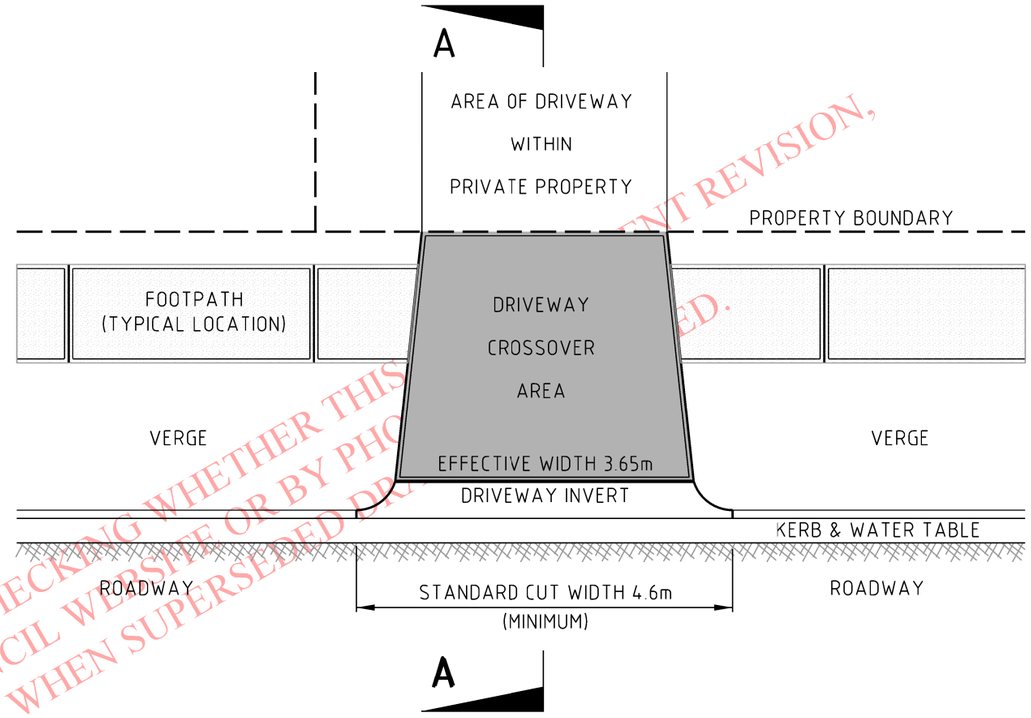
Category 1	Category 2
Advertisement	All forms of development not listed as Category 1.
Aged persons accommodation	Any development listed as Category 1 and located directly adjacent to a different zone that exceeds the
All forms of development that are ancillary and in	

Category 1	Category 2
association with residential development	Building Envelope and Interface Height Provisions.
Consulting room	
Dwelling	
Educational establishment	
Office	
Pre-school	
Primary school	
Residential flat building	
Retirement village	
Supported accommodation	
Shop or group of shops with a gross leasable area of 2000 square metres or less	
Tourist accommodation	



SECTION A-A DETAIL THROUGH DRIVEWAY CROSSOVER

Not to Scale



TYPICAL PLAN VIEW OF SINGLE DRIVEWAY ACCESS

Not to Scale

NOTES:

1. CONCRETE TO BE 25 MPa STRENGTH WITH 14mm AGGREGATE.
2. SHRINKAGE CONTROL JOINTS SHALL BE FORMED CENTRALLY ON THE DRIVEWAY ALIGNMENT FOR DRIVEWAYS WIDER THAN ABOVE STANDARD MINIMUM WIDTH (MAXIMUM 3m SPACING).
3. DETAILS SHOWN INDICATE THE USE OF A DRIVEWAY INVERT. THIS IS IS NOT REQUIRED FOR STREETS CONSTRUCTED WITH MOUNTABLE KERB.
4. THE CONCRETE SURFACE OF A DRIVEWAY CROSSOVER MUST HAVE A BRUSHED FINISH.
5. IMPRINTED CONCRETE MAY BE USED PROVIDED THAT THE THE SURFACE HAS A NON-SLIP FINISH AND THE IMPRINTS DO NOT EXCEED 5mm IN DEPTH.
6. THE DRIVEWAY ACCESS MUST BE CONSTRUCTED WITH A MINIMUM CLEARANCE OF 1.0m FROM ANY COUNCIL INFRASTRUCTURE, SUCH AS STORMWATER PITS, KERB RAMPS AND TREES. THE SAME CLEARANCE MUST ALSO BE APPLIED TO ETSA STOBIES AND LIGHT POLES.
7. THE LEVELS OF A NEW DRIVEWAY MUST MATCH AN EXISTING FOOTPATH. THIS REQUIREMENT OVERRIDES ALL OTHERS.

PERSONS USING THIS DRAWING ARE RESPONSIBLE FOR CHECKING WHETHER THIS IS THE CURRENT REVISION, EITHER BY ACCESSING THE MARION COUNCIL WEBSITE OR BY PHONING THE COUNCIL. THE COUNCIL DOES NOT ACCEPT LIABILITY WHEN SUPERSEDED DRAWINGS ARE USED.

TYPICAL DRIVEWAY CROSSOVER REQUIREMENTS FOR WELL DRAINED SUB-GRADES

TRAFFIC TYPE	MINIMUM THICKNESS (mm)	MINIMUM REINFORCEMENT
LIGHT VEHICLE	100	NONE (UNLESS REQUESTED)
HEAVY VEHICLE	150	F72

CITY OF MARION

THE CORPORATION OF THE CITY OF MARION

STANDARDS OF CONSTRUCTION FOR
CONCRETE CROSSOVER DRIVEWAY ACCESS

Drawn : A.M.D	Date : 31 June 2007	Approved :	Last Revised : 19 November 2018	Ref. No. : SD-13



Contents

1. Street presentation
2. Minimising bulk/scale
3. Garaging
4. Building materials
5. Landscaping
6. Front fences
7. Retaining walls
8. Energy efficiency
9. Privacy
10. Driveways
11. Hammerhead/Battle-axe allotmer

CITY OF MARION

1. STREET PRESENTATION

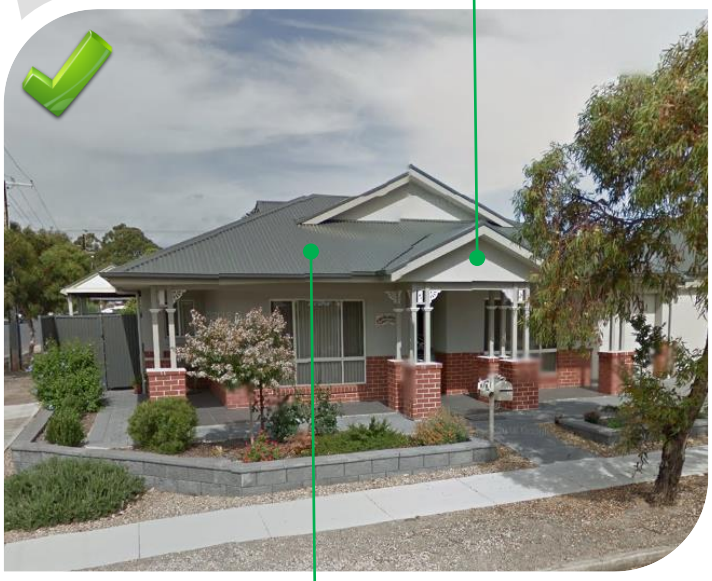


Balconies balustrades should incorporate a degree of transparency to maximise presentation and surveillance to the street.

Balconies, porticos and verandahs facing the street should protrude closer to the front boundary than the main face of the dwelling create variation in the front façade and maximise street presentation.

Dwellings should be designed and oriented to address the street by presenting a front entrance door, porch/portico/veranda and habitable room windows toward the primary street frontage. Windows should be substantial and attractively-proportioned.





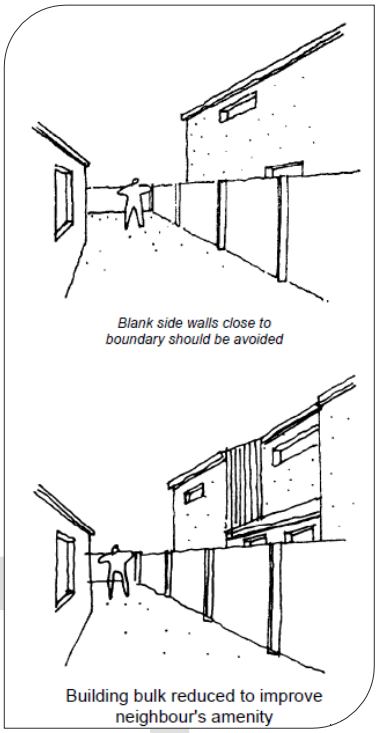


Dwellings should incorporate articulated roof forms, such as gable, skillion, Dutch-gable and hips. Projecting front verandas/porches/porticos and eaves overhang can create visual interest, while also assisting in energy efficiency.

2. MINIMISING BULK/SCALE

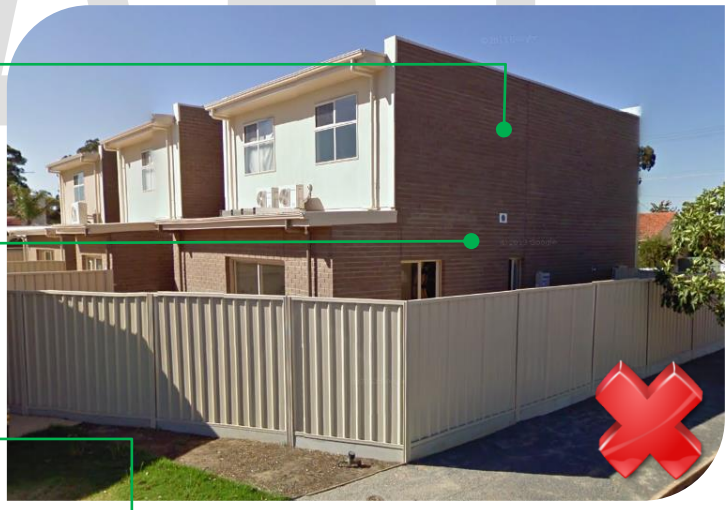


Buildings greater than 1 storey should be designed to minimise their height and bulk by setting back upper storeys a greater distance from side and rear boundaries than the lower storey.



Dwelling facades should be articulated by variation in the façade. Methods to enhance visual interest include incorporating different colours/materials (render, exposed brick, stack-stone, timber, stone veneer, etc.), windows (fenestration), articulated roof forms and variation in wall setbacks.

Buildings should be designed and sited to avoid extensive areas of uninterrupted walling facing areas exposed to public view.



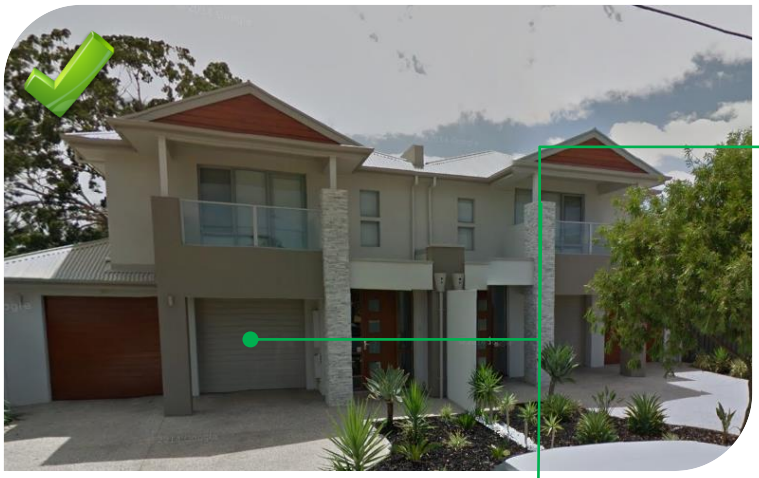
Dwellings on corner sites should present an articulated façade to the secondary street frontage.





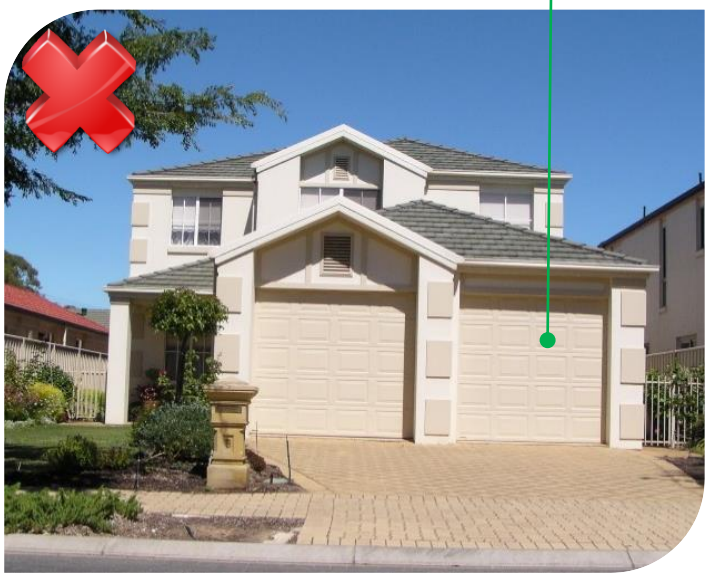
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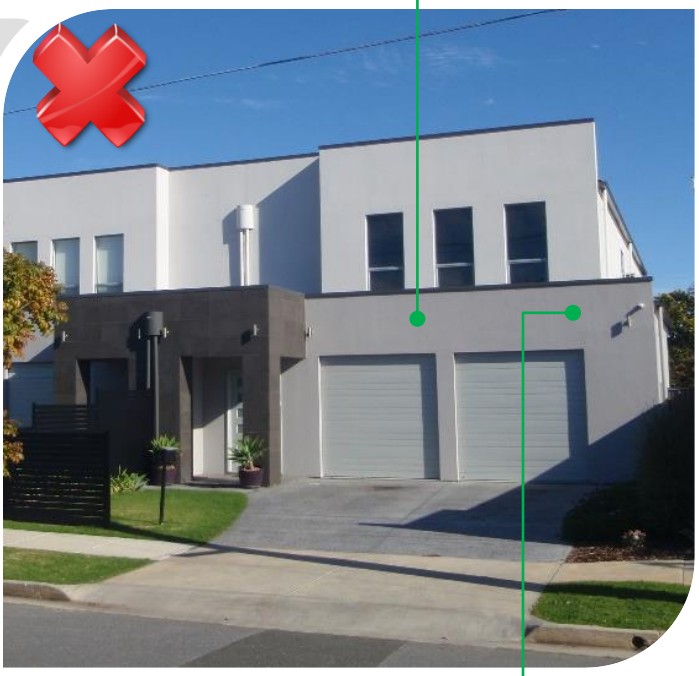
3. GARAGING



Garages should be set back behind the main face of the associated dwelling to minimise their visual dominance.

In two storey dwellings, garages should be recessed behind the upper floor. The upper storey should incorporate a cantilevered overhang or a substantial portico/balcony element which extends over the inner garage door.







Pitched or hipped roofs over garages assist in reducing overall bulk

Garages should have a roof form and pitch, building materials and detailing that complements the associated dwelling. Attractive panel-lift doors, with clear in-fills, timber panelling, window-panel design or similar improve streetscape.

4. BUILDING MATERIALS



Building elements should incorporate a variety of different but complementary colours/materials/finishes, such as render, brick, stonework and timber to create visual interest and articulation.

The use of natural materials/finishes (timber, stone) creates a visual link to the natural environment, softening the appearance of buildings.





Avoid the use of render on all building components. A variety of colours and materials should be introduced to create visual interest.

Colour palate should complement the natural landscape. Avoid very bright colours except where emphasising minor building components.





5. LANDSCAPING

Development should incorporate open space and landscaping in order to:

- complement built form and reduce the visual impact of larger buildings (e.g. taller and broader plantings against taller and bulkier building components)
- enhance the appearance of road frontages
- screen service yards, loading areas and outdoor storage areas
- minimise maintenance and watering requirements
- enhance and define outdoor spaces, including car parking areas
- provide shade and shelter
- assist in climate control within buildings
- maintain privacy
- maximise stormwater re-use
- complement existing native vegetation
- contribute to the viability of ecosystems and species promote water and biodiversity conservation





Landscaping should include the planting of locally indigenous species where appropriate. Please refer to the brochure “Adelaide Gardens: A Planting Guide” or “Coastal Gardens: A Planting Guide” from http://www.naturalresources.sa.gov.au/adelaidemtloftyranges/plants-and-animals/native-plants-animals-and-biodiversity/urban-biodiversity for recommended native species and landscaping ideas.



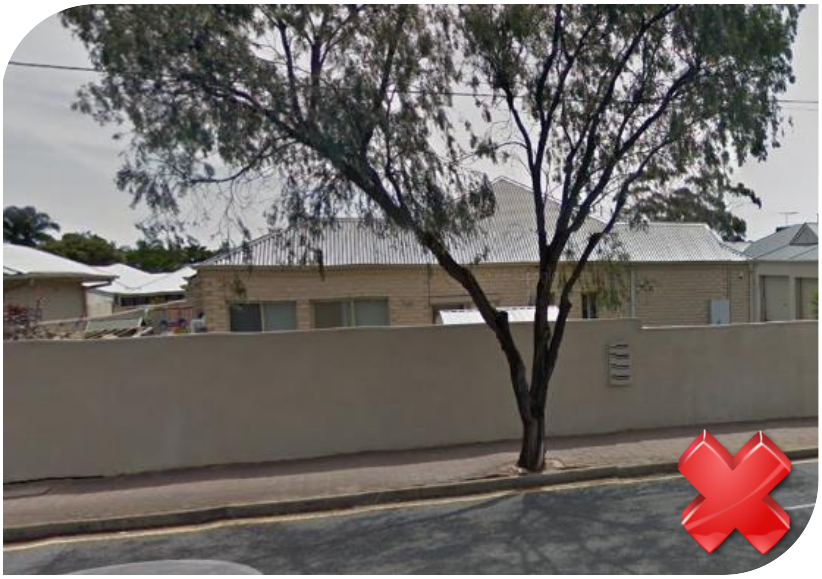


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6. FRONT FENCES

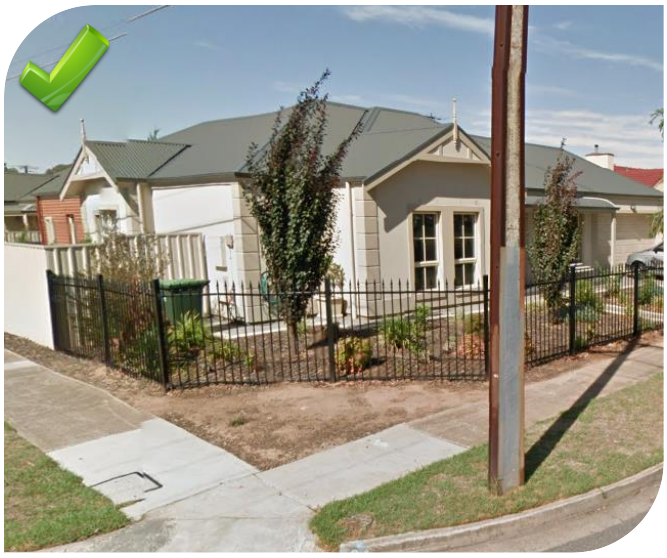






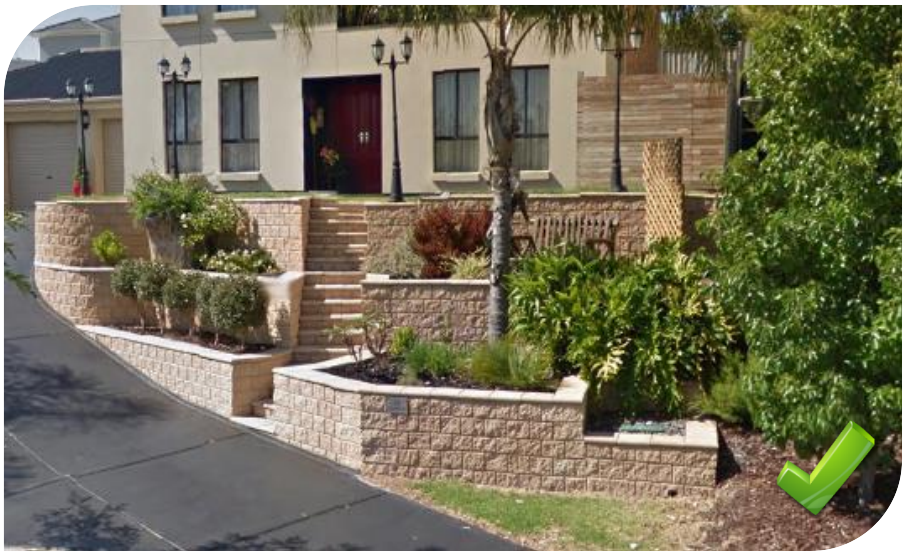
Fences and walls should:

- be compatible with the associated development and with existing predominant, attractive fences and walls in the locality
- enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance
- incorporate articulation or other detailing where there is a large expanse of wall facing the street
- assist in highlighting building entrances
- be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites





7. RETAINING WALLS



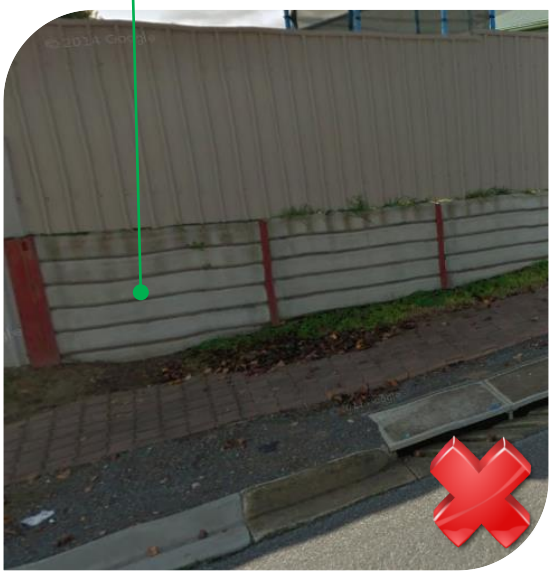
Retaining walls should:

- not exceed 1.5 metres in height
- be stepped in a series of low walls if more than 1.5 metres is to be retained in total
- be constructed to a high standard from high amenity materials
- be landscaped to enhance their appearance



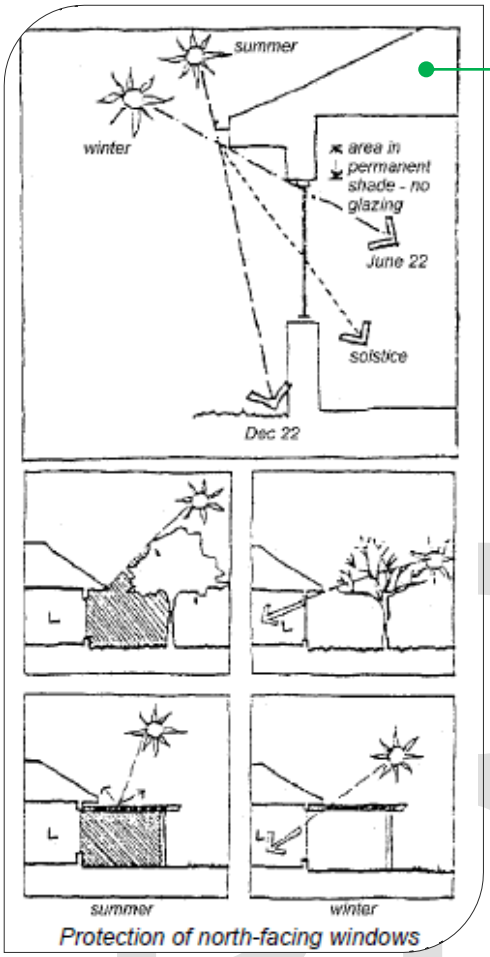


Concrete sleeper retaining walls should be avoided where exposed to public view.





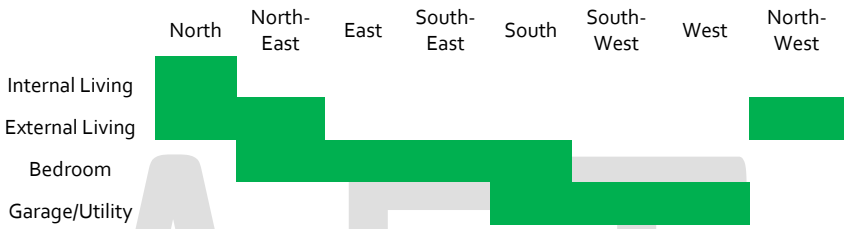
8. ENERGY EFFICIENCY



Protection of north-facing windows

Areas of major daytime activity (i.e. the main living areas) should face north to get the benefit of winter sunlight and also have the potential for shading from the intense summer sun. This orientation also enables shielding from inclement weather coming from the south and south-west. The ideal orientation for living areas is within the range 15°W–20°E of true north. It allows standard eaves overhangs to admit winter sun to heat the building and exclude summer sun.

Preferred Activity Area Location in Relation to the Dwelling



Alfrescos and areas of private open space should be located on the northern side of house. The southern side should be avoided as it tends to be shaded by the main house from the desirable winter sun and at the same time is exposed to the prevailing inclement weather. The western side should also be avoided as it is difficult to provide shade from the intense summer sun to which it is fully exposed in the late afternoon.

Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by designing roof orientation and pitches to maximise exposure to direct sunlight. A roof should incorporate an area of at least 10m² which faces between 30º and 20º east and west of north, respectively, and has a pitch of greater than 18º.





Because of the high exposure of west facing windows to mid-late afternoon summer sun, the number and size of glass doors and windows facing west should be kept to a minimum, and preferably none at all. If required, external shading should be provided to west-facing windows to limit heat entry during summer.

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9. PRIVACY



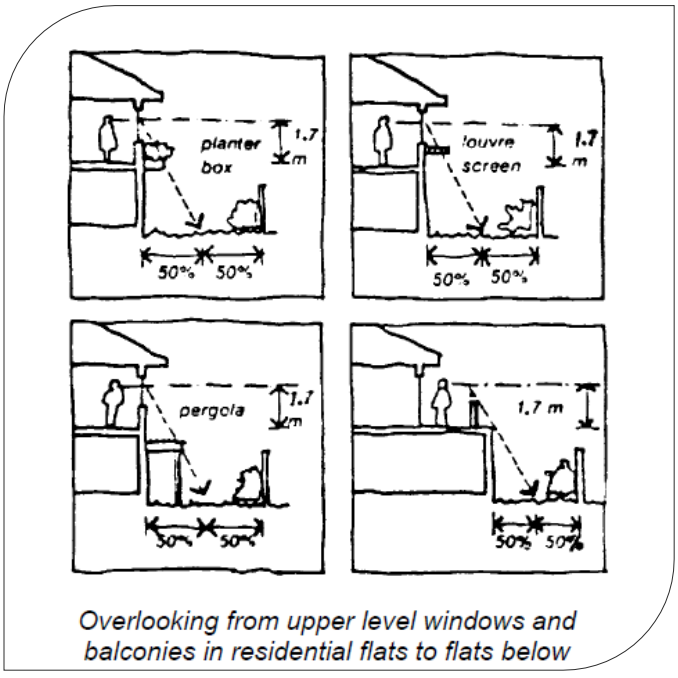


Screening devices can be used to minimise direct overlooking from upper level windows, balconies and elevated decks. Types of screening include fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters.

Permanently fixed external screening devices should be designed and coloured to complement the associated building's external materials and finishes.



Screens should be integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.



Overlooking from upper level windows and balconies in residential flats to flats below



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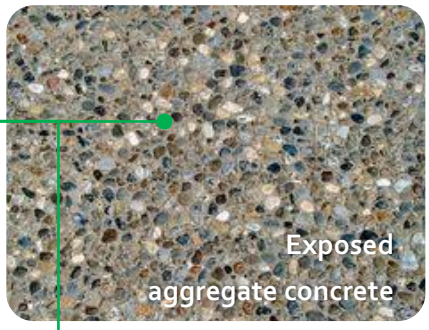
10. DRIVEWAYS

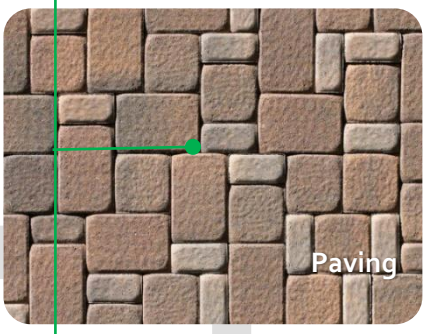
Driveways accessing a double garage should be tapered to a smaller width at the front property boundary to minimise the extent of hard surfacing forward of the dwelling.

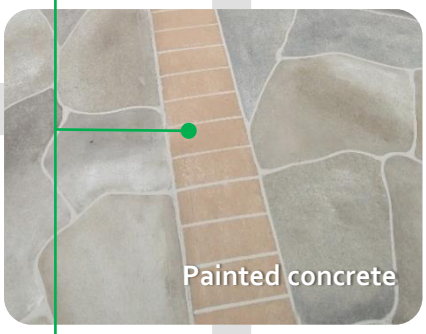
Driveways should be constructed of high amenity materials. Stark concrete should be avoided, particularly for double-width or long driveways.













11. HAMMERHEAD/BATTLE-AXE ALLOTMENTS

Fencing forward of the front dwelling's façade should be limited to the external boundaries of the site and not adjoining the hammerhead driveway.



Dwellings should be set back a sufficient distance from the hammerhead driveway to provide for appropriate landscaping and separation/shielding to minimise the impacts of vehicle noise and headlight glare.





The dwelling facing the street should incorporate a driveway/garage that is separated from the hammerhead driveway to minimise the expanse of driveway/hard surfacing visible from the street. Alternatively, its garage should be sited behind the main face of the dwelling (with access from the common driveway).



Landscaping strips should be provided along both sides of the hammerhead driveway, which are of sufficient width to accommodate medium height landscape plantings.



Proposed Implementation Timeline

28 February 2020	Planning & Design Code Phase 3 Submissions Close
March – May 2020	DPTI / Industry (including Council) consolidation phase (i.e. negotiations to determine code outcomes)
May – June 2020	Industry testing – e-Planning (Portal and online Planning & Design Code) & preliminary training
1 July 2020	Version 2 Planning & Design Code Phase 3 Consultation Commences
28 August 2020	Version 2 Planning & Design Code Phase 3 Submissions Close
August – September 2020	DPTI / Industry (including Council) consolidation phase (i.e. negotiations to determine final code outcomes)
October – December 2020	Final e-Planning testing & updated industry training.
23 November 2020	State Planning Commission releases Version 3 (final) Planning & Design Code
1 January 2021	Version 3 (final) Planning & Design Code Phase 3 Implementation Date

CITY OF MARION

CORPORATE REPORTS FOR INFORMATION/NOTING

Corporate and CEO KPI Report Quarter Two 2019/20

Originating Officer	Governance Officer - Victoria Moritz
Corporate Manager	Manager Corporate Governance - Kate McKenzie
General Manager	General Manager Corporate Services - Sorana Dinmore
	Chief Executive Officer - Adrian Skull
Report Reference	GC200211R10

REPORT OBJECTIVE

To advise the Council of the results of the CEO and Corporate KPIs for quarter two 2019/20.

RECOMMENDATION

That Council:

1. **Notes the report *Corporate and CEO KPI Report - Quarter Two 2019/20.***

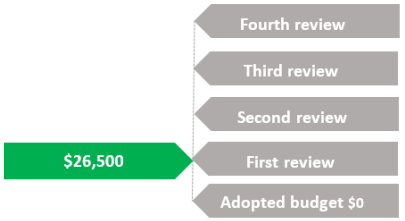
Attachment

#	Attachment	Type
1	Corporate and CEO KPI Report Quarter Two 2019-20 - Appendix 1	PDF File
2	Corporate and CEO KPI Report Quarter Two 2019-20 - Appendix 1a - Supporting Information	PDF File
3	Corporate and CEO KPI Report Quarter Two 2019-20 - Appendix 2	PDF File
4	Corporate and CEO KPI Report Quarter Two 2019-20 - Appendix 3	PDF File
5	Corporate and CEO KPI Report Quarter Two 2019-20 - Appendix 4	PDF File

CHIEF EXECUTIVE OFFICER and CORPORATE KEY PERFORMANCE INDICATORS 2019/20
QUARTER TWO: OCTOBER – DECEMBER 19 - APPENDIX 1

1 Financial Sustainability

Core target: Council maintains a break even or positive cash funding position in delivering its annual budget
Measure: This target compares funding cash position at the relevant budget review with the adopted budget figure.
Achieved: First Budget Review $26,500. Target is forecast to be met.



2 Delivery of agreed projects identified in ABP and 4 year Plan (33 projects)

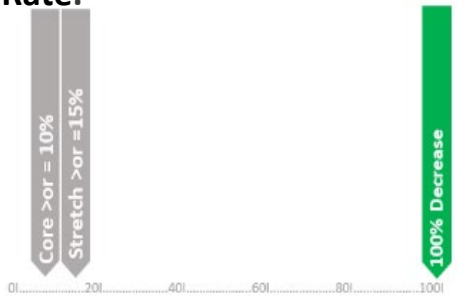
Core target: Greater than or equal to 95%
Measure: Monthly data as at 31 December 2019
Achieved: 97% (32 projects) on-track and 3% (1 project) is off-track. The Core Target has been met.

Note: Refer to Appendix 1a for further details



3 Lost Time Injury Frequency Rate.

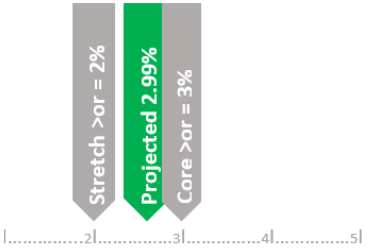
Core target: Greater than or equal to 10% reduction from 2018/19 (11) = 9.9
Stretch target: Greater than or equal to 15% reduction from 2018/19 (11) = 9.35
Measure: The LTIFR for Q2 2019/20 is 0
Achieved: 100% decrease – Core and Stretch targets have been met



Note: As reported to Council (GC200128R19), there are currently two LTI claims awaiting determination. If accepted these would result in the LTIFR being 6.3 resulitng in a 43% reduction and core and stretch targets being met.

4 Total Employee Costs

Core target: Less than or equal to 3% increase in actual employee costs (including agency staff) against prior year's actual costs
Stretch target: Less than or equal to 2% increase in actual employee costs (including agency staff) against prior year's actual costs
Measure: The 2018/19 Actual audited figure = $34,861k.
Achieved: The 2019/20 estimated result per First Budget Review = $35,905k
Projected: 2.99% - Core Target is forecast to be met.

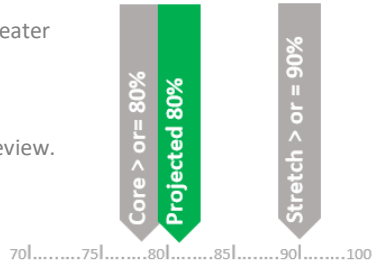


5 Overall Satisfaction with Council's performance

Core target: Greater than or equal to 75% rated as satisfied or above.
Stretch target: Greater than or equal to 85% rated as satisfied or above.
Measure: Community Survey
Achieved: 83.6% for the previous Q4 results.
Note: This is an annual measure with a survey being conducted at the end of the reporting year.

6 Asset Sustainability

Core target: Asset Renewal Funding Ratio greater than or equal to 80%
Stretch target: Asset Renewal Funding Ratio greater than or equal to 90%
Achieved: Projected 80% per First Budget Review. Core Target is forecast to be met.



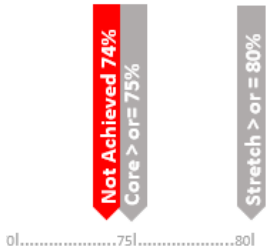
The *Asset Renewal Funding Ratio* indicates whether Council is renewing or replacing existing assets at the rate of consumption.

7 Delivery of Council's capital works program

Core target: Greater than or equal to 80% delivery of Council's planned capital works program (adjusted for extraordinary items)
Stretch target: Greater than or equal to 90% delivery of Council's planned capital works program (adjusted for extraordinary items)
Achieved: This is an annual measure.

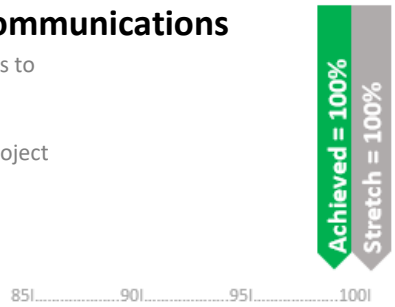
8 Staff Engagement

Core target: Achievement of an overall employee pulse survey result of 75%, based on 9 metrics
Stretch target: Achievement of an overall employee pulse survey result of 80%
Measure: Staff quarterly Pulse survey results.
Achieved: 74%. The Core Target has not been met.



9 Community engagement / communications

Core target: Project specific communications to the public should be timely and accurate
Stretch target: 100%
Measure: Based on feedback received on project specific distributed communications.
Achieved: 100%



As at 31 December 2019 97% (32 projects) are on-track and 3% (1 project) is off-track.

This includes projects that have started or are due to start this financial year.

We have one project that was completed in Q2, 1 project that has been deferred (included in on-track statistic but can change if need be) and then the off-track projects.

The supporting information for the off-track projects are below in Table 1.

Table 1:

Project Name	Start Date	Completion Date	Q2	Q2 Supporting Comments
Metrics that Matter 2.0	01/08/2019	30/06/2020	Deferred	The project is on hold until 2020 when the new Digital Transformation Manager commences and takes carriage of the project. Transition plan in place to hand the project over. No further changes to note.
Marion Historic Village Museum Curator Engaged	01/07/2019	30/06/2020	Complete Q2	
PROGRAM - Renewables and Energy Efficiency Measures	01/07/2018	30/06/2022	Off-track	The Efficient Council Operations Project is off-track 23/1 Off - track due to being incorporated into the broader utiliites program

Corporate and CEO KPI Report Quarter TWO 2019/20 – APPENDIX 2

KPI	Details	Target	Stretch Target	Qtr 1	Qtr 2	Qtr 3	Qtr 4
1	Financial sustainability.	Council maintains a break even or positive cash funding position in delivering its annual budget	-	$0	$26,500	-	-
				Comment: First Budget Review $26,500. Target is forecast to be met.			
2	Delivery of agreed projects identified in the *Annual Business Plan* and the four-year plan.	Greater than or equal to 95%	-	91%	97%	-	-
				Comment: Achieved 97% (32 projects) on-track and 3% (1 project) off track. The Core Target has been met. Further details provided in Appendix 1a			
3	Lost Time Injury Frequency Rate.	Greater than or equal to 10% reduction from the previous year's result 2018/19 (11) = 9.9	Greater than or equal to 15% reduction from the previous year's result 2018/19 (11) = 9.35	100%	100%	-	-
				Comment: The LTIFR for Q2 is 0. Achieved 100% decrease. Core and Stretch Targes have ben met. **Note:** There are 2 LTI Claims awaitng determination. If accepted these would result in the LTIFR being 6.3 resulting in a 43% reduction.			
4	Total employee costs (inc agency).	Less than or equal to 3% increase in actual employee costs (including agency staff) against prior year's actual costs	Less than or equal to 2% increase in actual employee costs (including agency staff) against prior year's actual costs	2.99% (Projected)	2.99% (Projected)	-	-
				Comment: The 2018/19 Actual Audited Figure = $34,861k. **Achieved:** The 2019/20 estimated result per First Budget Review = $35,905k. The Core Target is forecast to be met.			
5	Overall Satisfaction with Council's performance	Grater than or equal to 75% rated as satisfied or above	Greater than or equal to 85% rated as satisfied or above	NA	NA	-	-
				Comment: This is an annual measure. Achieved 83.6 for the previous Q4 results.			
6	Asset sustainability.	Asset Renewal Funding Ratio greater than or equal to 80%	Asset Renewal Funding Ratio greater than or equal to 90%	80% (Projected)	80% (Projected)	-	-
				Comment: Proected 80% per First Budget Review. Core Target is forecast to be met.			
7	Delivery of Council's capital works.	Greater than or equal to 80% of Council's planned capital works program (adjusted for extraordinary items)	Greater than or equal to 90% of Council's planned capital works program (adjusted for extraordinary items)	N/A	N/A	-	-
				Comment: This is an annual measure.			
8	Staff Engagement	Achievement of an overall employee pulse survey result of 75% based on 9 metrics	Achievement of an overall employee pulse survey result of 80%	75.5%	74%	-	-
				Comment: Measured by the staff quarterly Pulse Survey. **Achieved:** 74%**.** The Core Target has not been met.			
9	Community engagement / communications	Project specific communication to the public should be timely and accurate	100%	100%	**100%**	-	-
				Comment: Based on feedback received on project specific distributed communications **Achieved:** 100%			

FULLTIME EQUIVALENT (FTE) Employee and Agency APPENDIX 3

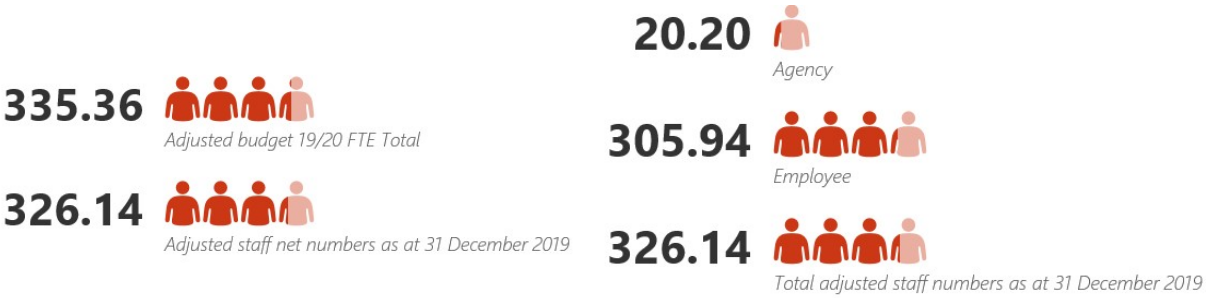
The number of FTE employees (staff and agency) employed across the organisation as at 31 December 2019



There are currently 11 temporary vacant positions comprised of:

- Recruitment in progress (required position) 2.0
- Currently under review 3.0
- Vacant required position 6.0

The following tables provide comparative FTE data with the Gap Year Team Members, Pool Staff, and Grant Funded positions being exluded.



Appendix 4

Labour and FTE Movement Summary

	2019/20 $000's	2018/19 $000's	2017/18 $000's	2016/17 $000's	2015/16 $000's	2014/15 $000's	2013/14 $000's	2012/13 $000's
Total Employee Costs (including Agency) % Movement on Prior Year	**35,905**	**34,861**	**33,274**	**32,221**	**31,783**	**31,757**	**31,532**	**30,239**
	2.99%	**4.77%**	**3.27%**	**1.40%**	**0.10%**	**0.70%**	**4.30%**	
Total Number of Employees (FTE at 31 December) % Movement on Prior Year	**378.13**	**365**	**360**	**344**	**342**	**348**	**351**	**359**
	3.59%	**1.38%**	**4.80%**	**0.60%**	**-1.70%**	**-0.90%**	**-2.20%**	

The FTE figure as at 31 December includes seasonal Temporary Labour Hire staff employed at the Marion Outdoor Pool.

WORKSHOP / PRESENTATION ITEMS - Nil

MOTIONS WITH NOTICE

Rescission Motion - Spinnaker Circuit Reserve East

Elected Member Councillor Maggie Duncan

Report Reference: GC200211M01

Motion:

That Council:

1. Rescinds Motion GC191210R03:

1. Notes the report.
2. Acknowledges that Community Consultation regarding leasing the portion of land adjacent to Berrima Road of Spinnaker Circuit Reserve East to the St Martin de Porres School for a period of five years is not required.
3. Authorises the Chief Executive Officer to negotiate and enter into a lease of the portion of land adjacent to Berrima Road of Spinnaker Circuit Reserve East at an amount that reflects a market rent from January 2020 for a five year term.

2. Notes the report GC191210R03.

3. Notes that the retention of the land known as Spinnaker Circuit Reserve East at Allotment 88 in Filed Plan 17901 comprised in Certificate of Title Volume 5546 Folio 484 does not contribute to Council's strategic objectives and is surplus to Council's requirements.

4. Authorises Administration to commence the revocation process including the preparation of a report under Section 194(2)(a) and undertake public consultation under Section 194(2)(b) of the Local Government Act 1999 for the potential disposal of the whole of land known as Spinnaker Circuit Reserve East, Allotment 88 in Filed Plan 17901 comprised in Certificate of Title Volume 5546 Folio 484.

5. Notes that Administration will bring a report to Council for consideration of the public consultation under Section 194(2)(b) of the Local Government Act 1999 for the potential disposal of the whole of the land known as Spinnaker Circuit Reserve East, Allotment 88 in Filed Plan 17901 comprised in Certificate of Title Volume 5546 Folio 484.

6. Authorises the Chief Executive Officer to sell the Reserve in such a way so as to:

a. Maximise the community benefit in terms of parking and easing traffic congestion

b. Provide pedestrian and cycling access between Berrima Road and Spinnaker Circuit

c. Maximise the financial outcome to Council

d. Comply with Council's Disposal of Land and Assets Policy and incorporate professional engineering and planning advice.

7. Notes that achievement of the above objectives through selling the Reserve is likely to include:

a. Selling the portion of the Reserve shown as Option D (Appendix 1) in GC191210R03 (or similar to it) to St Martin de Porres School at the Community Land Value
b. Subdividing the remaining land to create new residential blocks for sale.

8. Authorises the Chief Executive Officer to negotiate and enter into a lease of the portion of the Reserve shown as Option D in GC191210R03 (or similar to it) at an amount that reflects a market rent from February 2020 for a twelve month term (to align with any community land revocation process), noting that a Licenced Valuer will not be engaged to determine the market rent (consistent with Council's Leasing and Licensing of Council Owned Facilities Policy).

Supporting Information:

Council recently decided to lease a portion of the Spinnaker Circuit Reserve East to St Martin de Porres School for a fixed term of five years and maintain the remaining land as open space.

With the current resolution both of the local ward councillors feel that the school will be concerned that in five years' time the lease will expire and not be renewed as we have not stipulated that it will be ongoing after this date. With this lease the school will probably only lay gravel to create a new carpark, rather than spending money on decent infrastructure that they may lose or may be required to remove and reinstate the land. With only gravel being laid this will create more dust flying around and residents will complain.

Currently the land is mainly weeds and rarely used by residents. Most residents use the newly renovated Spinnaker Circuit West and Hugh Johnson Boulevard reserves which are within a 400 metre radius if not less. The Spinnaker Circuit Reserve East land has previously been identified as surplus to Council's Strategic objectives.

Currently the Reserve does not have an irrigation ranking as it does not appear on the Reserve list and rankings that has previously been supplied to me. This is a section of land that is lush and green in the winter with mainly weeds and is dry and extremely dusty throughout the dryer months.

St Martins has approached Council with regards to purchasing some or all the land as they are growing at rapid rates and are trying to ease the pressure of staff and families parking in surrounding streets to avoid blocking access to residents. This should be taken into account as the school is trying to assist our community by creating space for their staff and families and easing resident frustration.

The possibility of the school attaining a portion of the Reserve would allow for them to create further car parking and depending on the size of land acquired they would consider some courts, a playground or garden space.

I would encourage Council to sell the portion of the Reserve shown as Option D (Appendix 1) in GC191210R03 (or similar to it) to the school and subdivide the remaining space into residential allotments. A pedestrian and cycling thoroughfare should be included to connect Berrima Road to Spinnaker Circuit.

Response Received From: General Manager City Services - Tony Lines

Corporate Manager N/A

General Manager General Manager City Services - Tony Lines

Staff Comments:

Should Council endorse this motion, then staff can commence to engage with the community and scope out the optimum site arrangement for the disposal of this Reserve.

ATTACHMENTS:

#	Attachment	Type
1	Map_Spinnaker East Reserve	PDF File

CITY OF MARION

Option D - Sell / Lease the Northern Section to the School, Dividing the Balance for Residential Purposes for Sale

Spinnaker Circuit Reserve - East

Map Width: 201 m
Created by rates Wednesday, 11 September 2019



About this Document	Disclaimer
This map has been created for the purpose of showing basic locality information and is a representation of the data currently held by The City of Marion. This information is provided for private use only.	While every effort has been made to ensure the accuracy of the product, Council accepts no responsibility for any errors or omissions. Property boundary line network data is supplied by State Government.

QUESTIONS WITH NOTICE - Nil

MOTIONS WITHOUT NOTICE

QUESTIONS WITHOUT NOTICE

OTHER BUSINESS

MEETING CLOSURE

Council shall conclude on or before 9.30pm unless there is a specific motion adopted at the meeting to continue beyond that time.