

His Worship the Mayor  
Councillors  
City of Marion

## Notice of General Council Meeting

Virtual Meeting Room - Zoom

**Tuesday, 12 April 2022 at 6.30 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. Due to COVID-19, interested members of the community are welcome to attend by electronic means. Access to the meeting is via the link published on the City of Marion website (<https://www.marion.sa.gov.au/about-council/council-meetings/council-meetinglivestream>) on the day of the meeting.



Tony Harrison  
Chief Executive Officer

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**1 Open Meeting****2 Kurna Acknowledgement**

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

**3 Disclosure**

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

**4 Elected Member Declaration of Interest (if any)****5 Confirmation of Minutes****5.1 Confirmation of Minutes of the General Council Meeting held on 22 March 2022**

<b>Report Reference</b>	GC220412R5.1
<b>Originating Officer</b>	Business Support Officer - Governance and Council Support – Cassidy Ryles
<b>Corporate Manager</b>	Manager Office of the Chief Executive – Kate McKenzie
<b>General Manager</b>	Chief Executive Officer – Tony Harrison

**RECOMMENDATION**

That the minutes of the General Council Meeting held on 22 March 2022 be taken as read and confirmed.

**ATTACHMENTS**

1. G C 220322 - Final Minutes [5.1.1 - 11 pages]



**Minutes of the General Council Meeting  
held on Tuesday, 22 March 2022 at 6.30 pm  
Council Chamber, Council Administration Centre  
245 Sturt Road, Sturt**



**PRESENT**

His Worship the Mayor Kris Hanna  
Councillor Ian Crossland  
Councillor Maggie Duncan  
Councillor Raelene Telfer  
Councillor Bruce Hull  
Councillor Kendra Clancy  
Councillor Sasha Mason

Councillor Tim Gard  
  
Councillor Luke Hutchinson  
Councillor Nathan Prior  
Councillor Jason Veliskou  
Councillor Joseph Masika

**In Attendance**

Chief Executive Officer - Tony Harrison  
Acting General Manager City Services - Mathew Allen  
General Manager Corporate Services - Sorana Dinmore  
Acting General Manager City Development - Tony Lines  
Manager Office of the CEO - Kate McKenzie  
Unit Manager Governance and Council Support - Victoria Moritz

**1 Open Meeting**

The Mayor opened the meeting at 6.30pm.

**2 Kurna Acknowledgement**

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

**3 Disclosure**

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

**4 Elected Member Declaration of Interest (if any)**

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

- Nil interests were disclosed.



## 5 Confirmation of Minutes

### 5.1 Confirmation of Minutes of the General Council Meeting held on 8 March 2022 Report Reference GC220322R5.1

**Moved Councillor Masika**

**Seconded Councillor Telfer**

That the minutes of the General Council Meeting held on 8<sup>th</sup> March 2022 be taken as read and confirmed.

**Carried Unanimously**

## 6 Communications

### 6.1 Elected Member Verbal Communications

Verbal communications were made by Council Members during this period.

### Procedural Motion

**Moved Councillor Duncan**

**Seconded Councillor Prior**

That the following Communication items be moved en bloc:

- Mayoral Communication Report
- CEO and Executive Communication Report

**Carried Unanimously**

### 6.2 Mayoral Communication Report Report Reference GC220322R6.2 Name of Council Member Mayor - Kris Hanna

Date	Event	Comments
12 February 2022	Mitchell Park Sports Club ground-breaking event	Gave speech
13 February 2022	Glenelg Rebels Softball Club- 75 <sup>th</sup> Anniversary event	
15 February 2022	Inspection of works at Capella Reserve with Senator Andrew McLachlan	
16 February 2022	Galleon Theatre Group AGM	
18 February 2022	Inspection of Glenthorne Playground with Ministers Speirs and Murray MP	
20 February 2022	Meeting with President of Cove Football Club	
21 February 2022	Club Marion Committee meeting	Attended as Club liaison
24 February 2022	COAST FM radio interview	
25 February 2022	Morphettville Park Junior Footy Launch Night	

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26 February 2022	Public meeting re Marino Hall	
26 February 2022	Citizenship ceremonies- x3	
27 February 2022	Cove Cobras Registration and Family Fun Day	
27 February 2022	Women in Cricket Day at Glandore Oval	Gave speech
28 February 2022	Marion Mallwalkers 21 <sup>st</sup> Birthday Celebration	
2 March 2022	Meeting with CEO of Rembrandt Living	
3 March 2022	Meeting with Flinders University staff re: internship opportunities	
3 March 2022	'The Soul of Armenia' photo exhibition launch	Gave speech
4 March 2022	Plympton Sports Club Junior Cricket Presentations	
6 March 2022	Rally to expand the Marion Basketball Stadium	
In addition, the Mayor spoke with staff, residents, MPs and political candidates re various issues.		

**Moved Councillor Duncan**

**Seconded Councillor Prior**

That the Mayoral Communication report be received and noted.

**Carried Unanimously**

### 6.3 CEO and Executive Communication Report

Report Reference GC220322R6.3

Date	Activity	Attended By
23 February 2022	Meeting   Oaklands Green PCG	Mathew Allen
23 February 2022	Meeting   PEET and City of Marion re Tonsley Open Space (Lot 34 and Boiler House)	Mathew Allen
23 February 2022	Meeting   City of Marion, Uniting Communities and Centacare re AGL EV Trial Agreement	Tony Lines Mathew Allen
23 February 2022	Meeting   CleanPeake Energy re Tonsley Water Supply	Mathew Allen
24 February 2022	Meeting   Department for Infrastructure & Transport and City of Marion re North South Corridor	Tony Lines Mathew Allen
24 February 2022	Monthly Meeting   Open Space Operations & Maintenance Service Review with Cities of Marion, Charles Sturt and Pt Adelaide Enfield	Mathew Allen
24 February 2022	Meeting   Department for Infrastructure & Transport – Majors Road Update	Mathew Allen

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25 February 2022	Meeting   Tony Harrison, Tony Lines (City of Marion) Michael Visintin (Design IQ) and Stewart Headland (General Manager SA & Built Form) re Marion Golf Course	Tony Harrison Tony Lines
25 February 2022	Demonstration   Oaklands Green for City of Marion and Elected Members	Tony Lines Mathew Allen
25 February 2022	Meeting: David Strobbe (Onkaparinga City)   Sorana Dinmore (CoM)	Sorana Dinmore
28 February 2022	Meeting   Cities of Marion, Charles Sturt and Pt Adelaide Enfield on Recycled materials in pavement	Mathew Allen
1 March 2022	Meeting: Agilyx   City of Marion	Sorana Dinmore
2 March 2022	Meeting   Mayor Kris Hanna, Tony Harrison and Deb Dutton re Oaklands Green Development	Tony Harrison
2 March 2022	Meeting: Ryan McMahon (City of TTG)   Sorana Dinmore (CoM)	Sorana Dinmore
3 March 2022	Meeting   Tony Harrison & Justin Jamieson	Tony Harrison
3 March 2022	Planning meeting: Adam Thompson (Thompson Organisations)   CoM	Sorana Dinmore
3 March 2022	Monthly Fleet Governance Meeting   Cities of Marion, Charles Sturt and Pt Adelaide Enfield	Mathew Allen
7 March 2022	SRWRA Board Meeting	Sorana Dinmore
8 March 2022	LGA CEO Advisory Group workshop with LGASA Mutual Board	Tony Harrison
9 March 2022	LGASA Mutual LG Safe – CEO Briefing	Tony Harrison
10 March 2022	LKCC Management Agreement Monthly Meeting	Tony Lines
10 March 2022	Monthly Meeting   Open Space Operations & Maintenance Service Review with Cities of Marion, Charles Sturt and Pt Adelaide Enfield	Mathew Allen
11 March 2022	Meeting   Matthew Pears (CEO City of Mitcham), Scott Ashby (CEO City of Onkaparinga), Roberto Bria (CEO City of Holdfast) and Tony Harrison	Tony Harrison
11 March 2022	LG Professionals SA Network Committee Chair's Catch Up	Sorana Dinmore
11 March 2022	LG Professionals GM Network catch up – Rhiannon Grebenshikoff (LG Professionals)   Sorana Dinmore (CoM)	Sorana Dinmore
16 March 2022	Mayor's Multicultural Forum for Business	Tony Lines

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GC220412 - General Council Meeting - 12 April 2022



16 March 2022	Meeting   Department for Infrastructure & Transport, City of Charles Sturt and LGA re Council Lights	Mathew Allen
17 March 2022	LGA CEO Advisory Group - workshop with LGA Board	Tony Harrison
17 March 2022	Southern Recycling Centre – Advisory Committee Meeting	Sorana Dinmore
17 March 2022	Meeting  Satalyst   City of Marion	Sorana Dinmore
18 March 2022	SMRF JV Advisory Committee Meeting	Sorana Dinmore
21 March 2022	Cross Council GM Meeting: Abby Dickson (City of PAE)   Donna Dunbar (City of Charles Sturt)  Sorana Dinmore (CoM)	Sorana Dinmore

**Moved Councillor Duncan**

**Seconded Councillor Prior**

That the CEO and Executive Communication report be received and noted.

**Carried Unanimously**

#### 6.5 Elected Member Communication Report

**Name of Council Member** Councillor Telfer

Date	Event	Comments
24 February 2022	Cosgrove Hall	Inspection and Committee Meeting
26 February 2022	Citizenship ceremony	11 am/ 2 pm/ 4 pm
27 February 2022	Planning and Development	Committee meeting
3 March 2022	Leighton Boyd MarionLife CEO	Building Plans
4 March 2022	Symposium	Voice Truth Treaty Indigenous Peoples
5 March 2022	Workshop	Statement from the Heart Indigenous Peoples
6 March 2022	Basketball South Rally	For 2 new courts at Norfolk Rd

**7 Adjourned Items - Nil**

**8 Deputations - Nil**

**9 Petitions - Nil**



**10 Committee Recommendations****10.1 Confirmation of the Minutes of the Planning and Development Committee held on 1 March 2022****Report Reference** GC220322R10.1**Moved Councillor Hutchinson****Seconded Councillor Masika**

That Council:

1. Receives and notes the minutes of the Planning and Development Committee meeting held on 1 March 2022.
2. Notes that separate reports will be brought to Council for consideration of any recommendations from the Planning and Development Committee.

**Carried Unanimously****11 Corporate Reports for Decision****11.1 Marion City Band Five Year Agreement****Report Reference** GC220322R11.1**Meeting Suspension****Moved Councillor Crossland****Seconded Councillor Duncan**

That formal meeting procedures be suspended to discuss the item

**Carried**

6.39pm formal meeting procedures suspended

6.52pm formal meeting procedures resumed

**Moved Councillor Veliskou****Seconded Councillor Masika**

That Council:

1. Endorses a five-year funding agreement with the Marion City Band from 1 July 2022 - 30 June 2027 at an annual fee of \$37,912.50 (plus annual CPI increases) to be incorporated into Council's 2022/2023 Annual Business Plan.

**Carried**

**Moved Councillor Veliskou****Seconded Councillor Hull**

That Council:

1. Endorses a one-off payment of \$10,000 to the Marion City Band for the financial year July 2022-30 June 2023, to be incorporated into Council's 2022/2023 Annual Business Plan, as a result of loss of income due to the impact of COVID-19.

**Carried****Councillor Crossland called a Division:****Those for:** Councillors Veliskou, Hull, Masika, Hutchinson, Mason and Gard**Those against:** Councillors Telfer, Crossland, Duncan, Clancy and Prior**Carried****11.2 Heritage Interpretation Signage****Report Reference** GC220322R11.2**Moved Councillor Telfer****Seconded Councillor Crossland**

That Council:

1. Lists the Heritage Interpretation Signage project as part the unfunded initiatives in the 2022-23 financial year (separate to the museum/exhibition space), noting \$100,000 as the total project cost for three proposed pilot projects sites as listed in this report.

**Carried Unanimously****11.3 Marion Outdoor Pool Heating System****Report Reference** GC220322R11.3**Moved Councillor Veliskou****Seconded Councillor Hull**

That Council:

1. Endorses Option 2 - Electrical Heat Systems replacement at the Marion Outdoor Pool at an estimated cost of \$595,000, noting a break even period of approximately 7.2 years
2. Endorses the funding of the Electrical Heating Systems to consist of the following:
  - a. The current 2021/22 Capital Renewal Program budget of \$120,000.
  - b. A budget of \$475,000 to be included in the 2022/23 Capital Renewal Program as part of the Annual Business Plan process.

**Carried Unanimously**



#### 11.4 Morphettville/Glengowrie Horse Related Activities Code Amendment

Report Reference GC220322R11.4

7.17pm Councillor Crossland left the meeting

7.18pm Councillor Crossland re-entered the meeting

**Moved Councillor Veliskou**

**Seconded Councillor Clancy**

That Council:

1. Supports the retention of the Suburban Neighbourhood Zone within the subject area, with the following minimum site area and site frontage dimensions (Technical Numerical Variations):
  - Detached dwelling 300m<sup>2</sup> (exclusive of any battle-axe allotment handle) / 9m
  - Semi-detached dwelling 300m<sup>2</sup> / 8m
  - Row dwelling 250m<sup>2</sup> / 7m
  - Group dwelling 300m<sup>2</sup> (average, including common areas) / 18m
  - Residential flat building 300m<sup>2</sup> (average, including common areas) / 18m
2. Supports the inclusion of all properties bounded by Morphett Road, Don Terrace, Bray Street and Austral Terrace within the area to be considered within the Suburban Neighbourhood Zone in the Code Amendment.
3. Seeks the Minister's approval for the 'affected area' in the Code Amendment to be expanded to include all properties bounded by Morphett Road, Don Terrace, Bray Street and Austral Terrace.

7.23pm Councillor Clancy left the meeting

7.24pm Councillor Clancy re-entered the meeting

**Carried**

**Councillor Hull called a Division**

**Those for:** Councillors Telfer, Veliskou, Duncan, Masika, Hutchinson, Gard, Mason, Prior, Crossland and Clancy

**Those against:** Councillor Hull

**Carried**

#### 11.5 Public Interest Disclosure Policy

Report Reference GC22032211.5

**Moved Councillor Duncan**

**Seconded Councillor Masika**

That Council:

1. Adopts the "Public Interest Disclosure Policy" attached as appendix 1 to this report.
2. Notes the "Public Interest Disclosure Procedure" attached as appendix 2 to this report.

**Carried Unanimously**

#### 12 Corporate Reports for Information/Noting

GC220322 - General Council Meeting - 22 March 2022



### Procedural Motion

**Moved Councillor Telfer**

**Seconded Councillor Hutchinson**

That the following Corporate Reports for Information / Noting be moved en bloc:

- WHS Monthly Performance Report
- Finance Report - February 2022

**Carried Unanimously**

#### 12.1 WHS Monthly Performance Report Report Reference GC220322R12.1

**Moved Councillor Telfer**

**Seconded Councillor Hutchinson**

That Council:

1. Notes the report and statistical data contained therein.

**Carried Unanimously**

#### 12.2 Finance Report - February 2022 Report Reference GC220322R12.2

**Moved Councillor Telfer**

**Seconded Councillor Hutchinson**

That Council:

1. Receives the report "Finance Report - February 2022"

**Carried Unanimously**

### 13 Workshop / Presentation Items - Nil

### 14 Motions With Notice

#### 14.1 Rescission Notice LED street Lights Report Reference GC220322M14.1

**Moved Councillor Crossland**

**Seconded Councillor Gard**

That Council:

1. Rescinds point 1 only from the resolution of Council made on at the General Council Meeting - 23 November 2021 (GC211123) regarding Street Lighting - Coastal - change over 7 old post top lights to an outreach and LED fitting, notifying residents directly impacted.

*That council endorse the street lighting post top upgrades within each Ward as follows:*



1. *Coastal change over 7-year-old post tops lights to an outreach and LED fitting, notifying residents directly impacted.*

And

Resolves the following:

2. That Council suspends the changeover of Heritage lights in Balboa Drive and Ashcroft Court.
3. Consult residents of Balboa Drive and Ashcroft Court to either retain or change over the existing streetlights from old heritage post top lights to the outreach and LED fittings (5) or Heritage LED lights (2) and implement the feedback of the majority of residents ensuring that all streetlights are uniformly changed.
4. Approves additional funding of up to \$1020 for installation of the above street lighting strategy to be allocated from 'Other Infrastructure' 2022-23 capital works budget if these funds are required.

**Carried Unanimously**

**15 Questions With Notice - Nil**

**16 Motions Without Notice - Nil**

**17 Questions Without Notice - Nil**

**18 Confidential Items**

**18.1 Coastal Walkway Gullies Report for Construction**  
Report Reference GC220322F18.1

This item was withdrawn

**19 Other Business – Nil**

**20 Meeting Closure**

The meeting was declared closed at 7:45pm.

CONFIRMED THIS 12 DAY OF APRIL 2022

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CHAIRPERSON

## 6 Adjourned Items

### 6.1 Confidential Cover Report - Adjourned Item - South Adelaide Basketball Redevelopment - Feasibility and Business Case

Report Reference	GC220412F6.1
Originating Officer	Registered Architect Strategic Projects – Birgit Stroeher
Corporate Manager	Manager City Activation - Charmaine Hughes
General Manager	Acting General Manager City Development - Tony Lines

#### REASON FOR CONFIDENTIALITY

##### ***Local Government Act (SA) 1999 S 90 (2) 3***

(d) 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

#### RECOMMENDATION

That pursuant to Section 90(2) 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: ***Chief Executive Officer, General Manager City Development, General Manager City Services, General Manager Corporate Services, Manager Office of the Chief Executive, Chief Financial Officer, Manager City Activation, Manager City Property, City Activation Project Design Advisor, Unit Manager Sport & Recreation Facilities, Communications Advisor and Unit Manager Governance and Council Support and Governance Officer***, be excluded from the meeting as the Council receives and considers information relating to ***South Adelaide Basketball Club redevelopment Feasibility and Business Case***, 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 with reference to a current confidential item within the same precinct***.

**7 Deputations - Nil****8 Petitions - Nil****9 Committee Recommendations****9.1 Confirmation of Minutes of the Special Review and Selection Committee Meeting held on 6 April 2022**

<b>Report Reference</b>	GC220412R9.1
<b>Originating Officer</b>	Manager People and Culture – Jessica Lynch
<b>Corporate Manager</b>	Manager People and Culture - Jessica Lynch
<b>General Manager</b>	Chief Executive Officer - Tony Harrison

**REPORT OBJECTIVE**

The purpose of this report is to facilitate the receiving and noting of the minutes of the Special Review and Selection Committee meeting held on 6 April 2022.

**EXECUTIVE SUMMARY**

A summary of items considered by the Committee Members is noted below.

**Confidential Items**

- Deputy Independent CAP Member

**RECOMMENDATION**

**That Council:**

- 1. Receives and notes the minutes of the Special Review and Selection Committee meeting held on 6 April 2022.**
- 2. Notes that separate reports will be brought to Council for consideration of any recommendations from the Review and Selection Committee.**

**ATTACHMENTS**

- 1. SRS C 220406 - Public Minutes [9.1.1 - 4 pages]**



**Minutes of the Review and Selection Committee  
held on Wednesday, 6 April 2022 at 4:30 pm  
Virtual Meeting Room - Zoom**





**PRESENT**

His Worship the Mayor Kris Hanna  
Councillor Matthew Shilling

**In Attendance**

Manager People and Culture - Jessica Lynch  
Team Leader Planning - Alex Wright

**1 Open Meeting**

The Mayor opened the meeting at 4:35pm.

**2 Kurna Acknowledgement**

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

**3 Elected Member Declaration of Interest (if any)**

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

The following interests were disclosed:

- Nil interests were disclosed.

**4 Confirmation of Minutes****4.1 Confirmation of Minutes of the Review and Selection Committee Meeting held on 1 February 2022**

Report Reference	SRSC220406R4.1
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**Moved Councillor Shilling****Seconded Mayor Hanna**

That the minutes of the Review and Selection Committee Meeting held on 1 February 2022 be taken as read and confirmed.

**Carried Unanimously**

**5 Confidential Items**



### 5.1 Cover Report - Deputy Independent CAP Member

Report Reference SRSC220406F5.1

#### Moved Councillor Shilling

#### Seconded Mayor Hanna

That pursuant to Section 90(2) and 90(3)(a) of the Local Government Act 1999, the Review and Selection Committee orders that all persons present with the exception of the following persons: Chief Executive Officer, Acting General Manager City Development, Manager People and Culture, Manager Development and Regulatory Services, Team Leader Planning and Manager Corporate Governance, be excluded from the meeting as the Committee receives and considers information relating to the Independent Council Assessment Panel Members 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 any persons.

**Carried Unanimously**

4.35 the meeting went into confidence.

#### Moved Councillor Shilling

#### Seconded Mayor Hanna

In accordance with Section 91(7) and (9) of the Local Government Act 1999 the Council orders that the report and minutes arising from this report having been considered in confidence under Section 90(2) and (3)(a) of the Act, except when required to effect or comply with Council's resolution(s) regarding this matter, be kept confidential until the candidate has been notified. This confidentiality order will be reviewed at the General Council Meeting in December 2022.

**Carried Unanimously**

4.38pm the meeting came out of confidence.

#### 6 Reports for Discussion - Nil

#### 7 Reports for Noting - Nil

#### 8 Workshop / Presentation Items - Nil

#### 9 Other Business

#### 10 Meeting Closure

The meeting shall conclude on or before 9.00pm unless there is a specific motion adopted at the meeting to continue beyond that time.

The meeting was declared closed at 4:38pm.



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CONFIRMED THIS 3rd DAY OF MAY 2022

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CHAIRPERSON

## 10 Corporate Reports for Decision

### 10.1 Marion Cultural Centre Plaza

<b>Report Reference</b>	GC220412R10.1
<b>Originating Officer</b>	City Activation Senior Advisor – Brett Grimm
<b>Corporate Manager</b>	Manager City Activation - Charmaine Hughes
<b>General Manager</b>	Acting General Manager City Development - Tony Lines

#### REPORT OBJECTIVE

This report provides design options for the Marion Cultural Centre Plaza and Warracowie Way and seeks direction and endorsement to proceed with detail design and implementation.

#### REPORT HISTORY

<b>Report Reference</b>	<b>Report Title</b>
ASC220201R7.1	Marion Cultural Centre Plaza
GC211026R10.7	Marion Cultural Centre Plaza- Community Consultation
GC210914D8.1	Marion Cultural Centre Plaza Plan- Deputation from Mr Graham Watts
SGC0713F7.1	Adjourned Item-Marion Cultural Centre Plaza
GC200623R16	Marion Cultural Centre Master Plan Review
EMF191112R02	Marion Cultural Centre Plaza- Warracowie Way
EMF190430R02	Marion Cultural Centre Plaza

#### EXECUTIVE SUMMARY

The Marion Cultural Centre (MCC) plaza vision seeks to enhance the community experience, thereby increasing visitation and social engagement through improvements to amenity, accessibility, safety, and comfort of the public realm.

Council received a report on the MCC Plaza Master Plan Community Consultation Findings on 26 October 2021 (GC2110026R10.7). Council resolved to defer the report to the Asset and Sustainability Committee (ASC220201R7.1) for discussion.

The Asset and Sustainability Committee considered this matter on 1 February 2022 (ASC220201R.7). A majority of the Committee supported a one-way Warracowie Way traffic management solution and requested a number of follow up actions with regard to the Pedestrian Actuated Crossing (PAC) / signalised intersection, communication to residents, engagement with election candidates, and the bus drop-off zone,

Traffic management solutions have been investigated and presented to support the creation of an activated plaza with improved pedestrian connections between the South Australian Aquatic and Leisure Centre (SAALC), MCC, GP Plus and Westfield. A one-way north-east bound exit on Warracowie Way was consulted with the community. Alternative options for a two-way solution have been considered by the Asset and Sustainability Committee.

Following ASC220201R.7 recommendations and discussion, staff have investigated the opportunity to implement signalised intersections at Trott Grove/ Diagonal Road and Milham Street/Morphett Road, including a PAC at Trott Grove. Consultant engineering advice has confirmed these locations would not meet technical requirements. The Department for Infrastructure and Transport (DIT) has

also commented that these locations are not supported, further reinforcing consultant engineering advice.

A PAC is therefore proposed to be located to the south of Warracowie Way adjacent to Trott Grove. This is supported by DIT with contributing funds from the State Bicycle Fund.

Discussion and collaboration with the Office for Recreation, Sport and Racing (ORSR) and Scentre Group (Westfield) continue, ensuring all parties are informed of proposed works programs.

To date no communication has been received on the SAALC proposed renewal and possibility for integration of the lawn area behind the fence.

Scentre Group has confirmed that vehicle access south of Milham Street will be closed as per current Development Approved plans. Staff have been advised that works on the Scentre Group car park are being planned for early 2023, inclusive of the vehicle access closure.

## **RECOMMENDATION**

**That Council:**

- 1. Notes the community consultation findings report as presented to General Council on 26 October 2021 (GC211026R10.7) and included in Attachment 1.**
- 2. Endorses engaging professional services to develop detailed design, tender documentation, and cost estimates for Marion Cultural Centre Plaza and Warracowie Way for Option One – One-way Warracowie Way traffic management solution.**
- 3. Endorses engaging professional services to develop detailed design, tender documentation, and cost estimates for the Pedestrian Actuated Crossing (PAC) for Option One south of Warracowie Way, noting State Bicycle fund allocation and acquittal time frames.**

**Or**

**Does not resolve to integrate a Pedestrian Actuated Crossing and seeks to negotiate with the Department for Infrastructure and Transport to reallocate \$190,000 State Bicycle grant funding towards Maxwell Terrace to Frederick Street shared path 2022/23.**

- 4. Endorses the draft communications plan (Attachment 2).**
- 5. Endorses construction of the MCC Plaza works following detail design, subject to the successful tender being within the allocated budget.**
- 6. Notes the proposed works program with capital works scheduled to extend to 2023/24.**
- 7. Notes that discussions with adjacent landowners (Scentre Group and Office for Recreation Sport and Racing) will continue to ensure coordination of future works programs.**

## **GENERAL ANALYSIS**

The MCC Plaza is defined as the public realm surrounded by Marion Cultural Centre (MCC) to the east, South Australian Aquatic and Leisure Centre (SAALC), Centrelink and GP Plus to the west. Located to the south is Westfield with pedestrian and vehicle connections along Warracowie Way and Milham Street.

### **1. Vision**

The MCC Plaza vision and objectives endorsed for community engagement is as follows.

*The Marion Cultural Centre (MCC) Plaza provides an opportunity to create an active public realm that enhances the Regional Centre as a destination, supporting community activities, social engagement, and the visitor economy.*

To enhance activity, amenity, and accessibility to and within the precinct the following design principles were considered in the concept plans:

- Improve pedestrian and cyclist connectivity, amenity, and safety through the subject area for linkages between the local residential areas, the Oaklands Station, MCC, SA Aquatic and Leisure Centre (SAALC) and Westfield and other facilities on Milham Street.
- Develop a plaza that can be utilised for community events and provide improved amenity for community use between the MCC and the SAALC with due consideration of events planning requirements.
- Retain vehicle access to existing business and community facilities within Milham Street, whilst minimising traffic volumes.
- Align with Scentre Group (Westfield) Development Approved plans, that will close vehicle access south of Milham Street.

## **2. Community and Key Stakeholder Consultation**

Community engagement on the proposed concept plans was facilitated between 10 August – 8 September 2021. Details on the community engagement and findings were presented to Council on 26 October 2021 (GC211026R10.7) and are included in Attachment 1. Council also received a deputation at the General Council meeting on 14 September 2021 (GC210914D8.1).

In summary, Council received 83 people responses to the online survey. 504 people were informed of the proposed project by clicking through the Making Marion links to seek further content.

With regards to traffic management solutions the results revealed 60% (50) either did not support or strongly did not support the proposed one-way vehicle traffic management solution for Warracowie Way. 40% (33) either supported or strongly supported the proposed one-way solution. A summary of the key topics of feedback were;

- Local community concerns on restricted movements and access to the arterial road network, in particular egress from Diagonal Way, Trott Grove and Crew Street for north bound movements
- Community comments on vehicle closure to Westfield via Warracowie Way and Milham Street
- Changes to current MCC parking access with some patrons currently traversing Westfield land and using Westfield parking.

With regards to the proposed Pedestrian Actuated Crossing on Diagonal Road, 70% (58) strongly supported or supported the proposal. This provides clarity that a safer pedestrian crossing as illustrated will support a safer crossing for community accessibility into and out of the precinct.

Key stakeholder engagement with adjacent landowners occurred late 2020 and early 2021. Discussions continue with Scentre Group (Westfield) and the Office for Recreation Sport and Racing (ORSR) on proposed works programming and integration with their future development plans.

A recommendation from the Asset and Sustainability Committee on 1 February 2022 (ASC220201R7.1) was for Council to engage with electoral candidates for the seat of Gibson, seeking support to integrate the SAALC's eastern lawn area with the plaza. A letter from the Mayor was sent to all candidates. To date Council has not received any response.

In addition, the Asset and Sustainability Committee recommended to Council that further information be provided to the community on Council's decision. The Committee discussed the

importance that information will need to clearly articulate the future closure of vehicle access into Westfield as per approved development plans. A draft community information plan has been developed to provide clarity on proposed next steps. Staff will work with Scentre Group to ensure messaging is reflective of both parties' intent (refer Attachment 2).

### **3. Traffic Management Options**

Following the Asset and Sustainability Committee meeting, traffic engineering research has been conducted to provide additional traffic modelling for Warracowie Way, review of the proposed coach bus drop-off zone and review of signalisation options for Trott Grove/ Diagonal Road and Morphett Road/ Milham Street. In addition, consultation with Department for Infrastructure and Transport has supplemented the assessment (refer Attachment 3 and 4).

As per the Asset and Sustainability Committee's recommendations (ASC220201R7.1), the preferred concept is for a one-way northeast bound Warracowie Way. The following provides a summary of concept plan and traffic management solution.

#### Warracowie Way one-way northeast exit to Diagonal Road (refer Attachment 5 concept master plan)

- Closure of Warracowie vehicle access to Westfield south of Milham Street as per Scentre Group (Westfield) approved plans.
- Reduction of traffic movements through Warracowie Way to one-way (north eastbound).
- Lower vehicle movements on Warracowie (estimated 50 vehicles at peak hour which is a reduction of 345 forecasted vehicles at peak hour under current permitted movements).
- Retention of all movements on Milham Street and Morphett Road intersection.
- No reduction in car parking – retention of car parking on Milham Street.
- Coach/bus drop off area has been relocated from Warracowie Way, with the provision of existing bus bays on Diagonal Road to be utilised. Temporary provision on Milham Street for events planning.
- Retention of all movements at Trott Grove
- Re-routing westbound Adelaide metro bus connection – missing one stop on Milham Street Stop 29A. Retention of Stop 29B, south adjacent Bunnings.
- Delivery and loading access to MCC incorporated as per existing movements to south of MCC.
- Access to MCC southern car park via Diagonal Road north bound.
- Roundabout movements provided at intersection of Milham Street and Warracowie Way.
- Raised vehicle pavement for Warracowie Way north of Milham Street (at grade with plaza).
- Enhanced pedestrian connection to Westfield with the creation of a small pocket park of approximately 1000 m<sup>2</sup> south of Milham Street, in alignment to Scentre Group development approved plans for vehicle access closure.
- Improved climatic resilience with less pavements, approximately 420 m<sup>2</sup> of additional green infrastructure (trees and WSUD).
- Vehicle carriageway on Warracowie Way pushed to the western side of the road reserve to be defined by landscape treatments, providing separation between pedestrian/ cyclist path.
- Provision for short term closure of Warracowie Way to vehicles for large events.



- Median on Diagonal Road to be planted with additional trees.

#### 4. Pedestrian Actuated Crossing

The community feedback illustrates 70% support of the proposed Pedestrian Actuated Crossing (PAC) adjacent to Trott Grove. The PAC is proposed to integrate with recent investment in walking and cycling infrastructure to the Oaklands Station, Dwyer Road Reserve and future streetscape improvements on Diagonal Road.

The proposed PAC location has been assessed by traffic engineers with regards to the following criteria: safety for pedestrians, minimising pedestrian crossing, interpretation of desire lines between facilities and destinations, minimising traffic impacts on vehicle movements, distance between adjacent existing signalised crossings, and potential effects on local road network. The PAC would be synchronised with adjacent lights to limit effects on traffic flow.

The proposed PAC would provide some benefits to the local street network by enhancing egress from Trott Grove with some storage capacity to enable north bound movements to queue at the lights (refer Attachment 4).

The proposed PAC is supported by the Department for Infrastructure and Transport (DIT).

Council has receipted \$190,000 State Bicycle Fund grant towards the PAC. Grant acquittal timeframes are 18 months from award. Initial conversations with DIT have occurred for an extension of time requested to align with the 2022/23 capital works program. Current works programming for the Diagonal Road streetscape has been designed with a separable portion for integration of the PAC.

If Council resolves not to proceed with the PAC, an alternative Walking/ Cycling shared use path project – Maxwell Terrace to Frederick Street, Glengowrie which is identified in 2022/23 capital works budget could be applied to vary the funding deed. This project is currently scoped to be delivered in two stages. The funding would align with the proposed 50/50 cost contribution and objectives of the State Bicycle Fund.

Stage 1	Maxwell to Beadnall	Estimate of cost \$235k
Stage 2	Beadnall to Frederick	Estimate of cost \$165k
		Total Estimate cost= \$400k

#### 5. Signalisation of Intersections

A recommendation from ASC220201R7.1 was for Council staff to investigate an all-encompassing signalised intersection and PAC at Trott Grove. It was also verbally discussed as to whether a signalised intersection could be located at Milham Street and Morphett Road to support access and egress.

Installation of signals in both locations would require approval from DIT, with review of impacts on the arterial road network and justification.

Consultant engineers have evaluated the two signalisation concepts for technical compliance, and Council staff have sought comment from DIT on whether signalised intersections would be supported based on the preliminary review of technical compliance. Both locations are not supported for signalisation (refer Attachment 3 and 4).

#### 6. Land and Property

The land to the south of Milham Street connecting to the Scentre Group land is community reserve (refer to GC211026R10.7 page 503).

Staff have recently undertaken due diligence into the formality of land access agreements to the south of the MCC and driveway entry between the Scentre Group land and the MCC car park. As previously reported, there is currently no right of way or easement referenced on certificate of titles. Staff have consulted with Scentre Group to resolve this historic omission and are currently coordinating documentation to ensure both parties maintain reciprocal rights of way.



## 7. Adjacent Landowners

Council staff continue to liaise with Scentre Group (Westfield) to discuss timing of their proposed expansion and to provide an update on the Oaklands precinct related public realm works. They are currently reviewing the scope of the proposed expansion with intention to provide updated expansion plans third quarter 2022. The expansion is proposed to entail additional hospitality and entertainment offerings. Scentre Group has verbally confirmed car parking alterations are likely to be included in the first stage of works in early 2023, comprising of the following:

- closure of vehicle access from Warracowie Way
- implementation of parking control technology within Scentre Group land at the main entry and exit points (Diagonal Road, Morphett Road and Sturt Road).

The Office for Recreation Sport and Racing has recently informed staff that proposed renewal and regeneration proposals for the SAALC are still with cabinet for consideration. To date plans are not available for review as they require Ministerial and Cabinet approvals confirming the scope and program timing.

City of Marion staff will maintain contact with both parties to ensure a collaborative and integrated public realm is achieved.

## 8. Timeline

The proposed program is illustrated below. A practical construction program will be defined with consideration and coordination of neighbouring property future development plans and access requirements.

GC Report – Community consultation report, concept design, resolution to commence detail design	April 2022
Procurement of Professional Services	May-June 2022
Detail Design Documentation and approvals	July-October 2022
Procurement construction	October-January 2022
Construction	February-October 2023

## 9. Current Budget Allocation

Capital works budget requirements will require alignment to anticipated construction delivery in 2022/23 with completion 2023/24. Indication on cash flow timing will be reported upon contract award and the 2022/23 third quarter budget review.

Project Scope	CoM Funding	Grant Funding	Grant Acquittal
MCC Plaza and Warracowie Way	\$500,000 Warracowie Way deferred GC181211R11 \$784,494 Asset Sustainability Reserve Fund	\$2,115,506 Commonwealth Local Road Community Infrastructure	TBC awaiting Federal Government authorisation.
Diagonal Road Separable portion associated to PAC.	\$560,427 2022/23 capital works program		
Pedestrian Actuated Crossing		\$190,000 State Bicycle Fund	Subject to extension of time.

Recent cost increases in the construction sector could result in the need for additional budget allocation.

## ATTACHMENTS

1. GC211026R107 MCC Community Engagement Report [**10.1.1** - 35 pages]
2. MCC Plaza Communications Plan [**10.1.2** - 3 pages]
3. DIT Correspondence [**10.1.3** - 2 pages]
4. Traffic Management Report [**10.1.4** - 14 pages]
5. Landscape Master Plan 20220323 [**10.1.5** - 8 pages]



**Marion Cultural Centre Plaza Centre  
Community Engagement Feedback Report  
September 2021**

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**Background**

The Marion Cultural Centre (MCC) Plaza provides an opportunity to create an active public realm that enhances the Regional Centre as a destination, supporting community activities, social engagement and the visitor economy.

Key Stakeholder engagement has occurred on a draft master plan. We have conducted broader consultation with community on the level of support for the objectives of the project from 10 August 2021 to 8 September 2021.

**Our consultation contained the following objectives**

- MCC Plaza as an activated public realm with supporting infrastructure for passive recreation and enhanced comfort.
- Proposed changes to traffic management on Warracowie Way to a one-way north bound exit to support pedestrian and cyclist movement and amenity.
- Proposed pedestrian activated crossing on Diagonal Road adjacent Trott Grove, providing a safe pedestrian connection to the MCC plaza and community facilities.

**Key messages to community**

The MCC Plaza is defined as the public realm surrounded by Marion Cultural Centre (MCC) to the east, South Australian Aquatic and Leisure Centre (SAALC), Centrelink and GP Plus to the west. Located to the south is Westfield with pedestrian and vehicle connections along Warracowie Way and Milham Street.

We asked for feedback on how well the concept plan provides an opportunity to create an active public realm that enhances the Regional Centre as a destination, supporting community activities, social engagement and the visitor economy.

We asked for feedback on the draft concept plan which includes:

- space for small concerts and markets
- a grassed area and trees
- a pedestrian activated crossing on Diagonal Road
- a north-bound one-way street on Warracowie Way with exit only onto Diagonal Road to help cyclists and pedestrians move around the area
- closed vehicle access to Westfield carpark adjacent Bunnings
- shelters, a stage and seating
- play equipment
- retention of existing artworks and heritage-listed items including the elements associated to the building letters 'Marion'



- relocation of the Warracowie Wells artwork into the Plaza

The proposed development builds on Council's \$5 million investment in the area which includes a 'high tech' playground at Dwyer Road Reserve and a 'smart precinct' which uses technology to improve access to business and services.

#### **Community feedback statistics**

- 716 people visited the Making Marion page
- 504 people were 'informed' by clicking through further to content on the page
- 83 people provided a submission to the survey on Making Marion
- 3 email submissions received
- City Limits article distributed 17 August 2021 (43,000)
- Article promoted in Open for Business network newsletter (7500)
- Making Marion participants provided with an e-newsletter (258)
- Hard copy flyers delivered to Council Administration, Cove Civic, MCC library, Park Holme Library and Council City Services
- Hard copy flyers delivered to South Australian Aquatic Leisure Centre (SAALC)
- Meet with Redhouse group chair and Gallery M staff
- Meet with First Chapter Café business owner.
- Staff meet with an elderly resident at her request to provide clarity on the proposed plans.
- Soft copy of the flyer sent to MCC staff at library and Cove Civic for printing if required
- Emailed to key stakeholders Office Rec Sport and Racing, YMCA, Scentre Group, Centrelink, Health SA (GP Plus)

*\*The consultation for the MCC Plaza was extended until Wednesday 8 September after a resident mentioned they did not think their street received a City Limits and he had been notified of the consultation from an alternate avenue.*

*We immediately followed up with our distributor who were unable to provide this assurance to us with appropriate confidence. We arranged for the distribution to occur immediately which was completed 1<sup>st</sup> September 2021.*

#### **Social media posts**

Over the campaign we posted 8 social media posts reaching 32.7k people. The summary of posts included:

- 1 sponsored Facebook page
- 5 Facebook posts
- 1 Twitter post
- 1 Linked in post

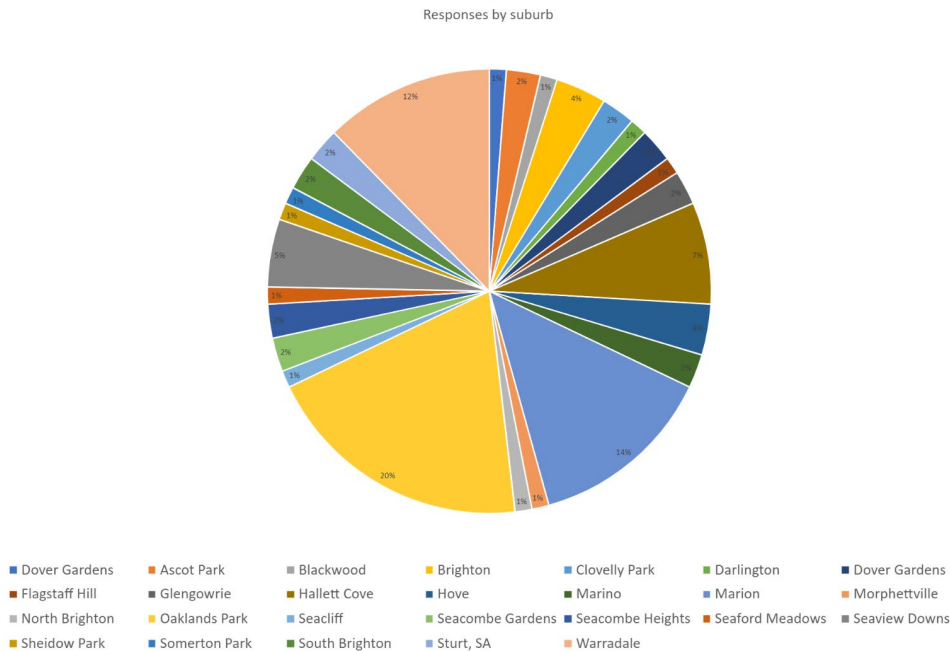
The comments have been included in the Attachment to this report



We are confident that people were provided with the opportunity to be involved based on the statistics and amount of views we had on the website and social media.

We received a good amount of feedback and exposure to this engagement opportunity and we thank those who contributed.

**Community sentiment quantitative summary**  
**A summary respondents from suburbs are provided here.**



The following graph provides the responses by suburb. It demonstrates a good breadth of suburbs were represented and as city wide communications were promoted for this engagement, we can see it had good reach.

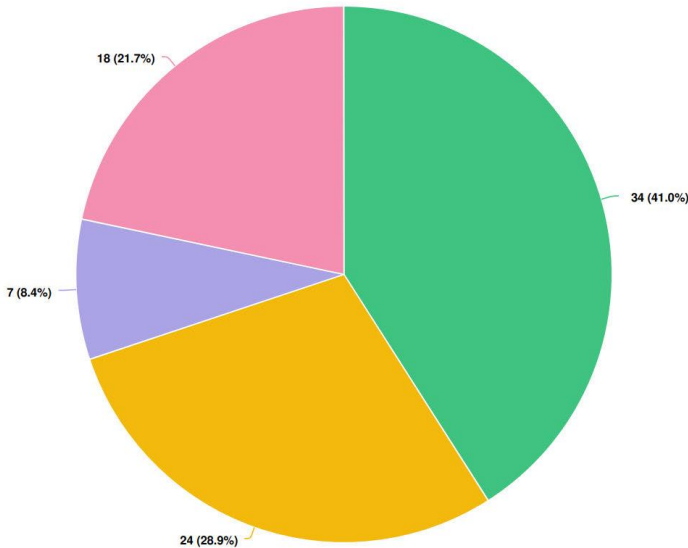
The majority of responses were from Oaklands Park (20%), Marion (14%) and Warradale (12%) totalling 46%.

**A summary of key feedback and responses is provided here.**

The following graph is an extract from the Making Marion engagement report providing the level of support for questions as below.



What is your level of support for a signalised pedestrian activated crossing at Trott Grove?

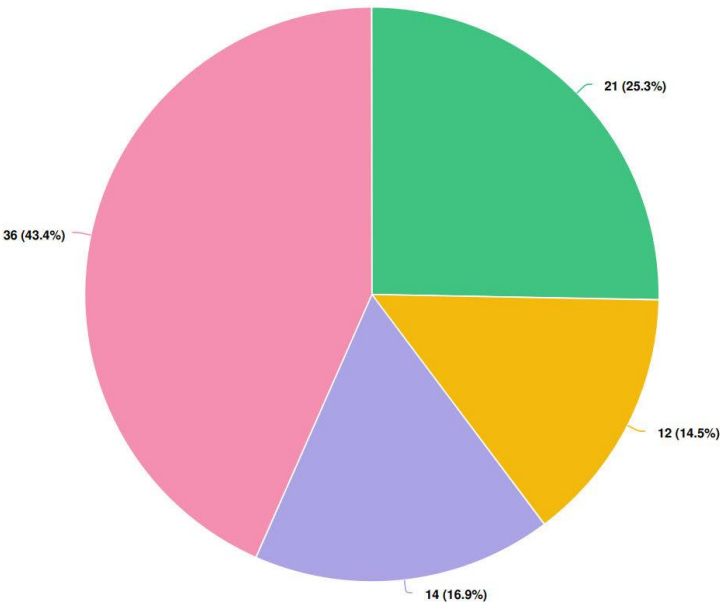


**Question options**  
● strongly support ● support ● do not support ● strongly do not support

Overall we can see that the majority of people **70% (58)** either strongly support or support the signalised pedestrian crossing.



What is your level of support for Warracowie Way to change to a one-way north bound exit onto Diagonal Road?



Question options

● strongly support   ● support   ● do not support   ● strongly do not support

Here we can see there was **60% (50)** of people do not support or strongly do not support the one way Warracowie Way traffic solution onto Diagonal road. **40% (33)** either supported or strongly supported the proposed one way solution



The community commentary around this was quite strong and we had a number of formal submissions that also relate to the one way road. We also noted that the majority of qualitative feedback when we asked people to provide any additional comments, related to dissatisfaction of one-way road.

Of the **60% (50)** who provided feedback raising concerns of the one-way traffic proposal, **21** of respondents made comments that reflect access to Westfield was an objective of using Warracowie Way. Consequently, it can be derived that **35% (29)** of respondents oppose the one-way Warracowie solution due to proposed changes on local traffic access to services on Milham Street and or local traffic movements that enable connections to Morphett Road.

It is noted that vehicle access to Westfield will be closed from Warracowie Way due to Scentre Group approved development plans.

Messages were developed to ensure this point was clear in the consultation material, however we still received feedback about this point and therefore will ensure we communicate this message.

#### **1. What do you like about the concept plan?**

Responses to general themes and example quotes are provided. A full summary of people's verbatim comments and feedback is provided attached to this report.

##### Positive comments about **traffic and pedestrian** movement.

*"I think the traffic management is good. Giving space to pedestrians and creating quality bike routes across the MCC area is a step in the right direction. Very progressive thinking. It will make the roadway safer for cyclists and pedestrians"*

*"Reducing the traffic between SA Aquatic Centre and the Cultural Centre, making it more pedestrian friendly"*

*"I appreciate the elements of design that create a nicer environment for cyclists and pedestrians, especially the crossing towards Oaklands railway station and the development of a one-way road. As a cyclist myself I have found that there is limited safe access towards the railway station from Diagonal road, especially during peak hour traffic."*

##### Comments supporting the improved use of **space and amenity**

*"The overall concept and much better use of space! It will provide the ultimate location for locals to experience Fringe events, markets and so on. I suggest the cafe/bar is open at night (drinks available from outside) if all goes well and has a liquor licence. It is essential to keep the 'MARION' around the building so great to hear it remains - it's unique"*

*"A vibrant and attractive space, with multiple uses."*

*"A vibrant, inclusive "village" with plenty of green space would be fantastic for our area Looks like a very pleasant area for various activities and just relaxing"*





*"The concept is inclusive to pedestrians and will elevate the neighbourhood feel I like the stage idea the artistic playground and night market lights"*

#### Comments supporting environmental benefits

*"I love the idea of the water-retaining flower beds and hope that local native plant species are planted there in contingency with the plants planted on the southern side of Oaklands railway, this would increase habitat areas for small but crucial insect populations and in turn perhaps encourage biodiversity of larger fauna. "*

*"Grassed areas, trees, play equipment and shelters"*

*"Increased tree planting, traffic calming measures. Incorporation of WSUD"*

*"Pedestrian priority, trees and greening, community focus."*

*"I really like the introduction of lots of greenery."*

#### **2. What do you think could be improved?**

Responses to general themes and example quotes are provided. A full summary of people's verbatim comments and feedback is provided at the end of this report.

#### Comments about what could be improved regarding traffic movement.

The majority of comments received during the consultation process referenced the proposed change to vehicle movements. A summary of comments are below;

*"Putting a pedestrian crossing and additional traffic light on diagonal road given the amount of traffic it gets would divert traffic on to local residential streets which already cop a large amount of non local traffic already"*

*"I question whether anyone has assessed the traffic implications of making a one way street and pedestrian crossing"*

*"The traffic direction change on the end of Milham Street will force swimming pool users approaching from Diagonal Road to have to loop around to the North West end of Diagonal Road and contribute to an already congested junction"*

*"I am concerned about the one way traffic and the affects on Morphet Road"*

*"Disability access, Bus parking and traffic management on Diagonal Rd (lights and pedestrian crossings)"*

*"I think that changing the direction of Warracowie to one direction will mean there will be more traffic having to enter Milham Street from the Bunnings end, & thus more traffic congestion through the Westfield car park".*



*"I think to concept plan is fundamentally flawed as it ignores the significant impact on traffic flows into and out of Marion shopping centre"*

*"Fine however one way access only to Warracowie Way is a huge issue. This access from Diagonal Road is integral to those that need to access Bunnings, aquatic centre etc. It is. Extremely difficult to turn right onto Diagonal from Crew and a left turn and access to Warracowie is needed. There will be extreme traffic backups at Marion Shopping Centre Access intersection if this access is cut off"*

*"The mere idea of closing off Warracowie Way to an only one way street is completely ignorant and does not have the community in mind. The entrance to the Westfield only through the lights from Diagonal Rd is extremely busy. Also due to the fact that there is no "no standing" when you want to go from Crew St to Diagonal Rd then Morphet Rd, many people usually use Warracowie Way to get to Morphet Rd, that will back up even more as some people are not comfortable in crossing 2 lanes of traffic into the right. It will become a nightmare. Please don't change this. There is also no need to cut off that whole street and turn it into pedestrian area as there will be nothing there anyway, it's going to go from a useful space into literally nothing"*

#### **Comments about what could be improved regarding shade and seating**

*"outdoor dining -café tables and chairs, more shade/trees but also a wooden pergola with greenery growing over it that will shade in summer but drop leaves in winter. Festoon lighting using old style light bulbs. Enclose the space from the road using hedges but of course leave openings for foot traffic. This will reduce traffic noise. More greenery also equals less heat in summer. Make the whole area more visually appealing and inviting so those of us who work nearby can go grab a coffee there and enjoy the space"*

*"There needs to be flexible shading. Lots of shade in Summer, but sunny in Winter. Some water spray/ misting/ fountains for the heat"*

*"I would suggest adequate access for aged and disability groups, shade and outdoor seating that has a back, not just bench-style"*

#### **Comments about heritage and landscaping**

*"I am wary of what plant will be used as the feature tree on the roundabout. My friend is an environmental scientist working in arborist and ecology sectors and has concerns over the use of Canary Island Date Palms (Phoenix canariensis) in public spaces. Although they can be replanted with height, they also harbour pests, are dangerous to remove and are considered an environmental weed within eastern Australian states because they are highly invasive. I am concerned that this tree would cause more environmental issues into the future than it is worth for its 'tropical appeal' in today's moment. I hope that the Marion council considers using an alternative palm species or even a design for a smaller mallee and grass feature that aligns with pre-colonial vegetation distribution (see link to resources here:*

*[https://data.environment.sa.gov.au/Content/Publications/Forests\\_Woodlands\\_Ad\\_Plains\\_1836.pdf](https://data.environment.sa.gov.au/Content/Publications/Forests_Woodlands_Ad_Plains_1836.pdf))*

*"*

*"I would also like to suggest in addition to the relocation of the Warracowie Wells artwork, there should be more emphasis on the Aboriginal heritage of the Marion area, with information and signage available for the public to access and read about the connection between people and place. Especially seeing as this is the Marion Cultural centre and is on Kurna Land whose culture stands*



*strong today. I hope that the Marion council has already consulted with the Kurna community. I think this would be very valuable to the future generations of South Australians who have the very important undertaking of healing Country alongside traditional owners who must first be seen as equals. "*

### 3. Other comments

We provided people with the opportunity to provide any additional comments. When asked about other comments the majority was predominately around the **lack of support for the one way traffic flow.**

*"Morphett road traveling south passing the swimming centre is already poorly designed with the driveway into the swimming centre causing people entering the facility seemingly having to stop completely before entering, this coupled with the lack of turn right lanes on Sunshine and Gardiner avenues makes thoroughfare past this section of road a real daily hassle for people who need to use this road for their daily commute"*

Other comments **not relating to traffic** and of general support included

*"I love the whole concept. Marion needs this sort of "piazza" or "town square" - a place to bring the community together.*

*"I would support the complete closing of Warracowie Way to vehicles."*

*"Existing tree canopy should be retained for larger trees. Recycled products must be included in procurement policy. Wet weather covered access to be included- during the recent Olympic Swimming trials at the Aquatic Centre- the lack of covered waiting space was a huge safety risk during rain events, so even removable temporary covers could be considered"*

*"I know this will be unpopular with some people but I honestly believe this is a great thing for the local community. Life is about much more than cars on roads. Well done to all those who have planned this"*

**As a final question we asked people to talk about what their priorities are in relation to the main elements of the project – below identifies the priority areas for community.**

<i>Of the following elements please tell us what is of highest importance to you (1 being most important and 4 being least)</i>	
<b>1</b>	Enhanced green space
<b>2</b>	Creates a vibrant space
<b>3</b>	Manages vehicle movements
<b>4</b>	Better connections for pedestrian and cyclists

A full summary of people's verbatim comments and feedback is provided as Attachment to this report.

## Attachment 10.7.3

Page 470



Three submissions were also received and are provided as attachments to this report.

**Next Steps**

Thank you for your feedback.

The project team have reviewed the design in light of specific feedback and at what is in scope and budget. Where possible the design will be refined to reflect what we have heard from the community.

Specific questions and comments will be fed back to particular respondents and a copy of the report will be distributed to those who participated in the engagement.

Key messages to provide to the community will be

- Clarification that vehicle access to Westfield will be closed in alignment with Scentre Group development approved plans.
- Clarification that car parking provisions will remain unchanged
- key questions for clarification
- Outcomes of council report and next steps

**The timeline now for the project is as follows**

- **August 2021 | Consultation conducted**
- **October 2021 | Council to consider community consultation**
- **Early 2022 | Detailed design**
- **Mid 2022 | Construction to start**

For more information please visit [www.makingmarion.com.au/marion-cultural-centre](http://www.makingmarion.com.au/marion-cultural-centre) where you can see project updates, engagement reports, FAQs and key documents.

Thank you for those who participated – we value your input.

Attachment –

- map respondent locality- one-way road solution
- verbatim comments and submissions



**Legend**

- MCC Plaza and
- Warracowie Way

Level of support by street location  
(refer to map – within 750m of precinct)

- 1 Strongly Support
- 2 Support
- 3 Do Not Support
- 11 Strongly do not support

Level of support external to area  
illustrated above.

- 20 Strongly Support
- 10 Support
- 11 Do Not Support
- 25 Strongly do not support

Community Feedback - Proposed alterations  
to provide one-way access to Warracowie Way





### Tell us what you like about the Concept Plan?

#### Comments related to traffic management

- *A roundabout is a good idea*
- *Overall the concept plan itself is ok, and I can see creating a precinct here will provide a welcoming and relaxed space for community events with reduced volume of cars. I'm in favour, in line with further supporting road management factors being incorporated, as outlined in the section, below.*
- *The concept is inclusive to pedestrians and will elevate the neighbourhood feel*
- *"I appreciate the elements of design that create a nicer environment for cyclists and pedestrians, especially the crossing towards Oaklands railway station and the development of a one-way road. As a cyclist myself I have found that there is limited safe access towards the railway station from Diagonal road, especially during peak hour traffic.*
- *Pedestrian priority, trees and greening, community focus.*

#### Comments related to amenity

- *Community area to enjoy*
- *Mostly good*
- *I like the idea of a place of significance*
- *I like the stage idea the artistic playground and night market lights*
- *The lawn areas. Less traffic and possible activation for local business*
- *Lighting, seating stage area.*
- *I like the addition of greenery, the installation of pedestrian traffic lights on that very busy road, the replacement of car space in favour of a market area, the fact that this should help add to the conviviality of the area.*
- *Community Catch up*
- *Looks like an attractive area.*
- *Good start to make the area more user-friendly, as currently it's under-utilised due to minimal facilities and too much traffic.*
- *Good to make use of that area & have it look more attractive.*
- *I like the almond grove which would look very beautiful and provide shade in summer.*
- *Hard to really tell by the plan. Is there a lot of seating and shelter, for entertaining?*
- *The overall concept and much better use of space! It will provide the ultimate location for locals to experience Fringe events, markets and so on. I suggest the cafe/bar is open at night (drinks available from outside) if all goes well and has a liquor licence. It is essential to keep the 'MARION' around the building so great to hear it remains - it's unique!*
- *It looks great! I love that the place will be lit up at night to enhance community safety*
- *I like that it will utilise the space more, it's always been a rather plain and bland area which I've often thought could be enhanced*
- *The plaza is tired and needs an up life*
- *There will be seating outside in this new area and the outdoor charging stations.*
- *"A vibrant and attractive space, with multiple uses.*
- *the possibility of markets*
- *Creating a natural space for public use/gatherings*
- *Helping improve the culture centre as it's not really used to it full potential*
- *Its draws the community together*
- *New play space & space for markets.*
- *Community space in suburbs for gatherings of live music outdoors*
- *A vibrant, inclusive "village" with plenty of green space would be fantastic for our area*
- *Looks like a very pleasant area for various activities and just relaxing*
- *Trees, place for market, design*
- *Overall decent*
- *All of it sounds great especially the markets and stage. Bring live music back into our lives. Let musician perform again.*
- *Playground and fun for the kids.*
- *Plants and walkways*
- *Vibrant and will bring the area to life*

- The support to pedestrians
- it promotes opportunities for the community to gather and interact in a protected designated space
- Not much. I think it does not go far enough to properly transform the space and will end up unused.
- I also like the idea of creating a market space where stalls can be set up, I would like to attend markets where locals and residents of SA can sell their hand-made goods or produce.
- I also think these improvements would benefit Marion's public engagement during the Fringe season, making it a nicer venue to attend.
- I love the idea of the water-retaining flower beds and hope that local native plant species are planted there in contingency with the plants planted on the southern side of Oaklands railway, this would increase habitat areas for small but crucial insect populations and in turn perhaps encourage biodiversity of larger fauna. "
- The idea of open areas, markets & family places to visit
- "I quite like the idea of a sheltered stage with viewing area
- Everything
- I like the idea that we are creating a space for the public to enjoy and for the council to put events on
- greening the area
- Increased tree planting, traffic calming measures. Incorporation of WSUD
- Provides a good master plan for area
- Larger flat area so when events or markets in new plaza area; the road can be closed off and there is one flat paved area.
- I really like the introduction of lots of greenery to the Plaza. Making more and varied seating arrangements will make the Plaza more inviting.
- Having had it explained I'm willing to try routes to the railway station on my mobility scooter to go to Drs surgery near Castle Plaza. Improved pavements will make journey safer.
- More attractive than at present
- I like the idea of it and the ability to hold events and markets etc.
- Is there a need for outdoor alfresco type areas - is there going to be a better coffee shop along with it? Will this be an issue for the current business servicing customers inside? Better walking areas? For whom?"
- Needs shelter
- Good idea but just not in the right area.
- Better usage of open space
- "Not sure why this is necessary.
- I like the idea of it and the ability to hold events and markets etc.
- Nothing, it seems to be a waste of money.

### Tell us what you think could be improved?

#### Comments related to traffic management

- Plan always looks good on paper but appears to me tone deaf to the plight of local streets which are suffering through excessive traffic. Adding more red lights and pedestrian crossing points and making streets one way fare does not particularly makes rational sense
- Don't put in an extra crossing on diagonal road. Marion council is obsessed with extra crossings such as the one on Daws road that is an example of Marion council stupidity. Otherwise the plan is good.
- Parking, access, facilities. Reason to be there.
- The area really needs more short term parking, or at the very least no parks lost on Milham street. There are many parents who need to find short term parks to pick up their kids from training at the swimming centre, rather than causing congestion going up and down in the car park.
- Parking especially at Christmas time. Not on street parking
- Design to remove vehicle access when events are held
- Suggest more 15 or 30 minute parks be added to milham street."
- Concerned about bottlenecks around Bunnings if roads become one way

- Do not close the roads. Marion is busier than the CBD, closing the roads will cause the whole area to grind to a halt and everyone will suffer, even the millionaires at city of marion council chambers will not be able to get in/out of their driveway.
- Yes, don't change the traffic flow options
- I think that the road should remain two way as that is the way I access marion westfield and bunnings. If that is made one way cars will need to go further up to turn into marion westfield at the lights, putting pressure on that intersection.
- Be sure to incorporate the swim centre and next stage should be linking properly to Westfield Marion S/C (through the carpark and also along Diagonal Rd perhaps). I see the need for the Diagonal Rd pedestrian crossing but have concerns with the two already either side of it - the lights need to run in connection with at least the one to Westfield Marion.
- Do Not close the road. Many reason not to
- More lighting in this whole outdoor area.
- Please omit the planting of an almond grove ... Almond trees require a tremendous amount of water and therefore are not a good choice.
- I'm concerned about the plan for almond trees, they are notorious for needing a lot of water
- A total redesign is required or alternatively a relocation of the concept to the council property on corner of Sturt and diagonal roads
- As a regular attendee of the library (travelling from Marion, south bound on Diagonal Rd), the plan doesn't consider accessing the library car park. The new plan would require library users to traverse through the shopping car park (already congested, particularly at the roundabout at the Diagonal Rd entry). Also, drivers currently accessing Warracowie Way (North bound on Diagonal Rd) will instead use the library road for access through to the shopping centre, Bunnings etc., i.e the library road will become a replacement ""Warracowie Way"
- As a member of the swimming pool, accessing weekly swimming lessons (again, travelling from Marion), drivers will no longer be able to travel south bound on Diagonal Rd to access the pool. Instead drivers will need to turn right at Crew St onto Diagonal Rd and left onto Morphett Rd. This brings about two points:
- The backstreets of Marion and Oaklands Park already have significant volumes of through traffic (not local traffic). The new plan results in most of that traffic having to instead turn right from Crew St to Diagonal Rd - an intersection that is already congested, slow, and at times dangerous due to the blind corner of traffic (travelling at 60km/hr) heading south from Diagonal/Morphett Rd.
- Have you considered not allowing traffic to turn right from Crew St to Diagonal Rd, and instead provide a provision to perform a U-Turn (approx. where the slip lane already exists to access Warracowie Way)? This would shift the traffic movement to travel in line with the fast flowing traffic and allow drivers to perform a safer merge with northbound traffic by undertaking a U-turn.
- Provide a slip-lane for north-bound traffic turning left from Diagonal Rd to Morphett Rd, at the swimming pool corner. (The current lane only provides space for approx. two cars, and more traffic will head this way if drivers are unable to use Warracowie Way). The current traffic volumes alone would have to support the need for a slip-lane here.
- (\*\*On a side note, whilst talking about congestion - have Marion Council ever considered providing a second turning lane for South-bound traffic on Diagonal Rd turning left onto Sturt Rd? The traffic in the left lane can be backed up as far as the intersection for the shopping centre at times - and buses trying to exit from Pemberton St are often left stuck there for minutes trying to get across the two lanes of traffic, even at less busier times, due to the congested intersection.)
- One way on Warracowie Way will make accessibility to my job at GP plus more difficult
- Don't block the traffic flow from diagonal Rd, this will just cause longer cues and congestion at other entries to Marion shopping centre.
- Having more green space will not create a link to the train, it's too far away and still not the direct line of travel by foot, people use Morphett Rd.
- Has there been any other considerations on other entries to Marion shopping centre to improve?
- improve the Road T-junction between the aquatic Centre and the multicultural centre so The correct directions are forced to yield and not blow give way signs.



- *Putting a pedestrian crossing and additional traffic light on diagonal road given the amount of traffic it gets would divert traffic on to local residential streets which already cop a large amount of non local traffic already.*
- *Traffic flow and the impact of making the Warracowie Way, one way street needs to be considered given the huge amount of traffic flow and congestion in the area.*
- *Don't get rid of that entrance to the Bunnings car park - living close to the shopping centre, that is the only entrance I use to avoid the traffic in the main traffic light entrance. Getting rid of that road will make the rest of the car park even worse than it is now.*
- *The mere idea of closing off Warracowie Way to an only one way street is completely ignorant and does not have the community in mind. The entrance to the Westfield only through the lights from Diagonal Rd is extremely busy. Also due to the fact that there is no "no standing" when you want to go from Crew St to Diagonal Rd then Morphet Rd, many people usually use Warracowie Way to get to Morphet Rd, that will back up even more as some people are not comfortable in crossing 2 lanes of traffic into the right. It will become a nightmare. Please don't change this. There is also no need to cut off that whole street and turn it into pedestrian area as there will be nothing there anyway, it's going to go from a useful space into literally nothing.*
- *I question whether anyone has assessed the traffic implications of making a one way street and pedestrian crossing.*
- *I wouldn't change the Warracowie Way to just one-way. I don't believe that it affects too much and I believe people will start using the aquatic centre parking to access the street, which will be worst in the end.*
- *The traffic direction change on the end of Milham Street will force swimming pool users approaching from Diagonal Road to have to loop around to the North West end of Diagonal Road and contribute to an already congested junction.*
- *A better option would be to completely cut off Milham street at the proposed roundabout and then redevelop the roadway that passes through the car park side of the Cultural Centre. This would allow much better use of space between the swimming centre and the cultural centre, where kids can roam a bit more free and parents would feel more at ease. Then you could hold weekend markets etc across that space. It would also relieve the issues highlighted in 1*
- *The one way out to diagonal road is wrong, could be reversed. That entry saves lots of traffic at lights, already long queues. The idea of one way needs to be re thought*
- *Do not change the road access from Diagonal Road in to the Bunnings, Centrelink, GP Access, Library area.*
- *I am concerned about the one way traffic and the affects on Morphet Road.*
- *There is no link to Oaklands station despite it being mentioned- perhaps a shuttle bus with disability access could be included for events to enhance accessibility.*
- *Traffic flow to the MCC Plaza*
- *Are you planning any additional lit parking close by for additional visitors too?*
- *Traffic management would be of a concern*
- *This key aspect "Closure of Warracowie access to Westfield south of Milham Street" needs to be removed. As a disabled person also with an aged parent, access is key, by road, in the easiest way possible to the Marion Shopping Centre, at all times. Any hindrance to this ends up costing me and my mother money in terms of either, time, money or both. Not mention the confusing one way access now suggested. Why not consider a roundabout put in place or traffic lights or pedestrian crossing? I hate this plan in so many aspects and consider it a waste of money, when better programs could be put in place improving services or helping people connect to (poorly) implemented council programs that ACTUALLY help people in need. The REDUCTION in traffic flow options and access is a HUGE insult to me and my mother as both residents and ratepayers. I am extremely angry.*
- *I am disappointed that Warracowie Drive is to be closed preventing northern vehicle access to the Westfield Shopping Centre and in particular Bunnings. The proposal overlooks that most users of this precinct are drivers and that walking is not appropriate due to old age, disability or shopping requirements. Closing the access will create an unnecessary safety risk by forcing visitors to Centrelink or Services SA out on to the busy roads of either Diagonal or Morphet Road where there are no traffic lights before making their way to Westfield Shopping Centre to continue their shopping and also limit escape routes in the event of a fire or similar event. If this aspect of the proposal goes ahead I will no longer shop at the Marion Bunnings.*

- Will just add to an already congested area. Completely unnecessary and makes a mockery of all the money spent to fix the railway crossing. Already frustrating to try and drive down surrounding main roads and too many traffic lights already. Will only make it harder to get in and out of surrounding streets
- Not sure if pedestrians have right of way on Warracowie Way, if not then a pedestrian crossing would be useful. More bus connections that stop at the cultural/aquatic centre. This is the main reason I drive to the centre, if a bus connection that worked I would take that.
- Disability access, Bus parking and traffic management on Diagonal Rd (lights and pedestrian crossings)
- Retain and keep the Warracowie 2 way access
- Not a fan of Warracowie Way being made one way. Westfield Marion carpark is a nightmare to exit and enter at the best of times and closing off the road one way is going to exacerbate the situation further especially at peak times. If the plans proceed then the Marion Shoppingtown access road with the roundabout needs massive improvements or another entry/exit point needs to be made to replace Warracowie Way. Crew St also needs to be improved big time for local residents and visitors to the area, it's dangerous with the traffic coming so fast around that corner on Diagonal Rd. This was erroneously not considered when the train line was upgraded. Safer pedestrian crossings are also required.
- traffic flow. Keep the roads as is, any changes would make it worse. Pedestrian crossings in certain spots might help.
- I'm not sure about closing off a road and I am concerned about parking options. We regularly use the Aquatic centre and it would be a shame to lose parking space when events are on. I also don't see the purpose of outdoor events and restaurants in that busy area. It doesn't seem very enticing to go to. Very busy area with the main road, Centrelink and Marion Shopping close by. I like the idea but just not in that area. I feel like it would be better positioned in a different area where there is more open space and less traffic for events and concerts etc.
- "Leave two way driving, put a safe drop off/pick up area in front of the Domain for patrons.
- More handicapped parking."
- Cancel all of the plans. That whole area is very congested, doesn't need anything else. Very important to retain the 2 way access and access into the Westfield shopping carpark.
- Cycling infrastructure and signs to connect with the bike path along the railway line.
- The vehicle thoroughfare needs to be reduced but removing access from Diagonal Road (from the rail crossing) will have a damaging effect on access to the library
- Friends and I go to the Cafe every Friday and it would be much better if there was air conditioning as it is very cold in winter and too hot in summer. Parking is terrible and needs to be addressed because we are all over 68 up to 95 and cannot walk far.
- Are you planning any additional lit parking close by for additional visitors too?

#### Comments related to amenity

- The cultural centre isn't a great looking building imo, but I guess others may like it. The building serves a great purpose it's just not very attractive.
- Not needed when we have beautiful area around Council Office, lawns, parking, easy access
- I think to concept plan is fundamentally flawed as it ignores the significant impact on traffic flows into and out of Marion shopping centre
- Not much. I think it does not go far enough to properly transform the space and will end up unused.
- I am very against changing the road traffic flow to a one way flow
- I oppose any change to the currently existing road traffic flow"
- I love the concept to bring Community together. But it will need events planned to be used. Perhaps a fortnightly Sunday market like used to be on the oval?
- It doesn't look much different to current use. Mention of climbing plants is good and one way traffic ( as long as that works for bus access on roads into the zone)
- Activating the space.
- Grassed areas, trees, play equipment and shelters
- Pedestrian friendly, a greener space with trees and plants. Gathering place for families.
- The plan is exciting and will be an attractive focal point for existing services while providing space for a range of community activities, and enjoyment.

- *Not worth to do more green space, similar at Dwyer Road Reserve just 500 meters away from there.*
- *More of the same arty stuff. Especially for kids*
- *Kids games on the ground with pavement marking*
- *Ever more trees.*
- *Move the whole plan to the south east of the cultural centre and leave the existing roads in place*
- *The art sculpture in your concept plan, needs more thought. The first thing i see when looking at it is cigarette butts joined together. Not appealing at all.*
- *I definitely think the playground should be a nature playground with different levels and astro turf*
- *outdoor dining -café tables and chairs, more shade/trees but also a wooden pergola with greenery growing over it that will shade in summer but drop leaves in winter. Festoon lighting using old style light bulbs. Enclose the space from the road using hedges but of course leave openings for foot traffic. This will reduce traffic noise. More greenery also equals less heat in summer. Make the whole area more visually appealing and inviting so those of us who work nearby can go grab a coffee there and enjoy the space*
- *The main entry to the cultural centre is the other side of building. Why don't u develop out the front there?*
- *I think this is a waste of money and won't be utilised.*
- *Would be awesome to have regular local produce markets there.*
- *Toilet facilities + cafe for user friendliness*
- *Bar & dining ?*
- *Inclusion of a microbrewery*
- *Enough shade for hot days!*
- *Cafés / restaurant*
- *Is the street required? Can the whole area be a community space?*
- *Markets to be open weekly, cafe area, artist area, murals, community garden, security, water stations*
- *There needs to be flexible shading. Lots of shade in Summer, but sunny in Winter. Some water spray/ misting/ fountains for the heat.*
- *Additional cafe*
- *The 'Views across the plaza' before and after artist impression in the concept plan is very underwhelming.*
- *The close location to Centrelink has always made that particular area undesirable to visit by foot. There would need to be robust CCTV and crime prevention to attract families.*
- *Overall I think that throwing a couple of patches of grass down is not going to be a meaningful attraction when that area is surrounded by car parks and still split with a road."*
- *I am wary of what plant will be used as the feature tree on the roundabout. My friend is an environmental scientist working in arborist and ecology sectors and has concerns over the use of Canary Island Date Palms (Phoenix canariensis) in public spaces. Although they can be replanted with height, they also harbour pests, are dangerous to remove and are considered an environmental weed within eastern Australian states because they are highly invasive. I am concerned that this tree would cause more environmental issues into the future than it is worth for its 'tropical appeal' in today's moment. I hope that the Marion council considers using an alternative palm species or even a design for a smaller mallee and grass feature that aligns with pre-colonial vegetation distribution (see link to resources here: [https://data.environment.sa.gov.au/Content/Publications/Forests\\_Woodlands\\_Ad\\_Plains\\_1836.pdf](https://data.environment.sa.gov.au/Content/Publications/Forests_Woodlands_Ad_Plains_1836.pdf)).*
- *I would also like to suggest in addition to the relocation of the Warracowie Wells artwork, there should be more emphasis on the Aboriginal heritage of the Marion area, with information and signage available for the public to access and read about the connection between people and place. Especially seeing as this is the Marion Cultural centre and is on Kaurna Land whose culture stands strong today. I hope that the Marion council has already consulted with the Kaurna community. I think this would be very valuable to the future generations of South Australians who have the very important undertaking of healing Country alongside traditional owners who must first be seen as equals. "*
- *"Playful art could look less like cigarettes ( as per the example photo).*
- *Is the stage decking/seating actually suitable as a stage ( as it appears not flat).*

- *There is a handdrawn cross over trees near aquatic centre- does that indicate future removal?*
- *Are recycled products to be used for decking ( not mentioned in any of the information). What are the Warracowie Wells and where will place making be relocated from?"*
- *Would like to see a drink fountain installed. There has been one installed at updated sports oval near me, you can drink from it, fill your own water bottle and give dogs a drink too. Brand is Urban Apollo 280. Would be a great asset for the new area.*
- *Nothing specifically. I would suggest adequate access for aged and disability groups, shade and outdoor seating that has a back, not just bench-style.*
- *I believe you need to have:*
- *Water fountain to fill bottles and to drink out of. Water bowl for dogs??*
- *Toilets*
- *Ensure closed sides to shelter to protect from Western Afternoon sun plus the South westerly winds and rain that we get, gully winds. Will allow for all year usage.*
- *pushbike secure parking racks*
- *It might add more art works or sculpture like Brighton, Glenelg Esplanade which have sculpture along with beachsite.*
- *I would like to see a drinking fountain for people to fill up their drink bottles*
- *Shade area*
- *Needs shelter for over winter*
- *Fortnightly markets, music and entertainment for families to support local businesses and encourage community*
- *Water play area similar to Glenelg or other water feature/fountain for cooling and amenity...*
- *Aboriginal heritage connection/art /naming/signage.*
- *Board game tables eg. chess/backgammon...*
- *Pétanque area"*
- *Not at present. I'll wait until the work is finished next year and try out all the possible routes.*

### Do you have any other comments?

#### Comments related to traffic management

- *I know this will be unpopular with some people but I honestly believe this is a great thing for the local community. Life is about much more than cars on roads. Well done to all those who have planned this.*
- *"I am unable to understand how placing a roundabout and limiting traffic flow with the installation of a pedestrian crossing costs \$5m.*
- *Traffic is already very slow at times therefore do not support adding another signalised pedestrian crossing which will slow traffic further*
- *More parking required*
- *"If you really want to bring people into the area, do not continue with traffic in any direction along Warracowie Way. Re-direct all traffic along Milham Street and make the space between the SA Aquatic Centre and Marion Cultural Centre pedestrian user-friendly only, expand the deck (#5) and open space for outdoor entertainment options, and move the playground away from the road (change the playful art sculpture colours too, as the sticks look a bit like cigarettes!)"*
- *Not happy with the decision to make Warracowie Way one way in a north bound direction as it will mean I will always need to use the Marion Shopping Centre entry points which will congest the traffic even more than it is now. Especially bad at Christmas & Easter, Mothers Day, Fathers Day etc. I think it could still be two ways then turn onto Milham Street so the carparks to the Domain Medical Centre, Specialist Centre, Swimming Centre, Centre Link etc can be accessed.*
- *Marion Shopping centre is the main focus of this area. All roads leading into/out of this area should be maintained/upgraded, NOT closed. By creating a permanent traffic jam this area will become one everyone avoids.*
- *"This Idea is absolute nonsense, sure green spaces are nice but not at the expense of traffic flow into and out of the Marion shopping centre, congestion entering and exiting the centre is bad enough as is traffic flow around it.*

## Attachment 10.7.3

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- *Morphett road traveling south passing the swimming centre is already poorly designed with the driveway into the swimming centre causing people entering the facility seemingly having to stop completely before entering, this coupled with the lack of turn right lanes on Sunshine and Gardiner avenues makes thoroughfare past this section of road a real daily hassle for people who need to use this road for their daily commute.*
- *The Idea of a pedestrian crossing on Trott Grove to support this terrible idea just makes the idea even more terrible, adding extra pedestrian crossing when there is one a block away is typical rubbish that councils come up with.*
- *If the aim is to stop people using Marion shopping centre, then this idea coupled with potential paid parking there will no doubt achieve it.*
- *I and many tradespeople like me use Bunnings and the quickest and easiest way to get there is to enter and exit via Warracowie Way, thus avoiding entering Westfield carpark and the general shopping public and avoiding the bottleneck around the swimming centre on Morphett road as I detailed before,*
- *I am a Tradesman who travels the length and breadth of Adelaide and I am sick of councils who are self centered in creating their own little patches of paradise, without any coordination with other councils and absolutely no regard for people who earn a living by providing mobile services to their customers*
- *Out of 365 days the plaza is and will be used 3-4 days. That's 1% of the time. This closure affects traffic movement for the locate residents 98% of the time The residents must make Uturns to get into their property and closure will stop this. The name Milham and Warracowie are import historical. The designers are looking from a different view and can't see the effects on the locals*
- *By making Warracowie Way a one-way road I will not be able to access the library carpark from Diagonal road. This means i'd have to drive through the Westfield Marion carpark to park in the library carpark. This would be a big issue especially if Westfield put in boom gates to their carpark.*
- *"The blocking of warracowie way access to Marion shopping centre car parking will lead to major traffic congestion at the current turn right lights on diagonal road that access Marion near DJs and this will be further congested when cars are seeking to turn right from roundabout to access car parking east of library. Additionally traffic access to Marion from Morphett road south of Bunnings will become congested as with potential major traffic build up on Morphett road as cars which have turned into Marion are constrained.*
- *It would also mean that cars will seek to use the exit from Marion a car park via the exit at eastern side of the library which is not currently designed for large traffic volumes.*
- *It already feels like the Marion Shopping Centre triangle is a round-about - turn out of the car park at the wrong point and you need to go the whole way around to access the actual direction you need to go.....*
- *Regarding point #4 - if not signalised, then a manual crossing point is a must. The access to the library from Trott Grove, with a pram or bike particularly, is difficult due to the size of the gutters and the traffic island with no ramp/access points. "*
- *As mentioned above. Closing traffic to this area will cause flow and congestion at other entry points to the shopping centre.*
- *I do not want to be forced to wait at stop lights behind people who do not know how to take off at a normal speed that is not inconvenient to those behind them.*
- *Spend public money responsibly. This area is severely impacted by traffic issues already. installing event spaces at the cost of restricting access would only add to existing agony related to traffic issues. Marion council does not have a good track re-record to manage local traffic management. This proposed development will directly add to the traffic flow into local residential streets.*
- *There is a pedestrian crossing at the Morphett road/diagonal road lights right next to the train station - another set isn't needed and will just make traffic flow worse*
- *Please don't change Warracowie way into a one way street and don't turn the road into wasted space*
- *Putting a signal crossing at trot Grove isn't required when there are already crossings 100m away in both directions. All this will do is make life even harder for drivers exiting trot Grove onto diagonal road and create more congestion on diagonal road when the lights don't sync with each other.*
- *Can warracowie way be removed all together?*

- "A great many people use Warracowie Way as an access to the Aquatic Centre as well as Marion shopping centre. Many come down Crew Street and turn left into Diagonal road and then right into Warracowie Way. Under the plan, all access to the Aquatic Centre from Crew Street travellers would require a right turn onto Diagonal Road and to then GET TO THE LEFT for a turn onto Morphett Road. This is currently very difficult and will only likely get worse. This also applies to those going to GP Plus, ServicesSA and the Blood Bank."
- "I use the entry to Warracowie Way from Diagonal Road every day and if this access was blocked it would be very inconvenient."
- Love the idea but the one way traffic is wrong, will create an already bad traffic on diagonal road worse.
- People accessing the Aquatic Centre, the GP Centre, Centrelink, the Shopping Centre, the library from Diagonal Road find this driving access entry invaluable.
- I strongly oppose any change to vehicle access into Warracowie way.
- I take my children to Marion Primary School and Westminster School daily and return home via Crew Street where it is very difficult to turn right safely so I turn left onto Diagonal Road then right into Warracowie Way and usually visit the library, pool or shops via this route. Blocking this access will make it more difficult to turn right from Crew St into Diagonal Road by more cars lining up to turn right.
- It will make it more congestion at the road entrance to the swimming pool, service SA, GP Access area car park. The small Milham road is already daily congested when swimming training times are starting with parents trying to drop kids off and collect them. It will be even more difficult if the 2 way access to and from Diagonal Road to Warracowie Way is blocked off.
- "I don't believe this needs to be one way only for pedestrian safety. Use marked crossing and pedestrian island on the road"
- South bound traffic from Diagonal Road coming to the plaza has been greatly inconvenienced.
- The traffic coming from the South on Diagonal Road will not be able to turn into the Plaza and Library, which will be an inconvenience.
- Warracowie Way would be better suited one way South bound and potentially continue one way along in front of Centrelink. For it to be one way North Bound exit, will impact customers who wish to visit library, without having to continue up to lights, and make their way back through the carpark from David Jones area.
- Having cyclists and pedestrians share a path, while a good idea in principle, is less successful in practice because cyclists, in particular, do not always follow the rules. I have witnessed near-misses, and narrowly avoided injury myself due to selfish hooners on bikes.
- "Pedestrian crossing is not the answer. I travel to work to and from work everyday going thru the diagonal/morphett road intersection. If you are catering for locals or people arriving by train then a pedestrian bridge is a much safer choice and worth the investment. The said intersection is so busy, especially in peak travel hours. I see children on their bikes, parents with prams and the elderly precariously wait on a small landing for the lights to change. They have no protection from out of control vehicles or vehicles going thru red lights."
- I think Warracowie Way should be left as two way as it is; this allows a route out to diagonal road as well as a route into Bunnings and centrelink and that from diagonal road. Non signalised pedestrian crossing near Trott Grove would be more beneficial
- Don't support change one way exit to Diagonal Road, It is easy to access to shopping mall, don't have to back to main road cause more traffic.
- "I would like to see the traffic direction reversed and Warracowie Way open outside Centrelink. My reasoning behind this is to allow access for the public to the cultural Centre Building. My concerns are that by closing this road off when people approach from that direction they now have to enter via the main Marion entry and then zig zag through the car park which can be busy and a hazard or they approach from the Bunnings side and do the same."
- In addition if paid parking was to be introduced, would this mean that borrowers would need to pay in order to access our building and car park?
- I like the idea of having a public area, I'm just concerned that access to our facilities are greatly impacted due to the traffic plan.
- Will just add to an already congested area. Between shopping centre, medical centre, swimming centre and centre link and services sa, already hard enough to access area.



Completely unnecessary and makes a mockery of all the money spent to fix the railway crossing. Already frustrating to try and drive down surrounding main roads and too many traffic lights already. Waste of money, stupid place to put it. Makes it even harder to access railway station and time efficient public transport.

- Warracowie Way should remain 2 way. Reason. If I leave the library (or Westfield at the traffic lights just to the South) I turn left into Warracowie Way BECAUSE there is no long deceleration or storage lane at the traffic lights at the intersection of Diagonal Road with Morphet Road to turn left onto Morphet Road. Every time I have gone that way I have been held up in vehicles queues at the traffic signals. If a left turn decel & storage lane extending longer than 75% queuing length for vehicles turning right onto Morphet Road is constructed I would then support the proposal.
- The installation of signalised PAC seems excessive given proximity of other signalised arrangements. It will congest and delay traffic. I am somewhat surprised to learn that a warrant exists for this treatment as I have never seen anyone cross here. Even if it was approved by DTEI it seems a large investment of funds for a small return and given that DTEI are likely to require them to be coordinated with the 2 adjacent signals I'd envisage most people not waiting for the green walk sign. I'd be happy to remove this comment if I received data showing vehicles using road/pedestrians crossing numbers do actually support the signalised PAC.
- Pedestrian crossing will just have traffic banked up more.
- Please consider traffic lights or another improvement to safety for traffic and pedestrians near Crew St. It's dangerous for drivers (and pedestrians) trying to exit Crew St and merge with the Diagonal Rd traffic to head north west. Traffic comes around the corner so fast. When you finally have an opportunity to exit Crew Street you're suddenly blocked by the oncoming traffic and still can't get out it's ridiculous.
- There is no reason to change the two way road to one way. The driveway from the Diagonal Rd end is a short way through to Drs, services SA, Hearing SA, Bunnings etc. without having to traverse much more traffic.
- A close pick up / drop off point in the front would be handy for people not stopping.
- Putting in another set of lights at Trott Grove, seriously. The underpass was put in because of the lights. What value is there for these lights?"
- I am very concerned about the removal of vehicle access to Warracowie Way and therefore the library carpark from the Western and Northern directions (coming from the railway crossing) This will mean that to access the library carpark there will be no alternative to going through the very busy, dangerous Westfield carpark.
- Traffic from the north to get to the library will have to go all the way the Marion shopping entry (past Bunnings) which will significantly increase traffic at those entry areas, increasing the risk of an accident as well as adding inconvenience. Similarly, for traffic from the East on Diagonal road wanting to access the swimming centre, Centrelink, Services SA entry from Morphet Road.
- I don't like the idea of a one way street - how are cars supposed to exit the carpark at the Gallery end?

#### General Comments

- I also don't understand how doing all of these upgrades without a single plan to increase facilities for the additional people you are trying to entice with this upgrade has been addressed. "
- Maybe 🤔 somewhere for Chartered buses to stop? Lots of seating? Markets? Fringe like feeling garden of unearthly delights. Sculptures etc
- Best of luck in making this exciting project reality.
- Also, whilst the North-West face of the Marion Cultural Centre may be artistic, it segregates the facilities from the outside world and detracts from any hospitality."
- If you want to build a green space acquire some of the Shopping centre carpark on the South East of the cultural centre and build your folly there.

- *Safety barrier near roads and car parks where lawn areas will be, so kids don't run out to road.*
- *As mentioned already. Get it right initially and everyone (well, majority) will be happy.*
- *I would love to see a Community garden area that could be utilised and accessed by local business members to grow produce for a grow free cart for the community.*
- *I'm please you are finally doing something about the space. Could you also address the baron wind tunnel cement eyesore between the aquatic centre and GP Plus. Its such a wasted opportunity. In my opinion it should have been better developed from the start. It was a perfect opportunity missed. Make it more inviting and the public can make use of it. thank you*
- *This is a great idea! Please ignore all of the inevitable protests from car drivers and push ahead with it.*
- *Every time I exit Warracowie Way by car, I think that it should be left turn only on to Diagonal Rd, so I'm very happy for the proposal. I also walk a lot between the various buildings and had noticed that a fair number of vehicles cut through at speed to avoid going through the Diagonal Rd and Morphett Rd intersection. This change should reduce traffic making it safer for pedestrians*
- *Seems to be a waste of our rates, adding a couple of trees outside the library would look nice, nothing else needed. Currently so hard to find parks near Service SA; Hearing Aust etc, parks are narrow, very difficult to get in and out without more road restrictions*
- *Look forward to the markets & entertainment opportunities*
- *"As per comments provided at point 2 - if point #5 proceeds, then further traffic management in the area is a MUST to best support this.*
- *The main entrance to the culture centre is the other side of the building? Make a better entry space the other side.*
- *The concept is fantastic, but must include ongoing efforts to ensure the area doesn't end up being a hangout for druggies, etc.*
- *Childfree events*
- *You could activate the opposite side of the cultural centre taking over part of the marion shopping center car park to utilise more space.*
- *Please allow musicians to play regularly. Bring back live music to the streets. Markets to be a weekly thing and allow stall holders to hire stalls at affordable prices. Security on hand. Make the area safe. Cafes or food trucks available. Cover.*
- *More cycle friendly please. But still pedestrian friendly too.*
- *Existing tree canopy should be retained for larger trees. Recycled products must be included in procurement policy. Wet weather covered access to be included- during the recent Olympic Swimming trials at the Aquatic Centre- the lack of covered waiting space was a huge safety risk during rain events, so even removable temporary covers could be considered*
- *Do NOT implement this plan in it's current form. I do not think that increased people walking and interacting around in public, spreading and catching highly virulent illnesses is warranted in the present conditions or future. Pedestrian and cyclist safety is important and can be implemented by other means. Not all people can walk around easily or ride bicycles. I don't think the plan realistically addresses community needs properly and does not consider practical need. It oversimplifies stylistic "picture post card/Instagram" style images and not what people really need. They need to do business, shop or recreate in the shopping centre area in the simplest way possible. Safely, easily without difficulties.*
- *Lessing the heat map of the plaza and surrounds with trees etc should be looked at*
- *Your plans make it worse for the people who actually use Marion shopping center (which is what the whole area is about, not a cultural center. That was an addition later which should then not take away from a shopping precinct.*
- *Like I said we need more shelter for over winter*
- *"I love the whole concept. Marion needs this sort of "piazza" or "town square" - a place to bring the community together.*
- *I would support the complete closing of Warracowie Way to vehicles."*



## Other submissions

### Redhouse Group and Gallery M

- Discussed opportunities to enhance activation of Gallery M with increased foot traffic and visibility.
- Support the proposed increased public realm and opportunities for events that will draw people into the facility.
- Car parking access to Gallery M discussed and current movement from Westfield by foot adjacent to the MCC.
- Consideration of an external toilet.
- Opportunities to enhance the branding and marketing of the gallery to be considered with external art works projection on the internal wall of the outdoor breezeway.
- Opportunity to provide fixed outdoor furniture near the cafe entry not impacting on the access requirements.
- Beneficial to seek ways of supporting the cafe to open the bifold doors to help enhance activation of the space.
- Supportive of proposed amenities and facilities, shade, kids play, integrated artworks, place making, opportunities for more events and markets.
- Visual sight lines between the SAALC and MCC important to enhance connectivity for activation.
- Parking in the locality and consideration of access to DDA parks. No reduction in parks due the proposed traffic management solution.
- Access from Westfield car park by foot will still be provided with improved connections south of Warracowie Way.
- It is noted Westfield propose to close vehicle access from Warracowie Way. Loading drop off consideration for the gallery.
- Loading bay and current movements to be confirmed during detail design.

### First Chapter

- Support the proposed increased public realm and opportunities for events that will draw people into the facility.
- Maintain visibility of the café
- Permanent outdoor furniture to the café exterior – limits staff requirement to pack up each day. Don't need many but a small cluster of sets and tables to accommodate outdoor dining
- Event positive as attracts patronage.
- Support more foot traffic to activate the space
- Play area and small stage for events supported.

### Office for Recreation Sport and Racing

- Ensure appropriate access is provided for those with a disability, restricted mobility etc? including carpark provision.
- Integration of cycle storage/parking into the design.
- The principles of Universal Design should be applied to so that they accommodate users of all ages, gender, ability and cultural backgrounds.
- Crime Prevention through Environmental Design (CPTED) should also be a key consideration - the relationship between users and the physical environment in the design of public spaces in crime prevention and assists with public safety.
- Security and safety of users should be paramount.
- Community facilities and their surrounds should be designed, built and maintained in accordance with relevant occupational health and safety standards.
- They should also incorporate child safe and safer design principles into the design.

#### Telephone Conversations with residents

- Concerns of accessibility via car to the precinct and access to Westfield via Warracowie Way.
- Particular concerns of resident who lives in the Oaklands Park locality heading south accessing the library car park.
- Discussed that Westfield have an approved development plan that will close vehicle access into Westfield adjacent Centrelink and Bunnings. The proposed scheme still provides access to parking on Milham Street to access community facilities, whilst access to the southern car park will be retained by north bound Diagonal travel and through Westfield signalised intersection and car park.
- Concerns of car parking and events planning related to the State Aquatic Centre. Current occupancy and reliance on Westfield parking. Discussed that events planning is required to develop traffic management plans to accommodate
- 3 page submission provided with key concerns. Distribution of City Limits concern that residents didn't receive and don't along Diagonal Road. Issue with access out of Property for north bound travel, currently has to conduct a U turn at Diagonal Road intersection with Warracowie Way to enable north bound exit and or traverse Warracowie Way.
- Request for two way road to be retained.
- History of Warracowie Way and naming. Request review of proposed PAC to be further north near the current refuge.
- Discussed the project objectives to improve accessibility into the precinct for walking and cycling with particular connections from the new station and residential areas.
- Rang to seeking clarity on accessibility and movement through the precinct as currently uses an electric mobility scooter.
- Request further clarification on the plans and proposed pathway connections in particular from Westfield through to the Oaklands Station.
- Currently uses access taxi from place of residence - Sturt to Marion and then catches train to Edwardstown.
- Upon review of the proposed pathways and pedestrian activated crossing, supporting connections and different routes of travel. In particular support for improved pavement treatments along streetscapes and at grade solution for Warracowie Way.
- Design to consider turning movements of mobility scooters where kerb ramps are located.

## Social Media

### Responses

High density developments is only reducing our standard of living. Adding cars parked in the street, in the suburbs around. There should be parking onsite at every home for the cars belonging there. I get it having two on a bloc...
Totally agree. Living in the area it seems pointless getting rid of a 2 way Street to make it a one way Street in an unused area between the Library and Swim Centre. I use this Street to get to Marion Domain, Centrelink and other Services....
Why are you designing something to make that area WORSE?
This sort of thing shouldn't be in the MIDDLE OF A SHOPPING PRECINCT!
Does the number of people using the space require it to be expanded? or is this a "well we will make something look good and we might get more than a handful of people to use it.
With your rates (Marion council had some of the highest sub-development in SA over the last 2 years, and by my calculations adding over 5 million per year into general revenue), and bad decisions regarding planning makes families want to move out of your area.
The intersection at Morphet and Diagonal road is already a nightmare and changing that to a one-way street would make this worse.
not to mention the traffic lights onto Diagonal road out of Marion as well. Sure way to make Marion even more of a nightmare to travel to.
exit from crew street ?????? We'll all be going round and round the westfield loop and it will be kaos
we were discussing this at our house. It wont work as a one way street.
Another dumb move by Marion council regarding the space around Westfield Marion.
This is going to cause a lot of issues. The space just isnt suitable. I get their idea but they really dont think the whole thing through. They need input from someone outside their development team...I doubt they will take any of this feedback on board.
That area is going to be a nightmare. Imagine what will happen when events are being held
What like when the swimming trials and such is there and already blocks that area up, takes over huge amounts of carparks etc?
Its bad enough that Bunnings continuously looks to close down the site!
cram as much into one area and hope to god it brings people in and not deter them from visiting due to lack of parks, inaccessibility and I don't doubt things that look "good" (I use that word loosely) but nonfunctional or only suitable for small group
will have to walk to the aquatic centre because there is no way parking will be available...especially near the centre.
Swimming in winter will be fun ??
Have you even done a traffic count on the entry to the proposed one way road off Diagonal Road. People use that to go to GP Plus Centrelink, Services SA, Bunnings, Aldi, Market Foodcourt, Dan Murphys, and more because getting across diagonal road at the corner of Crew St for locals is a nightmare to turn right along with through traffic. That needs a three exit roundabout. The traffic jam that will be at the diagonal road intersection now turning left will increase traffic waits exiting the shopping centre off diagonal road, and going south everyone will have to turn in to the shopping centre at the david jones end lights which is already busy and use the carpark to get back through to the services you are now cutting off. Its ludicrous to block any entry in to an already increasingly busy service area and risk for driver frustrations and incidents. Again. Has anyone done a count entering that roadway, and understand the issues off crew street turning right. I do because I live local and use that road all the time as do others local and beyond. traffic flow will be a major issue especially at peak times and going in to pre Christmas period. We have parks for all these things you propose, this is a service and shopping area for

locals and surrounding suburbs already overwhelmed by increasing roadside parking, traffic and more.
thank you for your feedback. The MCC Plaza concept promotes safer pedestrian and cyclist connections. With the recent investment in the Oaklands Train Station the City of Marion are progressively enhancing footpath connections to increase pu...
City of Marion no it is not helpful as a local the functionality with the continued excessive traffic through George Street, Crew street & Diagonal rd intersection is a huge problem so people will now have to go to the traffic lights to turn right in to the westfield carpark as turning from crew in to diagonal is impossible at times so people needed to go left and turn right past the library to get back on to Morphett road. That option gone you will see building up of traffic on Crew and Diagonal. The solution could be to consider a roundabout at crew and Diagonal road. There is room. I use these intersections daily as do friends who live locally and have kids at local schools, we know the traffic and how its used, I live on George St and I know it greatly exceeds recommended safe limits for a street of its width. Those traffic issues you stopped with the morphett rail underpass will be replaced with long trails from turning lanes. The flow within the car park struggles as is with tight corners and narrow roads as it is and you are now increasing that traffic within those areas. I understand why you are doing this but it is not functional without addressing the issue it will bring. Easy to say from your drawing board but we locals use this to access our services and you are tripling the number of homes on blocks, increasing cars on roadways and future problems are already evident and will only get worse. Why don't you consult locals who use this before you draw up designs because many of us would be able to come up with some great solutions.
I fully agree. Blocking vehicular access from Diagonal Road into Warracowie Way would be a nightmare. I use this access twice daily.
And turning right from Crew Street onto Diagonal Road is dreadful.
I believe it would be easy to make it safe for pedestrians and cyclists - if it isn't already - without blocking vehicle access from Diagonal Road. Would create huge inconvenience. I encourage people to put in an official survey response as well as Facebook comments.
I strongly oppose blocking motor vehicle access from Diagonal Road into Warracowie Way.
There is very limited access into this area where there are many services that need to be easily and frequently accessed, the Aquatic Centre, Library, Service SA, Centrelink, Bunnings, GP Access Centre, Cultural Centre and more.
It would be very stressful to restrict access by making Warracowie Way traffic one way.
Cyclists and pedestrians can already easily use this road so there is no need to change the traffic flow for them.
Perhaps a pedestrian crossing across Diagonal Road would help them from the train station.
You should also consider the difficulty of turning right from Crew Street onto Diagonal Road, where it is often safer to turn left then into Warracowie Way.
The changes you are proposing sound like they are from someone who never uses the area.
Markets and special events are already successfully held outside the Library and Cultural Centre with the existing space and facilities.
Blocking access from Diagonal Road into Warracowie Way would be stressful and madness with flow on congestion to Crew Street and all the other already congested entries into the shopping and services precinct.
Community garden?
Great idea! If you can spare a couple of minutes, we'd love you to share your suggestion via the consultation: <a href="http://www.makingmarion.com.au/mcc-plaza">www.makingmarion.com.au/mcc-plaza</a>
Looks amazing will certainly looking forward to seeing it develop

City of Marion Bruce Hull - I hope better sense prevails and legitimate concerns of the local community with already poor traffic management, congestion accessing essential services in the area is not undermined again by engagement surveys!
A community veggie garden would be awesome
this could be cool
I hope that playground is going to be enclosed
Thank you for your feedback. Consideration of safety and fencing to the proposed play area will be considered in the detailed design of the MCC plaza. Subject to Council approvals, detailed design will commence late 2021. Kind regards, MS
and have toilets!
Like George st on a busy through road and no fencing around new playground
City of Marion is this development going to mean an additional increase to rates like we are seeing with the soccer fields.
keen for some markets
Would have to employ some dodgys from the green area at Colonnades to populate it. Could get hectic. Cross suburban species might breed.
Pedestrian crossing equidistant from Morphet Road traffic lights and and the Westfield Carpark light controlled intersections is nuts. It will cause congestion.
Must be same designers who put the bike/pedestrian lights on Marion Road approx 50 metres south of Daws Road lights.
A great idea, but if the proposed petrol station nearby goes ahead it will be totally counter-productive for any kind of ambience and class to the area
Looks amazing!!! So needed.
Yeah, because we don't have enough of these types of unimaginative areas in Adelaide already do we? Another boring area to do fk all but eat and drink (national Australian pastime).
Closing the access to the northern end of the shopping centre car park will increase traffic volumes, and crashes on Morphet Road. It will also force the trucks delivering to Bunnings to navigate through the car park with the cars and pedestrians. At present they enter from Diagonal Road and exit on Morphet Rd
agree. traffic will be banked on crew st and clog diagonal road and the only entry on diagonal road will now be at the lights in to the roundabout and clogging that already busy intersection and carpark. Imagine Pre Christmas. As a local I use that entry they are going to block to access Aldi, library, bunnings, Drs, services and more as a resident coming out of Crew street as its impossible to turn right and get across the 4 lanes to get on to Morphet Rd. Its a poorly thought out plan Just close it on the weekend when there is an event or open up the wasted garden area never open at the aquatic centre.
absolutely agree. City of Marion This design is going to leave the community with considerably worse ingress/egress - to a busy part of the Marion precinct.... As used non-stop each day. Leaving us with a 'plaza' that will be used to the occasional market / occasion.
Why not consider really improving the plaza area that already exists. For those few special occasions, block the road entirely. I'm sure we can live with the disruption for a day here or there.
...and save a stack of \$\$\$ in the process.
At least try that for starters.
The loss in access does not outweigh the community gain for occasional moments.
My 2 (cents)
Probably. Aren't kids supposed to go to the playground to get Away from tech? HUGE misappropriation of rate payers money
Is this is going to be just like the 'electronic playground' across the road at Diagonal Way.
The same park that was going to 'bring people from across the city' and yet lay unused while most of it stopped working within a couple of months.









History would suggest those plazas are *rarely* used for anything 'community'. And I'm sure when they were proposed back then, they had the same grand plans.... Plaza=community events. Not at all.
There is absolutely no sense in making access considerably more difficult for the sake of this.
Agreed. There's already a plaza of sorts outside the Cultural Centre. Barely used. There's a larger plaza opposite outside the Aquatic Centre. Barely used. If they really "need" to build a new plaza, which will be barely used, take the car park on the southern side of the cultural centre
What is wrong with the centre at the moment. It is quite functional as is and I doubt wasting taxpayer money to build an almond grove etc is going to attract more visitors, particularly with covid, and the building has only been there a little over 15 years!!!
Sounds great!
Great idea
Council can't find a better way to spend money???
Nice concept. One way traffic only.
It's a great idea.
Great idea
Today is the 31st & I've only just seen the post.
After reading some feedback comments it's probably not feasible, waste of tax payers money with Marion Council, not really going to draw more crowds of people to the area and I have concerns about parking, and with covid do we really need more crowds of people??
definitely parking will be a big issue
Will there be enough parking to support this?
I like to go to the library and the gallery.
Awseome idea
Oh City of Marion you are exceptional
I'd love to know how you will facilitate when parking in the area is already a huge issue?
If only the Marion interchange was integrated into the future plans when it was developed.
Imagine an underground access path for pedestrians that housed businesses and food outlets that you could access from Westfield.
A direct link that didn't involve stopping the flow of traffic at numerous crossings. And now this involves restricting traffic further with another crossing and making streets one way in addition to closing another access path adjacent bunnings.
Wonderful to have all these plans but traffic bottle necks. The existing public transport interchange is no where near this area, or the train station. There's not enough parking now for the existing businesses, medical facilities and swimming centre. Let alone the residents that live in the areas that can't park anywhere as it's all limited times. I can't even access car parking now with my paid membership when the swim centre is utilised for events.
Love the concept but seems to be shortsighted on appropriate facilities and long term infrastructure.
the concepts promote safer pedestrian and cyclist connections. With the recent investment in the Oaklands Train Station the City of Marion are progressively enhancing footpath connections to increase public transport patronage reducing vehicle dependency. The proposed concept does not remove any car parks. Access to existing car parks for the swim centre, GP Plus and Services SA will be retained via Milham Street off Morphet Rd. With recent improvements in the traffic movements the proposed Pedestrian Activated Crossing will be synchronised with adjacent intersections to limit effects. More details on the traffic management proposals are provided on the web page <a href="https://www.makingmarion.com.au/mcc-plaza">https://www.makingmarion.com.au/mcc-plaza</a>

City of Marion yes it may not remove parks but they are already lacking and I can't see where more are being provided given that you want to increase patronage and boost business.
I have looked at the plan.
there is supposed to be a link from the word 'heritage', but it is missing.
Hi, thank you for flagging that with us. We'll arrange to have that rectified as soon as possible. Thanks, MS

MCC Consultation

CHANNELS (4) ▾

9 AUG 2021-10 SEP 2021

Content performance								1 Filters	
DATE ▾	POSTS		REACTIONS	IMPRESSIONS	REACH	ENGAGEMENTS	ENGAGEMENT RATE	VIDEO VIEWS	
	8		181	54.12K	32.76K	261	0.48%	N/A	
6 Sep 9:47 AM		The consultation for the Marion Cultural ... City of Marion Marion	11	2.4K	2.4K	14	0.59%	-	
6 Sep 9:47 AM		City of Marion Marion	2	2.4K	2.4K	6	0.25%	-	
25 Aug 3:18 PM		There's still time to give your feedback o... City of Marion Marion	1	1.7K	1.6K	3	0.18%	-	
24 Aug 11:31 AM		The concept plan for Marion Cultural Cen... City of Marion Marion	1	253	193	1	0.4%	-	
24 Aug 11:30 AM		The concept plan for Marion Cultural Cen... City of Marion Marion	9	617	-	10	1.62%	-	
19 Aug 8:30 AM	 Promoted	If you live near or visit the area near Mari... City of Marion Marion	95	41.5K	22.2K	155	0.37%	-	
11 Aug 5:38 PM		The Marion Cultural Centre Plaza is set to... City of Marion Marion	23	1.2K	-	24	2.08%	-	
11 Aug 5:37 PM		The Marion Cultural Centre Plaza is set to... City of Marion Marion	39	4.2K	4K	48	1.14%	-	



Marion Cultural Centre Feedback 29/8/2021

To the Planning Committee, Marion Council,

I would like to respond to the proposed redesign of the Cultural Centre area as provided in the City Limits publication.

I am concerned that the following aspects are not considered by the concept plan.

1. With the change to a one way street exit to Diagonal Road of Waracowrie Way, and the increased two way traffic on Milham Street due to turnaround on the eastern end, pedestrians have no safe crossing points.
2. No pedestrian crossing is shown on the concept plan to safely cross Waracowrie Way or Milham Street. This is a vital requirement given the high and increasing pedestrian traffic levels due to all the visitation sites surrounding the streetscape. If the focus of the plan is to improve public participation in the location, a safe foot traffic plan is essential when people leave their cars.
3. As a regular attender of four of the service and health providers in the immediate area, moving from one location to another often requires crossing the streets named above, which currently has NO safe pedestrian crossing at any point.
4. A traffic flow component that should be considered is that with the removal of entry to the parking station from Diagonal Road, the only clear entry is from Morphett Road into Milham Street. North bound traffic turning into Milham Street is already causing a serious holdup on Morphett Road restricting traffic flow to one lane. The time has surely come to widen Morphett Road and install turn right lanes to the Sturt Road/ Diagonal road section.
5. A suitable water feature perhaps in conjunction with the Waracowrie wells area would lift the atmosphere with any vegetation planting that is planned.

I support the proposal to improve the Plaza for use and enjoyment of ratepayers and visitors with the matters indicated considered for a safe future.

Yours Sincerely,



## Marion Cultural Centre Plaza Plan

As a person involved with the original plaza development I am in support of the long awaited upgrade of the area. I would like to address,

**Road closure,**

**Heritage street names and**

**Location of the road crossing.**

There are items of the design that affects the local residents that live close by. My home is on Diagonal Road between Crew and Trott and the road closure in the plaza will effect on my moments dramatically.

Because of the continuous island dividing Diagonal Road between Crew and Trott, entry and exit of my property is already difficult. The one way allows us to travel south only. If we wish to head north we must make a U turn at the plaza or head down through the plaza to Milham and Morphett. If the entry into Warracowie Way is taken the right hand turn bay will go, replaced with a continuous island. Is it possible to reverse the one way and have in only off Diagonal? That will affect the pickup of swimmers so leave the road in both directions there is not that much traffic and it can be closed off and it is now. At present the road is closed only 2-3 times a year. That is 2-3days out of the year or 1% of the time, while disadvantaging the residents 99% of the year. Leave the road open in both ways as it may look good on paper but not practical.

RECEIVED  
CITY OF MARION

27 AUG 2021

RECORD NUMBER

#### Road Crossing

The road crossing proposed across from the Library to Trott Grove

If a person actually walks across the road at this point, you will have a clear view of traffic south along Diagonal, but the cars appear quickly from the other direction around the bend in the road. Even with activated lights this location is unsafe for traffic stopping so soon after the bend. Here again this looks good on paper but is different on site.

Reason for the location; The uses of the crossing are residents and 80% train travellers. With 10% of residents living up Trott Grove way, and the other 10% towards Crew St. and beyond. The main pedestrian movement is from the Plaza to the station and a line between both start and finish crosses Diagonal at the existing crossing location. (The planners of the past, must have known something). At this location the two straight lines of the Road intersect at the centre of the bend, giving a clear view of traffic in both directions.

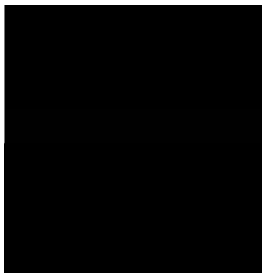
It is said the crossing is for the bikes to cross. Diagonal road is used often by professional riders training while others travelling east and west, will use the bikeway along the train line, giving a safe route under the traffic.

### HERITAGE STREET NAMES

Milham is a mix of the family name of Hamilton. George Hamilton a brother to the winemaker, lived in Warracowie homestead which was located where the Library is now located. George was the locate

Postmaster and named the suburb of Warradale. When his homestead was removed the name of the road Warracowie Way was to locate and remember the well-known home. Warracowie Way was to be a grand tree lined street across the former Oaklands Primary School site to be the northern entrance to Westfield. This traffic agreement was signed off by all owners.

The importance of the names of the streets and their location should **not be changed, cut or blocked.**



I would like to address Council on these matters

## Attachment 10.7.3

Page 495

**From:**  
**To:** [Community Engagement](#)  
**Subject:** Ideas for plaza  
**Date:** Thursday, 26 August 2021 8:38:29 AM

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Dear community engager.

The concept could do with some consideration of the following.

The one way road could have a drop off zone for elderly going to events in the theatre. The current one to south is not at same level as theatre

The carpark to south is too small and roadway is too wide near library. An extra row of cars would likely fit if only one way allowed. Maybe angle cars.

The picnic area does not seem to have any relevance on a busy corner. Suggest you look at something else. Ask yourself would you take your family to this location with small children, unlikely.

Not keen on a set of traffic lights on Diagonal Rd. Will disrupt traffic flows and existing corner lights should be sufficient.

The rest seems great.

Regards

# COMMUNICATIONS PLAN



## Marion Cultural Centre (MCC) Plaza

### Marion Cultural Centre Plaza

#### **\$3.4 million Council endorsed Project.**

The City of Marion has developed a precinct plan to revitalise the public area around the Marion Cultural Centre. Marion Cultural Centre Plaza will be transformed into the heart of our city, bringing people together for events and casual catch ups while boosting local business.

Following extensive community and stakeholder consultations Council have considered all feedback and are now excited to move into the next stage of this project. This option will include a one-way north-east bound traffic management solution for Warracowie Way

The site will comprise of a recreation space with lawn, trees, a stage, an almond grove, public artworks, picnic facilities and lighting.

The proposed development builds on Council's \$5 million investment in the area which includes a 'high tech' playground at Dwyer Road Reserve and a 'smart precinct' which uses technology to improve access to business and services.

The long-awaited development will connect residents and visitors to the nearby Oaklands Train Station, Marion's major retail centre, Marion Cultural Centre and local facilities.

### **Communications Plan**

Following the decision at General Council, (12<sup>th</sup> April, 2022) on a preferred concept plan, the following methods will be used to ensure the community and stakeholders receive a clear and concise update on the project.

City of Marion administration will work closely with key stakeholders such as Scentre Group and Office for Recreation Sport and Racing to ensure community are made aware of existing precinct plans and all future communication will be reflective coordinated messaging of all parties. In particular, communications will clearly articulate vehicle access closure to Westfield land, with appropriate wording to reflect timelines as advised and approved by Scentre Group.

The Communications Plan will be diverse using mixed communication techniques to ensure stakeholders are able to access information.



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# COMMUNICATIONS PLAN



## Marion Cultural Centre (MCC) Plaza

Communications Method	How	Who	Frequency
Making Marion Online.	Project page updated <ul style="list-style-type: none"> <li>Email sent to all past survey participants</li> </ul>	Community/Stakeholders/Local businesses.	Following the GC meeting decision and ongoing updates on page.  Timeline updated reflecting progress and current stage.
Mail out and letter box drop to within 800m radius.	Provide a written update to local residents and business.	Community/Stakeholders/Local businesses.	As soon as possible following GC Meeting.
Mayor video updates.	Create videos onsite	Community/Stakeholders/Local businesses.	Following the GC decision and scheduled periodically after that.
Printed and digital project material onsite, available Marion Cultural Centre, Council Administration.	Clear messaging around key project elements such as; <ul style="list-style-type: none"> <li>Vehicle access closure to Westfield</li> <li>Traffic Management solution</li> <li>Community benefits and vision</li> <li>Timeline of project</li> </ul>	Community/Stakeholders/Local businesses.	Following the GC meeting decision and ongoing updates at key hold points. <ul style="list-style-type: none"> <li>Final design</li> <li>Commencement of construction</li> <li>Changes to traffic management during construction</li> </ul>



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# COMMUNICATIONS PLAN



## Marion Cultural Centre (MCC) Plaza

Website and all social platforms Digital boards	Online story and regular posts updating the community of the project.  Including clear messaging around; <ul style="list-style-type: none"> <li>• Vehicle access closure to Westfield</li> <li>• Traffic Management solution</li> <li>• Community benefits and vision</li> <li>• Timeline of project</li> </ul>	Community/Stakeholders/Local businesses	Following the GC meeting decision and ongoing updates at key hold points. <ul style="list-style-type: none"> <li>• Final design</li> <li>• Commencement of construction</li> <li>• Changes to traffic management during construction</li> </ul>
City Limits	Article covering all aspects of the project including timeline and plans.	Community/Stakeholders/Local businesses	As soon as possible following GC Meeting
Westfield - pop up information stand	Request for Scentre Group to provide space on rolling digital screens or pop-up space at Westfield with project information and plans.	Community/Stakeholders/Local businesses	TBA
Key stakeholder update	Direct mail out of information following the GC meeting; <ul style="list-style-type: none"> <li>• Invitation to meet individually to discuss GC outcome</li> <li>• project scope</li> <li>• project timelines and interfaces</li> </ul>	Key Stakeholders (ORSR, GP Plus, Scentre Group, Local businesses on Milham Street)	As soon as possible following GC Meeting
Time-lapse Videos	Proposed during construction. Upload throughout project to website and social platforms	Community/Stakeholders/Local businesses	During construction. Number of videos TBC subject to program.



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**From:** Hurley, Paul (DIT)  
**To:** Brett Grimm; Hryciuk, Marc (DIT)  
**Cc:** Nathan Saxty; Carl Lundborg; Mathew Allen; Charmaine Hughes; McEvoy, Tim (DIT)  
**Subject:** RE: Diagonal Road and Morphet Road Intersections.  
**Date:** Wednesday, 16 March 2022 10:23:05 AM  
**Attachments:** MFY\_190120\_05\_SH01F.PDF  
 MFY\_190120\_09\_SH01E.PDF  
 MFY\_190120\_09\_SH02E.PDF  
 19-0120 Brett Grimm 25 Feb 2022.pdf  
 PAC Letter of support.pdf

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**OFFICIAL**

Hi Brett, as you mentioned below DIT including Network Management Services (NMS) are supportive of the PAC on Diagonal Road as per the Option 1 on which comments have previously been provided on to Council.

With respect to traffic signals at Trot Grove and Milham Street, DIT would expect that the guidelines that warrant their installation contained in the Code of Technical Requirements is met, section 6.1 attached for info.

[https://www.dit.sa.gov.au/\\_data/assets/pdf\\_file/0016/40255/Code\\_of\\_Technical\\_Requirements\\_Sept\\_2021.pdf](https://www.dit.sa.gov.au/_data/assets/pdf_file/0016/40255/Code_of_Technical_Requirements_Sept_2021.pdf)

DIT does to have any up to dates traffic counts at these locations, however based on knowledge of the network even when factoring in some latent demand the guidelines are unlikely to be achieved, neither of these locations are a priority for DIT.

NMS note and agree with some of the technical issues with the two locations noted in Mfy's report.



Traffic signals would also likely be cost prohibitive for council, ball park of \$1.5-\$3million+ for each site, in particular Milham Street that needs road widening and service relocation for a RT lane.

Give me a call if you would like to discuss further.

Regards,

Paul H  


---

**From:** Brett Grimm [mailto:Brett.Grimm@marion.sa.gov.au]  
**Sent:** Friday, 11 March 2022 1:26 PM  
**To:** Hryciuk, Marc (DIT)   
**Cc:** Hurley, Paul (DIT)  nathan.saxty <Nathan.Saxty@marion.sa.gov.au>; Carl Lundborg <Carl.Lundborg@marion.sa.gov.au>; Mathew Allen <Mathew.Allen@marion.sa.gov.au>; Charmaine Hughes <Charmaine.Hughes@marion.sa.gov.au>  
**Subject:** Diagonal Road and Morphet Road Intersections.

Hi Marc/ Paul,

I have been provided your details from Melissa Mellen who is advising us on traffic management solutions for Warracowie Way, Oaklands Park. Council are looking to enhance the public realm between the Marion Cultural Centre, South Australian Aquatic and Leisure Centre and Westfield. The preferred solution is to create a one-way north east bound movement on Warracowie, with the treatment to provide an at grade road surface, reducing speeds and volumes by design (Option 1 attached). Alternative options for a two-way Warracowie Way are being considered by Council.

Supporting this proposal is a proposed Pedestrian Activated Crossing on Diagonal Road which has been identified to support community access and connectivity between walking and cycling networks and Oaklands Station to the regional centre. It is noted the PAC has in-principle support from DIT (refer attached letter) in addition to DIT funding support (State Bicycle Fund).

Elected Members have reviewed the concept plans post community consultation and are seeking additional information to enable them to resolve and endorse a concept plan. Council staff have been requested to seek traffic engineering advice and DIT comment on the following;

- **Would a full signalised intersection be technically achievable and supported by DIT at the corner of Trott Grove and Diagonal Road that could support turning movements in and out of Trott Grove**
- **Would a full signalised intersection be technically achievable and supported by DIT at the corner of Milham Street and Morphet Road that could support turning movements in and out.**

MFY have provided the attached draft report to which we are seeking some amendments and clarity, however the

bulk of the assessment discussion will remain.

We kindly seek DIT comment to enable us to report back to Council

- Whether DIT would provide in-principle support for such proposals and requirements to undertake additional modelling
- If not supported provide some clarity on reasons why.

If we can kindly request review in the coming week and comment to support our time frames. Please call if you wish to discuss any of the specifics.

Kind Regards

**Brett Grimm**

**City Activation Senior Advisor | City of Marion**

Office Hours Monday to Thursday

T: 08 8375 6634 | M: [0432 754 217](tel:0432754217) | PO Box 21 Oaklands Park SA 5046



*We acknowledge we are part of Kaurna land and recognise the Kaurna people as the traditional and continuing custodians of the land.*

MLM/19-0120

24 March 2022

Mr Brett Grimm  
Acting Manager City Activation  
City of Marion  
PO Box 21  
OAKLANDS PARK SA 5046



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MFY Pty Ltd

ABN 79 102 630 759

Dear Brett,

## **POTENTIAL WARRACOWIE WAY URBAN DESIGN IMPROVEMENTS – TRAFFIC MANAGEMENT OPTIONS**

I refer to previous advice relating to potential traffic management options for Warracowie Way to assist in developing a safe solution which improves pedestrian activation and urban design outcomes. The outcome of these investigations identified three options for consideration, namely:

- Option 1 – as per Council concept plans consulted with the community, a one-way raised trafficable link between Milham Street and Diagonal Road with a pedestrian actuated crossing on Diagonal Road, south of Warracowie Way (MFY\_19-0120\_05\_SH01E);
- Option 2 - retention of two-way movements between Milham Street and Diagonal Road, with a pedestrian actuated crossing on Diagonal Road, south of Warracowie Way (MFY\_19-0120\_09\_SH02D); and
- Option 3 - retention of two-way movements between Milham Street and Diagonal Road, with a pedestrian actuated crossing on Diagonal Road, north of Warracowie Way (MFY\_19-0120\_09\_SH01D).

Council has now sought additional advice in respect to the proposed treatment and further consideration of other broader traffic control treatments which could be considered to respond to community concerns in respect to accessibility to Diagonal Road and Morphett Road.

The primary aim of proposed treatments is to develop a traffic control solution which will maintain access to Milham Street and Warracowie Way with a view to developing a treatment which will provide for high amenity, low speeds and a safe environment for vehicles and pedestrians. This will result in encouraging use of alternative transport modes while developing a safe environment for all road users within the community precinct.

### **1 WARRACOWIE WAY TREATMENT**

In developing the options, the following details were considered:

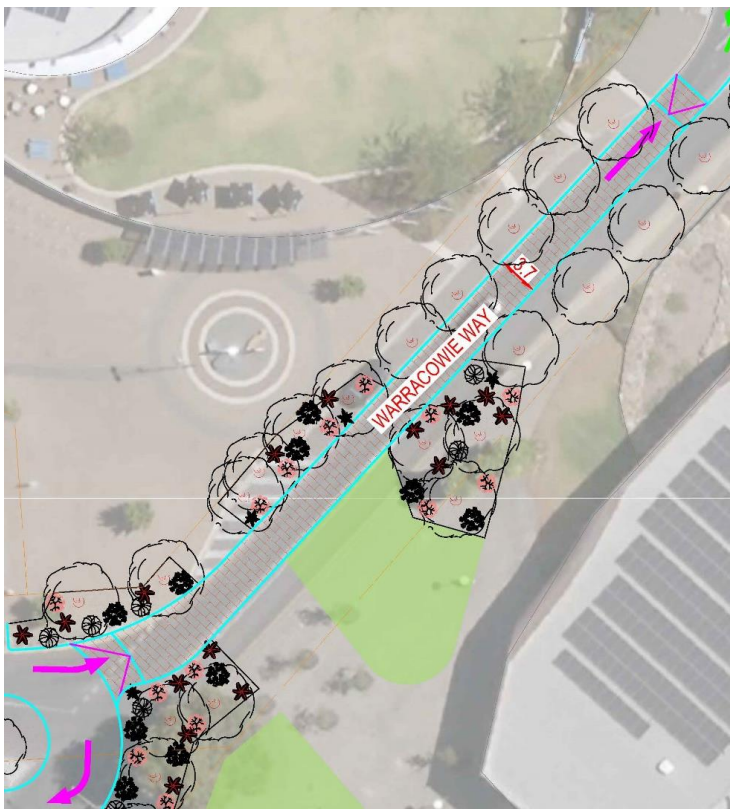
- 1.1 construction of a raised at-grade paved trafficable area within Warracowie Way to provide for vehicle movements at low speeds while encouraging safe and convenient pedestrian and cyclist

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movements through the precinct. The raised trafficable area will provide for a continuous grade for pedestrians and establish a unique environment which promotes improved safety for vulnerable road users. The design of this area would also provide the opportunity for temporary road closures to be effected to create an event space using removable bollards which can be positioned at both ends of the raised platform. This will provide a space for larger events without requiring significant traffic control to be erected, particularly if Option 1 is to be implemented which would include the turning facility on Milham Street. Figure 1 illustrates the potential section of raised pavement which could be utilised during an event.



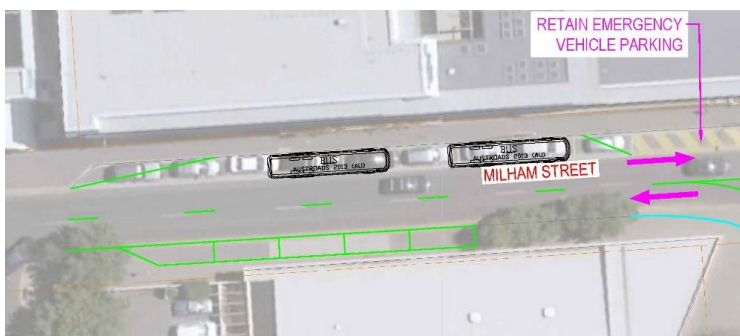
**Figure 1: Potential area of raised platform which could be closed during events**

- 1.2 review of potential for creating a bus parking area to facilitate bus parking for the Aquatic Centre and Marion Cultural Centre in Milham Street, while minimising any loss of on-street parking to further reduce reliance for vehicles on the raised platform facility.

The parking in Milham Street includes indented parking and two spaces for emergency vehicles on the northern side and an existing bus stop on the southern side. Additional bus parking is available on the northern side of Warracowie Way.

There is an opportunity to create bus parking within the existing indented parking bay on the northern side and vehicle parking on the southern side as illustrated in Figure 2.

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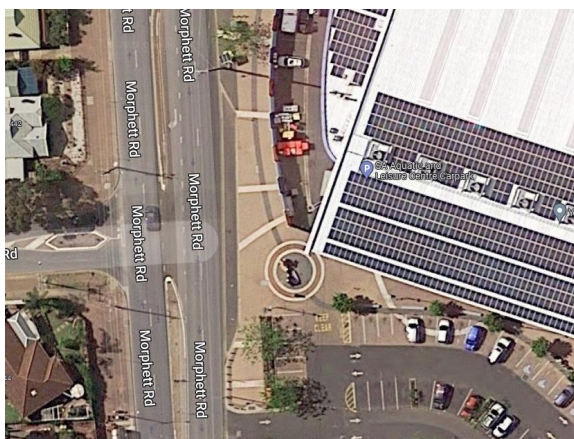


**Figure 2: Potential bus parking within indented parking bay without impacting on the existing emergency parking**

The above option would have an impact on existing parking resulting in a net loss of four spaces. However, the treatment does present an opportunity for a facility to be provided during events at the Aquatic Centre. This would be valuable during major events when alternative short term parking facilities are established to cater for patrons of this facility.

The creation of the raised pavement on Warracowie Way will result in the removal of the indented bus facility in this location. Further, adoption of the one-way option would also result in the bay on the southern side of Milham Street being obsolete. In this instance, as described above, indented parking could be relocated to the indented bus bay on the southern side of Milham Street which would partially off-set any impact associated with buses being located within the parking bay on the northern side.

An existing indented bus bay on Morphet Road, identified in Figure 3, provides a safe and convenient facility for passengers using coach service travelling to and from the aquatic centre.



**Figure 3: Indented bus bay on Morphet Road (source: Google Maps)**

This facility could also be utilised by passengers who currently utilise the Milham Street bus stop. Passengers could also use the public transport bus stop (Stop 29B) on Morphet Road as per the current situation.

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During events at the Aquatic Centre there is likely to be an increased demand for bus parking, particularly when a National or International Event is hosted at this location. During such events an event traffic management plan would be warranted and temporary bus parking solutions (such as within indented parking areas) could be established.

Given the demand for on-street parking in the area, consideration could be given to retaining the existing parking on the northern side of Milham Street with an option for bus parking during events. Further, the existing bus parking on the southern side could be replaced with parking spaces to increase the parking availability in the area with an intent of providing for taxi pick-up and drop-off.

- 1.3 access for delivery vehicles to the Marion Cultural Centre loading facility through the plaza;
- 1.4 retention of the access to the Marion Cultural Centre car park via Diagonal Road. Traffic movements at this access are currently restricted to left-in/left-out movements on Diagonal Road and utilise a portion of the adjacent shopping centre land to enter the site. This access effectively acts as a reciprocal right-of-way with the shopping centre, with entry movements via shopping centre land and exit movements via Cultural Centre land. It will be important to retain this arrangement to not compromise access for either site. It is understood that a right-of-way is being formalised that would support the original intent and the interests of both parties.

Consideration was given to the provision of right turn movements to and from the access. However, the access is opposite the tapers of two channelised right turn lanes on Diagonal Road, as illustrated in Figure 4.



**Figure 4: Aerial image of the existing Community Centre access opposite right turn lane tapers (source: Google Maps)**

Provision of an opening in the solid median to provide right turn access into the Cultural Centre would be contrary to Austroads design recommendations and would result in a rear end collision risk between vehicles propped to turn and vehicles being driven into the right turn lane. Further, the opening would compromise the capacity and operation of the right turn lane at the adjacent traffic signals.

Any such opening would also potentially encourage right turn movement which would result in a high angle crash risk, particularly during periods where the southbound queue at the traffic signals extends beyond the location of the access. Given the safety implications, DIT will not support an opening to facilitate right turns at this location.



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- 1.5 provision of a pedestrian actuated crossing (PAC) on Diagonal Road. A PAC would provide priority for pedestrians and cyclists and provide a higher level of protection than a refuge in a median. The location of the PAC varies between the options but regardless, the device, including the signal infrastructure, signage and linemarking and width of the crossing, will comply with relevant Australian Standards, the Manual of Legal and Technical Requirements for Traffic Control Devices and the design criteria of the Department for Infrastructure and Transport (DIT);
- 1.6 synchronisation of the PAC with other existing signalised intersections on Diagonal Road. Investigations relating to the signal operations on the network will identify the phasing operations which can be adopted to ensure a high level of coordination between signals and can be completed in consultation with DIT should Council pursue negotiations to implement the signals; and
- 1.7 closure of the existing vehicular link between Warracowie Way and the Marion Shopping Centre Car Park. The closure of this link has been approved as part of a recent ScentreGroup development application but also resolves the previous issue of the access being provided across Council owned community land without rights-of-way for vehicular access. Reclaiming this space for community use provides the opportunity to enhance walking and cycling and develop integrated solutions between both sites. While the removal of vehicular access to the shopping centre from this land does not require any legislative approvals (that is, it is not a road reserve and hence does not need to be formalised through either the Roads Traffic Act or Roads Opening and Closing Act legislation), access to the Cultural Centre loading facility need not be prohibited as access for service and maintenance vehicles can be permitted across Council land as per Council requirements.

## **2 PEDESTRIAN CROSSING OPTIONS**

Three options for the pedestrian actuated crossing location have been considered due to impacts on the traffic movements at the Warracowie Way/Diagonal Road intersection. The southern options (illustrated in Options 1 and 2), which would be more consistent with the pedestrian crossing desire line, would result in vehicle egress movements from Warracowie Way being limited to left out turns. This would be advantageous from a road safety and capacity perspective as the right turn movement can be challenging, particularly during peak periods, thus resulting in significant delays.

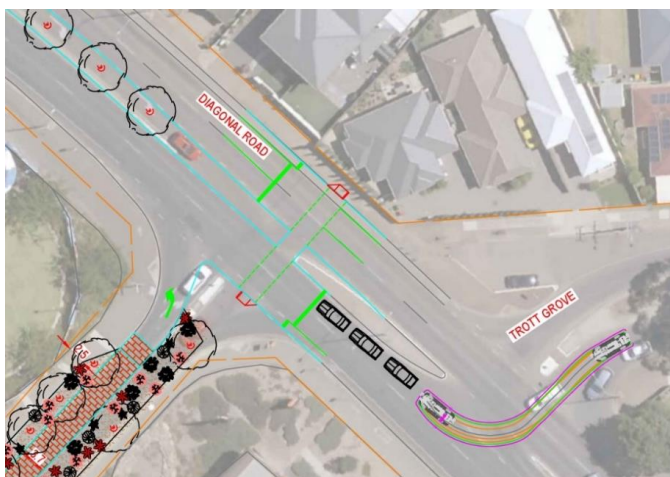
Turning movements from Trott Grove would not be restricted as a result of the southern pedestrian crossing location but the proximity of the crossing to the intersection of Trott Grove with Diagonal Road would limit the queuing distance to only approximately two vehicles. While the Australian Road Rules prohibits drivers obstructing an intersection while queuing, there will be occasions when drivers on Trott Grove will experience increased delays when waiting to exit to Diagonal Road. Notwithstanding this, the PAC would provide an opportunity for drivers to turn while southbound vehicles are stopped.

Option 1 does present an opportunity to increase queuing distance due to the PAC being potentially located further north due to the continuous median. This would require the design of the median

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to facilitate widening of the footpath to enable a staging area for pedestrians to be constructed as identified in Figure 5.



**Figure 5: Potential PAC location subject to footpath widening**

The above option would increase queuing space for drivers exiting Trott Grove to three vehicles, as shown in Figure 5, and would therefore increase opportunities for drivers to turn right from this road. The ability for drivers to turn right from Trott Grove to Diagonal Road will continue to relate to gaps in traffic flow, although there will be increased opportunities created by a PAC when the signal is red.

Even though the northern option would provide more storage to Trott Grove (ten vehicles), there would only be space for two vehicles to queue before movements from Warracowie Way is blocked. As such, the northern option, does not provide any additional storage benefits when compared to the southern options.

Any consideration of pavement messages such as Keep Clear would need to be approved by DIT. In reviewing such a request, DIT would reference relevant Australian Standards and its operational instructions. Queuing will be minimised by management of phases along the network, noting that the PAC would not be initiated as frequently as phases at adjacent signals.

### 3 NETWORK ACCESS REVIEW

Community consultation in relation to the Warracowie Way project identified a concern from a number of residents in relation to accessibility to the arterial road network, in particular for northbound travel. Further to this, a review of opportunities for signalling the following locations was completed:

- intersection of Trott Grove and Diagonal Road; and
- intersection of Morphett Road and Milham Road.



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Installation of signals in either location would require approval from DIT which would require confirmation of any impact to the arterial road network to understand if the treatment could be justified. Detailed investigations to identify the impact to the functionality of the road and any changes to delays for drivers would be required and would potentially include network modelling analysis and an assessment in respect to whether the warrant for a traffic signal would be met.

Prior to commencing detailed analysis, it is pertinent to understand opportunities and constraints associated with both locations if signalisation of intersections is to be considered. Accordingly, this assessment considers road design and safety criteria which could be reviewed to inform any decisions to further pursue discussions with DIT in respect to further analysis requirements.

### 3.1 TROTT GROVE/DIAGONAL ROAD

A signal at the Trott Grove/Diagonal Road intersection would require the following treatments:

- realignment of Trott Grove;
- a channelised right turn lane on Diagonal Road; and
- a high-entry angle left turn facility on Trott Grove.

Figure 6 illustrates a sketch design of a signal at the intersection of Trott Grove and Diagonal Road.



**Figure 6: Sketch plan of a signal at the Trott Grove/Diagonal Road intersection**

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There are a number of design factors that would need to be addressed if such a treatment was to be considered, including:

- The existing channelised right turn lane to Trott Grove does not meet Austroads criteria in respect to the deceleration distance required. The lane would need to be extended to at least 55 m to meet these criteria;  
Notwithstanding the above, the actual length of the right turn lane would need to be assessed based on the forecast queue associated with the signal. This would require a modelling assessment and is a factor of the turning volume as well as the signal operation;
- modelling previously completed at the Marion Shopping Centre/Diagonal Road intersection has identified that the right turn queue exceeds the storage capacity within the right turn lane, and that modifications are required to this intersection in conjunction with the approved shopping centre development proposal. This would not impact the installation of a PAC;
- the pedestrian crossing at the signal would be required to be on the southern side to provide for safe crossing movements when the right turn out of Trott Grove is active. This would mean that the pedestrian link would not be direct between Warracowie Way and Trott Grove;
- the installation of a signal at this location would result in only approximately 130 m separation between that signal and the shopping centre access signal. While there are locations with minimal separation between signals, DIT typically requires 300 m to 400 m separation between signals. The separation requirement does not apply to a PAC as it would not be actuated as frequently as a traffic signal;
- previous modelling of the Marion Shopping Centre/Diagonal Road intersection identified that the queue on the approach to the signal could extend beyond the Trott Grove/Diagonal Road intersection. This would suggest that the installation of an additional signal will compromise the functionality of the road network and create additional delays on the network. Further, any northbound queue at the Trott Grove intersection would need to be accommodated without extending across the adjacent signals. Based on the analysis of the shopping centre signal this may not be achievable; and
- while a channelised right turn lane to Warracowie Way could be physically provided with the signalisation of the Diagonal Road/Trott Grove intersection, there could be sightline implications for drivers turning right to Warracowie Way. The impact of this would need to be reviewed during detailed design and therefore could ultimately impact on the development of Options 2 and 3.

### 3.2 MILHAM STREET/MORPHETT ROAD

A signal at the Milham Street/Morphett Road intersection would require the following treatments:

- duplication of northbound lane on Morphett Road to accommodate a channelised right turn lane to Milham Street; and
- installation of medians.

Figure 7 illustrates a sketch plan showing a signal at the Milham Street/Morphett Road intersection.

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**Figure 7: Sketch plan of a signal at Morphett Road/Milham Street intersection**

The above figure identifies the following:

- there would be substantial widening of Morphett Road required to enable a channelised right turn to be created. This would result in a considerable reduction in the width of the footpath and would potentially create a requirement for land acquisition;
- a signalised treatment would require the installation of a solid median in accordance with the Austroads Design Guidelines to provide a safe facility. This would impact on access for adjacent properties;
- the intersection of Lascelles Avenue and Morphett Road would be restricted to left-in/left-out movements; and
- there would only be approximately 200 m separation between the signalised intersection of Diagonal Road and Morphett Road and a signal at the Milham Street/Morphett Road intersection. Similarly, the separation between the signal and the Marion Shopping Centre access/Morphett Road signalised intersection would only be approximately 230 m, which would be short of DIT's preference for spacing between signals.

The above assessment clearly demonstrates that signals at these locations would require extensive works. Further, such treatments will be detrimental to the operation of the road network and therefore would not be supported by DIT.

#### **4 OPTION COMPARISON**

Table 1 provides a summary of the relative opportunities/constraints for the three options, as they relate to traffic and road safety matters.

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**Table 1: Opportunities/Constraints of Warracowie Way streetscape options**

Outcome	Option 1	Option 2	Option 3
Traffic Management safety	High	Medium	Low
Reduced Volumes vehicle traffic Warracowie Way	High	Medium	Medium
Retention of vehicle turning movements	Low	Medium	High
Pedestrian plaza / amenity	High	Medium	Medium
Improved pedestrian connectivity/ safety	High	Medium	Medium
Community connection to walking and cycling network	High	High	Medium
PAC integration with streetscape and functionality	Medium	Medium	Low
PAC effect on adjacent residents.	Medium	Medium	Low
Increased publicly useable space	High	Medium	Medium

Table 2 provides a comparison of the forecast traffic volumes on Warracowie Way and Milham Street for the three options.

**Table 2: Forecast pm peak hour traffic volumes for each option**

Road	Movement	Option 1	Option 2	Option 3
Warracowie Way	Eastbound	50	110	145
	Westbound	0	250	250
	<b>TOTAL</b>	<b>50</b>	<b>260</b>	<b>395</b>
Milham Street	Eastbound	230	230	230
	Westbound	145	250	195
	<b>TOTAL</b>	<b>375</b>	<b>480</b>	<b>425</b>

In summary, all three options will provide an opportunity to improve Warracowie Way as a high amenity safe plaza, which will increase safety for all road users and will be flexible for use during events. The alternatives (Options 2 and 3) identify options which will provide for accessibility to Warracowie Way, including existing parking areas, while improving pedestrian crossing safety and minimising impact on residents.

Improved road safety for pedestrians and drivers will be facilitated through restrictions of turning movements and reducing conflict points. Ultimately, the preferred solution will be one which balances improved road safety with accessibility, given that the options maintain existing parking facilities and significantly upgrade pedestrian safety options.

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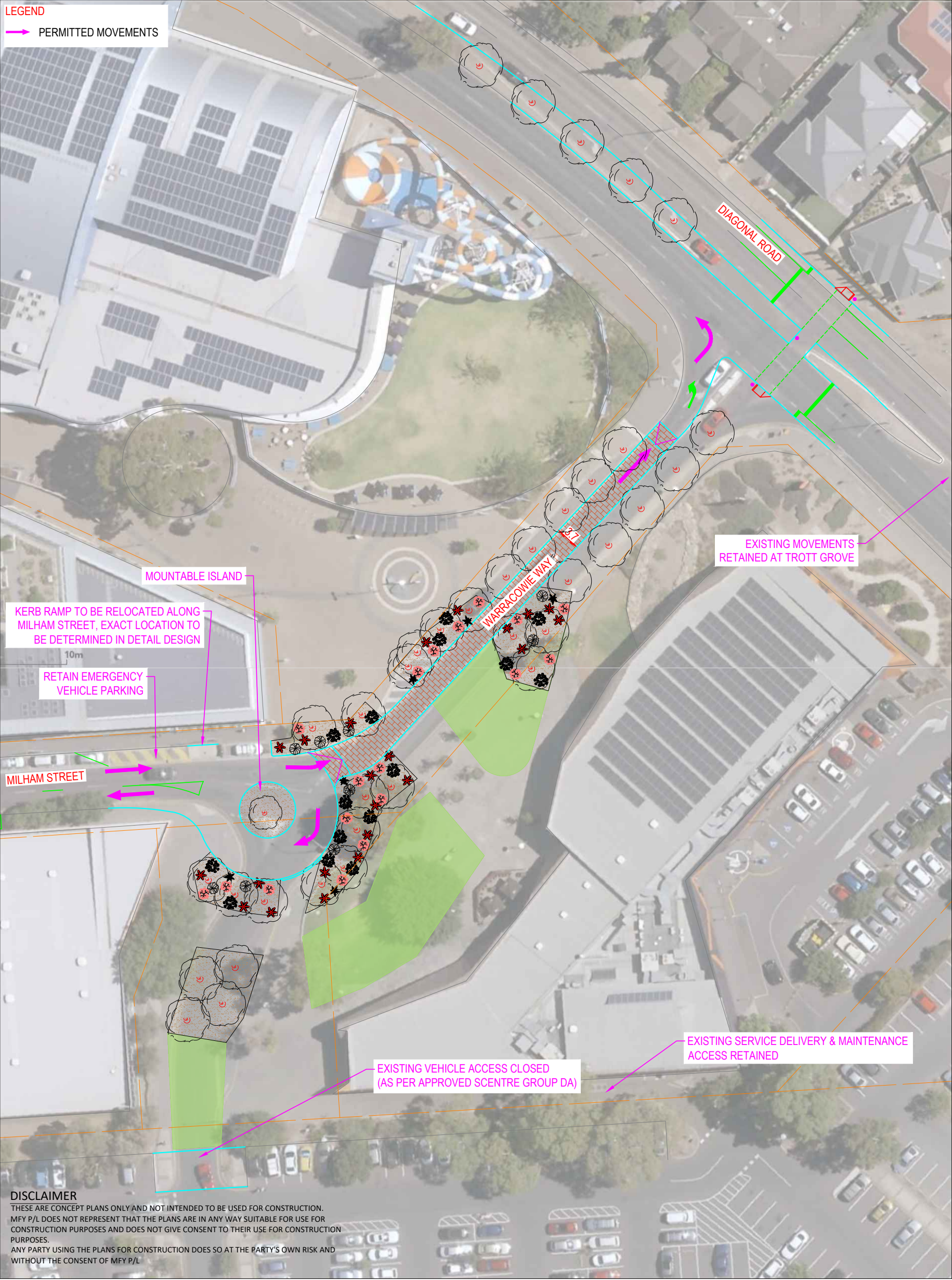
Improved accessibility for residents through installation of additional signals on the arterial road network would impact the safety and efficiency of the arterial road network. It is understood that Council has received preliminary comments from DIT which indicate that signalised intersections would not be supported at either location, given the works required to achieve technical and safety compliance.

Yours sincerely,  
**MFY PTY LTD**

A handwritten signature in black ink, appearing to read 'Melissa Mellen', followed by a horizontal line.

**MELISSA MELLEN**  
Director





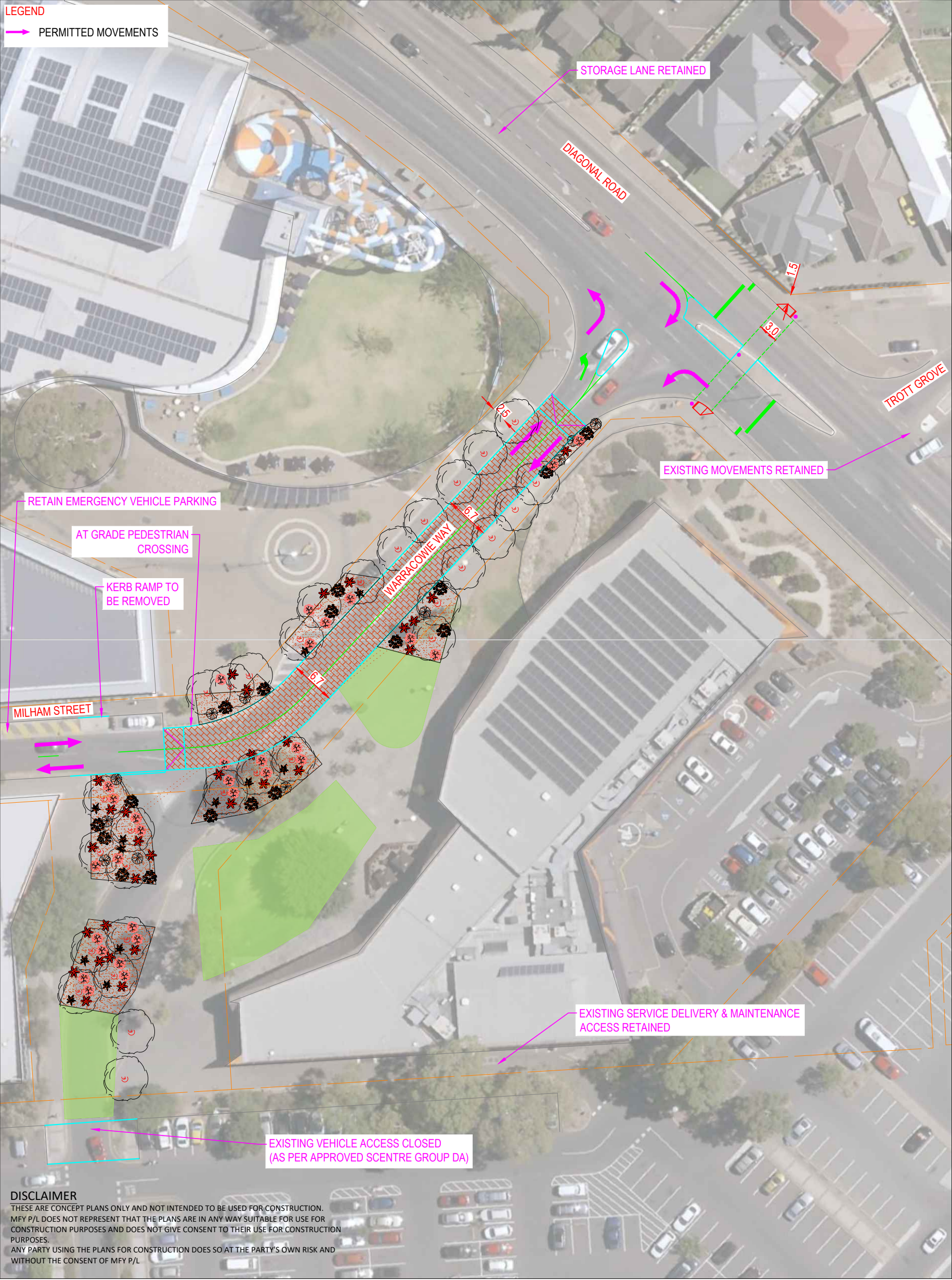
**Warracowie Way Traffic Study**  
**Option 1 - One Way**  
**Warracowie Way**


<b>Drawing:</b> MFY_190120_05_SH01	<b>Project Number:</b> 19-0120	<b>Revision:</b> G
<b>Project Name:</b> Warracowie Way Traffic Study	<b>Drawn:</b> BH	<b>Scale:</b> 1:500
<b>Client:</b> City of Marion	<b>Date:</b> 23.03.2022	<b>Paper Size:</b> A3

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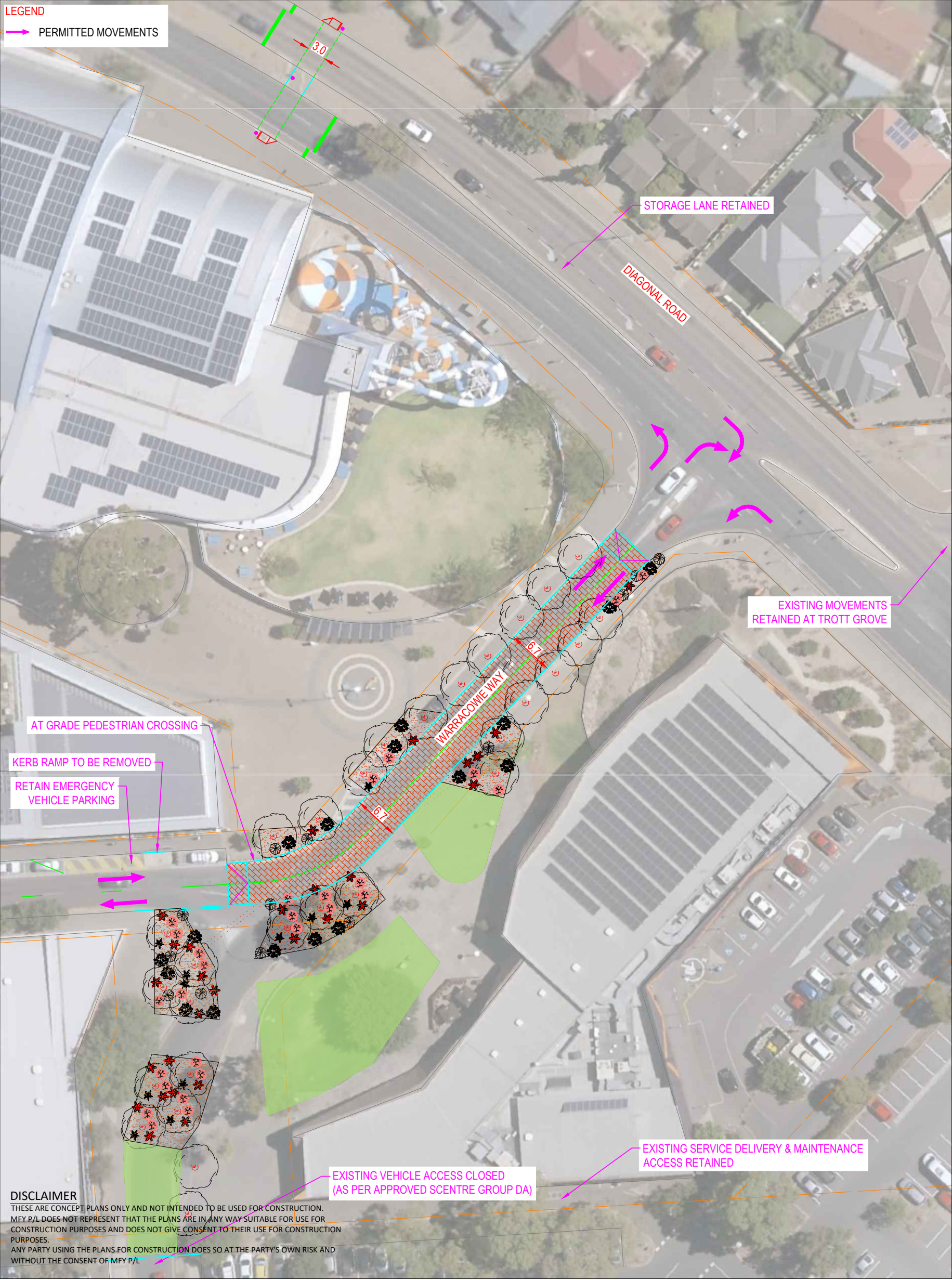
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<div>Warracowie Way Traffic Study</div> <div>Option 2 - Two Way</div> <div>Pedestrian Crossing South</div>	<div><div><div>Drawing:MFY_190120_09_SH02</div><div>Project Name:Warracowie Way Traffic Study</div><div>Client:City of Marion</div></div><div><div>Project Number:19-0120</div><div>Drawn:BH</div><div>Date:23.03.2022</div></div><div><div>Revision:F</div><div>Scale:1:500</div><div>Paper Size:A3</div></div></div>			<div></div> <div>Traffic • Parking • Transport</div>	<div>Unit 6, 224 Glen Osmond Road</div> <div>FULLARTON SA 5063</div> <div>T: +61 8 8338 8888</div> <div>E: mfy@mfy.com.au</div>





**Warracowie Way Traffic Study**  
**Option 3 - Two Way**  
**Pedestrian Crossing North**

<b>Drawing:</b> MFY_190120_09_SH01	<b>Project Number:</b> 19-0120	<b>Revision:</b> F
<b>Project Name:</b> Warracowie Way Traffic Study	<b>Drawn:</b> BH	<b>Scale:</b> 1:500
<b>Client:</b> City of Marion	<b>Date:</b> 23.03.2022	<b>Paper Size:</b> A3



Traffic • Parking • Transport

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# VISION

The Marion Cultural Centre Plaza provides an opportunity to create an active public realm that enhances the Regional Centre as a destination, supporting community activities, social engagement and the visitor economy.

## Objectives

### Enhanced amenity

Integrate green space comprising of trees, lawn and passive recreation spaces supporting environmental benefits, comfort and extended public dwell time.

### Community connections

Strengthen connections to broader precinct for pedestrian and cyclists whilst managing vehicle movements and access requirements. Key considerations are to enhance connections between public transportation and community facilities within the precinct.

### Flexibility of functional use

Create a vibrant space that can adapt for various functional needs. A space that offers respite and relaxation, circulation and access to surrounding facilities, whilst accommodates opportunities for varied scaled events.

### Sense of place

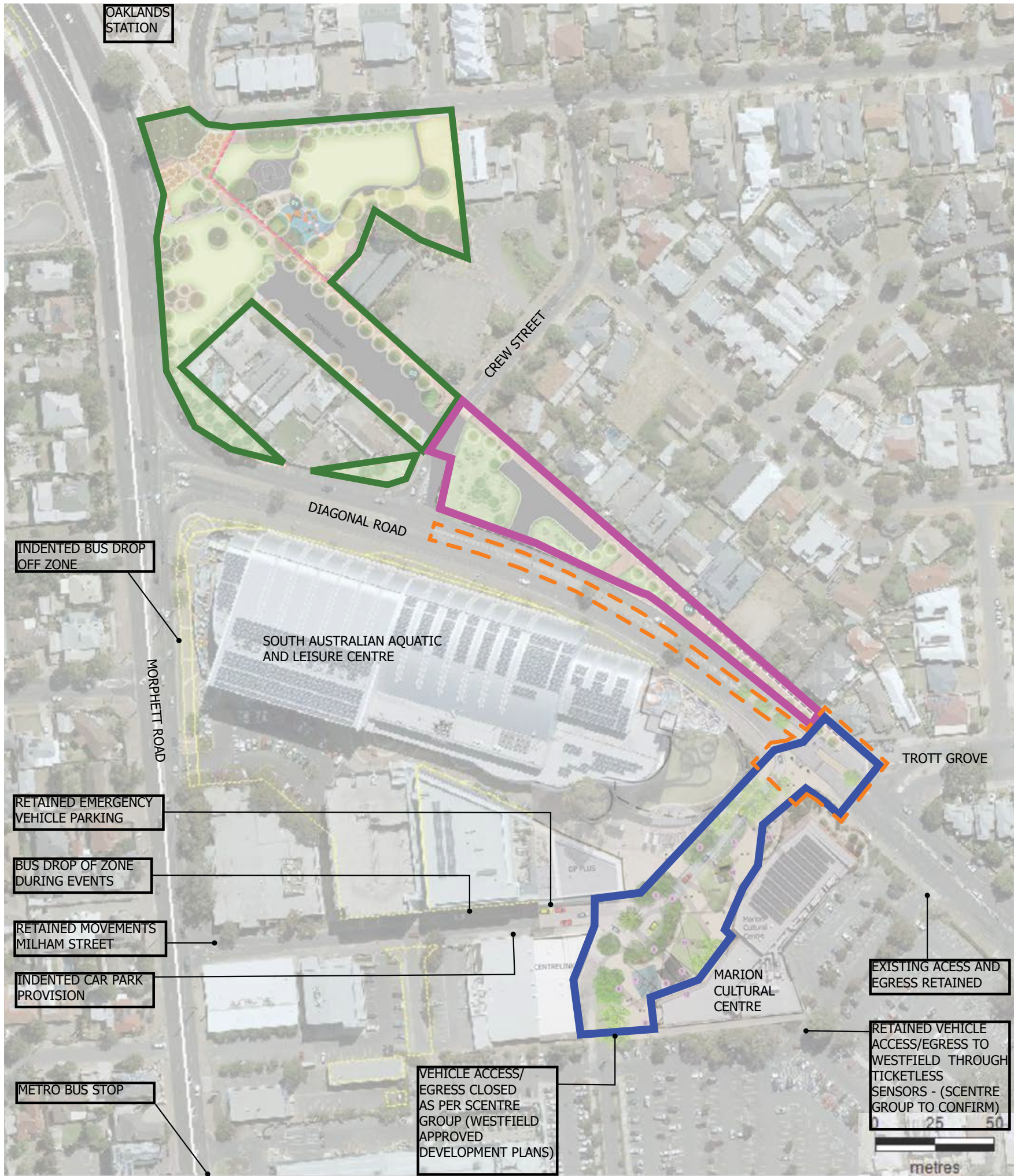
Creation of spaces that explore Councils community vision of liveable, valuing nature, engaged, connected, innovative and prosperous.

MARION CULTURAL CENTRE PLAZA

SK01







LEGEND

- DWYER ROAD RESERVE AND DIAGONAL WAY (COMPLETE 2020)
- DIAGONAL ROAD STREETScape (CAPITAL WORKS 2022/23)
- PEDESTRIAN ACTUATED CROSSING AND MEDIAN PLANTING (ALIGNMENT SUBJECT TO WARRACOWIE WAY ONE-WAY TRAFFIC MANAGEMENT SOLUTION)
- MCC PLAZA (REFER TO SK03 FOR CONCEPT PLAN)

# MARION CULTURAL CENTRE PLAZA

CONTEXT PLAN - COMMUNITY CONNECTIONS

SK02









EVENTS STAGE AND SHELTER



SHELTER TO SUPPORT COMFORT AND DWELL TIME



STAGE DECKING THAT ACTS AS BENCH SEATING



DIVERSITY OF SEATING OPTIONS FOR SOCIAL ENGAGEMENT



TABLE TENNIS- RECREATION OPPORTUNITY



PLAYFUL ART SCULPTURE



PUBLIC ART- LIGHTING OPPORTUNITY



NIGHT TIME AMENITY WITH CATENARY LIGHTING



NIGHT TIME AMENITY WITH CATENARY LIGHTING



PEDESTRIAN WALKWAYS



POTENTIAL FOR RAISED PLANTERS TO ENHANCE AMENITY



INTEGRATION OF TRANSPORTATION MODES



INTEGRATED LAWN, TREE CANOPY AND PAVEMENT TREATMENTS



WATER SENSITIVE URBAN DESIGN



TREE SHADED PEDESTRIAN AND CYCLIST CIRCULATION PATHS



OUTDOOR FURNITURE SUPPORTING SOCIAL ENGAGEMENT AND ACTIVATION

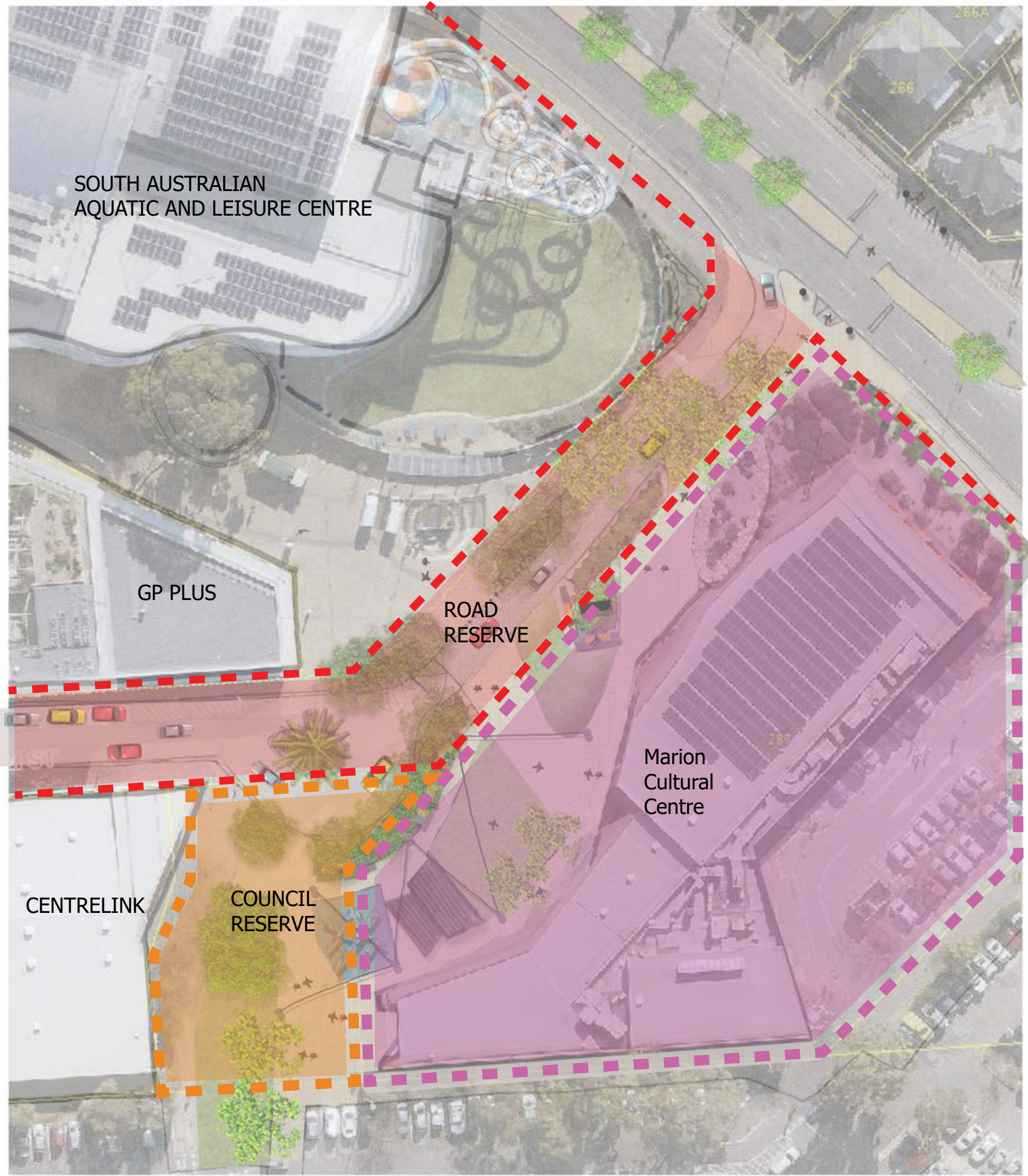
# MARION CULTURAL CENTRE PLAZA

PRECEDENTS

SK04







SCALE 1:500@A3

**LEGEND**

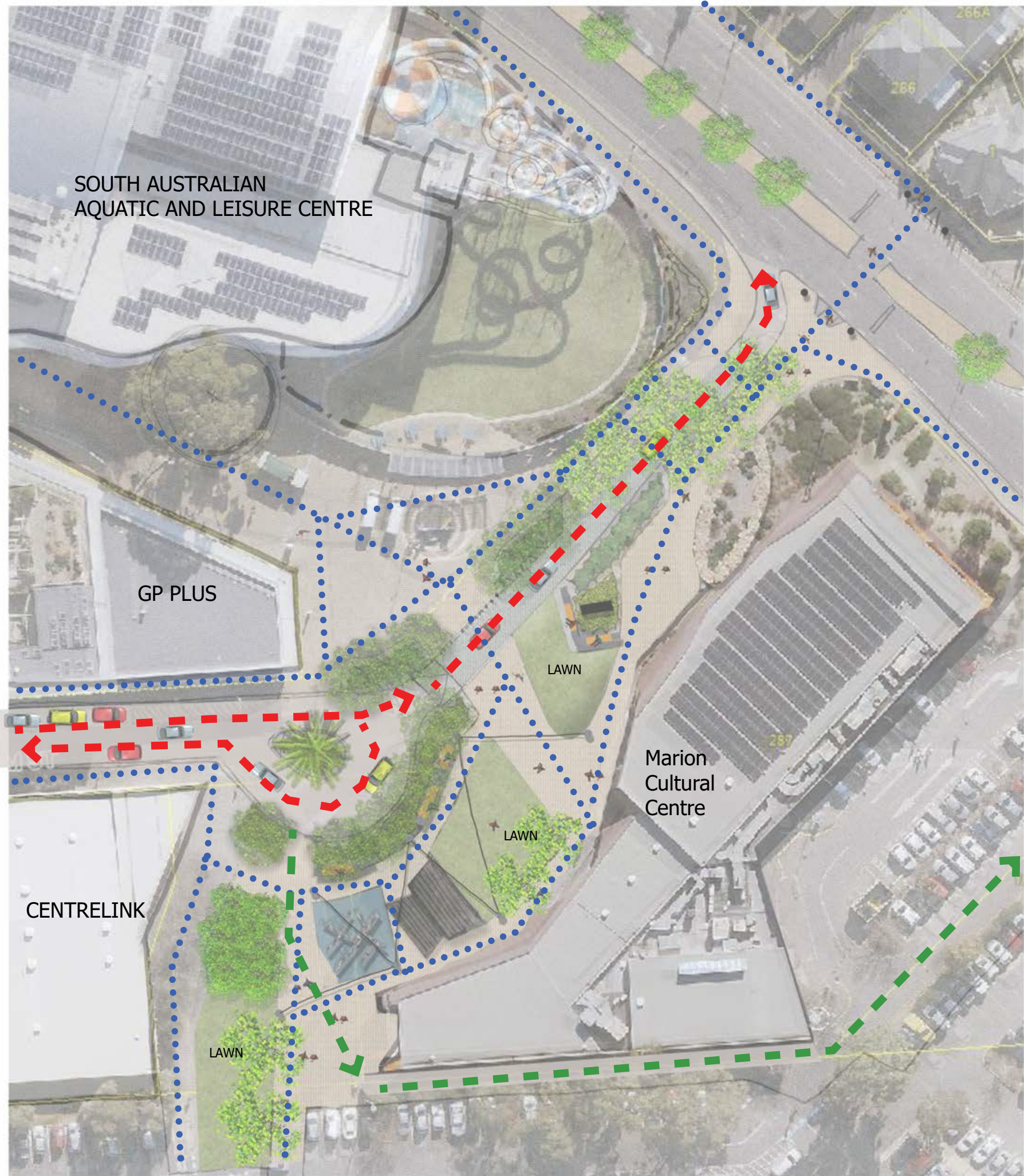
- COUNCIL RESERVE
- COUNCIL- MARION CULTURAL CENTRE
- COUNCIL- ROAD RESERVE

MARION CULTURAL CENTRE PLAZA

LAND OWNERSHIP

SK05





SCALE 1:500@A3

LEGEND

- — — VEHICLE MOVEMENTS
- ..... PEDESTRIAN/ MOVEMENTS  
(MAIN DESIRE LINES)
- — — SERVICE DELIVERY MOVEMENTS

NOTE PROPOSED WARRACOWIE WAY TRAFFIC  
MANAGEMENT SOLUTION IS FOR ONE-WAY EXIT TO  
DIAGONAL ROAD.

NOTE WESTFIELD (SCENTRE GROUP) INTEND TO  
CLOSE VEHICLE ACCESS FROM WARRACOWIE WAY.  
PEDESTRIAN/ CYCLIST CONNECTIONS ARE BEING  
COORDINATED BETWEEN COUNCIL AND SCENTRE  
GROUP.

MARION CULTURAL CENTRE PLAZA  
MOVEMENT ASSESSMENT

SK06









## 10.2 Revitalisation of the Edwardstown Employment Precinct - 2022/23 Action Plan

<b>Report Reference</b>	GC22041210.2
<b>Originating Officer</b>	Project Coordinator - Edwardstown – Kate Silkstone
<b>Corporate Manager</b>	Manager City Activation - Charmaine Hughes
<b>General Manager</b>	Acting General Manager City Development - Tony Lines

### REPORT OBJECTIVE

The purpose of this report is to seek approval to continue with the Revitalisation of the Edwardstown Employment Precinct from an access, amenity and activation perspective. A 12-month action plan for 2022/23 has been prepared to build on previous work.

### EXECUTIVE SUMMARY

The Revitalisation of the Edwardstown Employment Precinct project was established in 2018. The project sought to revitalise the area east of the railway line and bordered by South Road, Daws Road and Cross Road from an access (how people move around the precinct), amenity (the look and feel of the precinct) and activation (business growth and investment) perspective. Three 12-month action plans have been implemented, delivering 65 actions with a Council budget of \$804,500 and additional \$145,000 grant funding received.

Further work is needed to continue to revitalise the employment precinct from access, amenity and activation perspectives. The request for this year is to continue the momentum of the project and deliver 16 actions with a total budget of \$385,000 (includes internal labour costs of \$105,000 from existing budgets and assumed grant funding of \$110,000, resulting in an additional budget required of \$170,000).

This initiative has in effect been a series of annual allocations, with a key focus on economic development activity, small scale and targeted precinct works to improve the amenity of the area, and analysis work to underpin future proposals for improvement.

### RECOMMENDATION

**That Council:**

- 1. Endorses the 2022/23 Action Plan as the program of work (Attachment 4) to continue the revitalisation of the Edwardstown Employment Precinct.**
- 2. Endorses a budget of \$170,000 to deliver the outcomes of the Action Plan, to be included in the 2022/23 budget process.**
- 3. Notes that Administration will identify and progress any grant opportunities to deliver the program of works.**

### GENERAL ANALYSIS

Council has taken a multi-year approach to investing in the Edwardstown Revitalisation program of work, and has requested Administration to review annually and return with an outline for the 2022/23 works.

Council has supported this project since 2019 endorsing the Action Plan each year. The following table details investment to date and proposed investment for 2022/23.

#	FY	Council Contribution	External Funding
1	2019/20	\$281,000	\$85,000 (received)
2	2020/21	\$246,000	\$60,000 (received)
3	2021/22	\$277,500	\$0
4	2022/23	\$275,000 (proposed)	\$110,000 (proposed)

Note that the Council contribution for 2022/23 includes internal labour costs of \$105,000 from existing labour budgets. Historically labour has been funded from additional budgets, and so the funding proposal for 2022/23 represents an overall saving of \$105,000 to Council.

The project has been successful in receiving \$145,000 in grants to date towards outcomes in Edwardstown and will continue to seek these opportunities to invest towards outcomes.

### History of Progress to Date

The project so far has delivered 65 activities within the themes of:

- access (how people move around the site)
- amenity (the look and feel of the site)
- activation (business growth and investment) (refer Attachment 1).

Attachment 2 highlights key outcomes to date. Attachment 3 shows progress against the 2021/22 Action Plan, namely that actions are (i) complete, (ii) scheduled for completion by 30 June 2022, or (iii) ongoing, with the exception of a trial verge uplift in Woodlands Terrace which has not been able to be resourced.

### Proposed Activity for 2022/23

The proposed action plan (Attachment 4) builds on the work of the past three years and complements the longer-term strategic vision for the precinct.

Next year's program will also be an opportunity to review outcomes and consider how some of the successful initiatives could be applied across the City of Marion into other precincts.

## ATTACHMENTS

1. History of Progress [**10.2.1** - 2 pages]
2. Key Outcomes [**10.2.2** - 2 pages]
3. Progress report against 2021/22 [**10.2.3** - 5 pages]
4. Action Plan 2022/23 [**10.2.4** - 2 pages]

Attachment 1 – History of Progress to Date  
March 2022

## Revitalisation of the Edwardstown Employment Precinct

### History of Progress to Date

#	FY	Number of Actions Delivered	Highlights
1	2019/20	26 - Total Line Items Access - 3 projects Amenity - 5 projects Activation - 12 projects	<ul style="list-style-type: none"> <li>Established the Making Marion website</li> <li>Urban Design Framework created</li> <li>Greening of Edwardstown Part One</li> <li>Established the business community meetings / steering committee</li> <li>Edwardstown business and property business listing</li> <li>Established environmental monitoring</li> <li>Business upskilling and networking program delivered</li> <li>Five case studies of businesses in Woodlands Terrace to promote energy efficiencies</li> <li>Economic Activation Plan</li> </ul>
2	2020/21	32 - Total Line Items Access - 4 projects Amenity - 7 projects Activation - 11 projects	<ul style="list-style-type: none"> <li>Creative space EOI complete</li> <li>Tonsley and Edwardstown Value Proposition and Capability mapping</li> <li>Retained the Edwardstown business community group</li> <li>Creating the Edwardstown Brand</li> <li>Circular economy workshops</li> <li>Businesses with 25 years were celebrated</li> <li>Greening of Edwardstown Part One concluded</li> <li>Greening of Edwardstown Part Two successful.</li> <li>Community celebration held.</li> <li>Study into local area traffic management</li> <li>Stobie pole art installation</li> <li>Thermal comfort modelling</li> </ul>
3	2021/22	28 - Total Line Items Access - 4 projects	<ul style="list-style-type: none"> <li>Explored traffic management options including consultation with businesses owners</li> </ul>

Attachment 1 – History of Progress to Date  
March 2022

		<p>Amenity - 7 projects Activation - 12 projects</p>	<ul style="list-style-type: none"> <li>• City of Marion represented at North South Corridor Business Consultation Group</li> <li>• Celebrated businesses for their longevity, innovation, and community spirit</li> <li>• Re-established the Edwardstown Steering Committee to support and inform the project</li> <li>• Edwardstown business community group participated in workshops and networking events</li> <li>• Circular economy grant application to assist businesses generate value through waste</li> <li>• Defence industry event planned for May 2022</li> <li>• Edwardstown website and capability directory in development</li> <li>• Greening of Edwardstown Part Two concluded</li> <li>• Water sustainability grant application to create a demonstration rain garden</li> <li>• EOI for a mural on Raglan Avenue</li> </ul>
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## Revitalisation of the Edwardstown Employment Precinct – Key Outcomes

### Activation

The Edwardstown Precinct is the economic engine room of the City of Marion economy. Located in the inner Southern Adelaide, the precinct is host to over 4,500 jobs, over 1,800 businesses and provides \$1bn into our economy.

Continued investment is seeing Edwardstown evolve into a successful industrial precinct, the data below demonstrates the increase in revenue and reinvestment in the area through goods and services sold to local industry and wages and salaries paid to employees.

Edwardstown Employment Precinct				
<b>Output</b> - Revenue generated by businesses in a defined region, also referred to as total sales or total outcome.				
	2018 \$M	2021 \$M	Change \$M	Change + %
Edwardstown Employment Precinct	\$1,367.137	\$1,609.472	\$242.336	17.7%
Manufacturing Industry Sector	\$518.510	\$690.810	\$172.300	33.2%
<b>Wages and Salaries</b> - Paid to employees				
Edwardstown Employment Precinct	\$274.797	\$299.308	\$24.511	8.9%
Manufacturing Industry Sector	\$56.116	\$66.206	\$10.090	18%
<b>Local Sales</b> – Goods sold and services to local industry sectors as input into production and for value-adding				
Edwardstown Employment Precinct	\$434.719	\$489.632	\$54.913	12.6%
Manufacturing Industry Sector	\$131.911	\$159.791	\$27.880	21.1%
<b>Regional Exports</b> – Goods sold and services to which are sold to consumers, businesses and government based outside the region's boundaries.				
Edwardstown Employment Precinct	\$365.207	\$480.129	\$114.922	31.5%
Manufacturing Industry Sector	\$224.602	\$332.213	\$107.611	47.9%

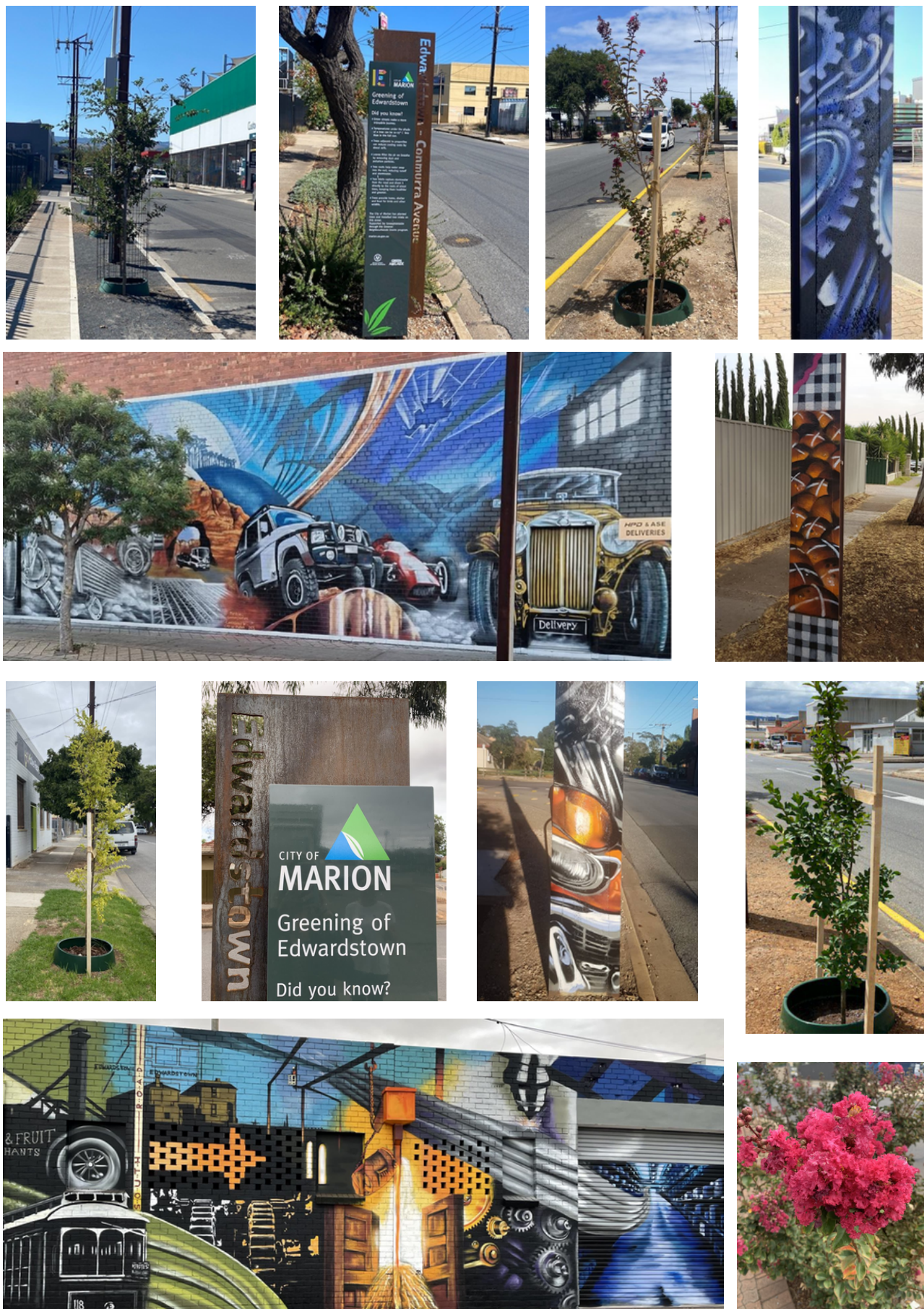
### Amenity

Assisted by grant funding from Green Adelaide the City of Marion has planted over 300 trees in the Edwardstown Employment Precinct increasing tree canopy at maturity by 26,080 sqm.

Edwardstown Employment Precinct Tree Canopy	
Total Precinct Area	834,994 sqm
2018 Canopy	52,512 sqm (6.29%)
2019-2022 Greening Edwardstown Project planting 326 trees, additional tree canopy at maturity.	26,080 sqm (3.12%)
Estimated tree canopy cover at maturity	<b>78,592 sqm</b>

Below is a collage of images demonstrating the improvements to the amenity of the precinct.





## Attachment 3 Revitalisation of the Edwardstown Employment Precinct - Progress Report for the 2021/22 Action Plan

**12 Month Action Plan - Revitalisation of the Edwardstown Employment Precinct**  
**2021/2022 Financial Year**  
**PROGRESS REPORT**

Deliverables					
#	Outcome	Action Item	Benefit/Outcome	CoM Lead Unit	Progress
1	Governance	1.Board Champion – Mayor/Cr Joseph Masika/ Cr Sasha Mason 2.Project Sponsors – Tony Lines, General Manager City Development 3.Senior Leader – Charmain Hughes, Manager City Activation 4.Project Manager – TBC, Unit Manager Economic and Cultural Development. 5.Project Coordinator – Kate Silkstone, Project Coordinator 6.Monthly Steering Committee meetings at the Edwardstown Club held the first Monday of each month. 7.Internal Project Control Group – Coordination and delivery of the project by establishing an internal working group of lead areas / subject matter experts to meet monthly."	<ul style="list-style-type: none"> <li>•Organisational excellence</li> <li>•Framework for responsibility and accountability</li> <li>•Clear deliverables and project management</li> <li>•The business community is involved in the project</li> <li>•Activation of the Edwardstown Club</li> </ul>	Economic Development	On-going
2	Project Management	Identify partnerships and funding opportunities to support the delivery of the Edwardstown Revitalisation Plan.	<ul style="list-style-type: none"> <li>•Community ownership of the revitalisation</li> <li>•Leverage greater value for the project by working with others.</li> </ul>	ELT	On-going
3	Project Management	Re-establish the steering committee to support and inform the Revitalisation of the Edwardstown Employment Precinct project. To be chaired by a member of the business community. Meetings to be held twice yearly.	The project steering group supports and informs the Project, providing insights, information, and recommendations on the Action Plan (and longer-term vision) with members: <ul style="list-style-type: none"> <li>•acting as project advocates within the precinct community</li> <li>•providing feedback into key actions.</li> </ul>	Economic Development	Completed.  Two steering committee meetings were held in 2021 to assist in determining actions for the 2021/22 Action Plan.
4	Communication	Use the Making Marion sites to continue engagement and two-way communication.  <ul style="list-style-type: none"> <li>•www.makingmarion.com.au/edwardstown-project</li> <li>•www.makingmarion.com.au/greening-edwardstown</li> </ul>	Increase participation in the project; increase engagement. Keep businesses and residents up to date.	Economic Development	To be replaced by the Edwardstown Investment attraction website.

## Attachment 3 Revitalisation of the Edwardstown Employment Precinct - Progress Report for the 2021/22 Action Plan

5	Communication	Maintain the Edwardstown Business and Property Database to ensure that it is kept up to date. Integrate this into the new Salesforce CRM so that we have a complete picture of property owners and businesses within the precinct.	A consolidated up to date listing of business and property owners.	Economic Development	On-going maintenance of the Edwardstown business and property database. Data regularly updated from REMPLAN and the rates database. The Salesforce CRM business and property data integration feasibility to be scoped.	
<b>Access - How we move in, out and around the precinct</b>						
6	Access	Consultative Committee for North-South Road Corridor to inform North South Road discussions with Cr Sasha Mason as chair. The Committee to include City of Mitcham, City of Marion, City of Unley and City of West Torrens. This committee will meet quarterly to advocate for business and connectivity for the region during the north-south corridor discussions.	Information, advocacy and communication.	City Activation	Superceded by item 7 below.	
7	Access	Participate on the North South Corridor Business Community Consultation Group to understand how the project can be shaped in relation to the major development.	This will help inform the development of a longer term plan.	City Activation	Completed - consultation in current format ceased at the end of December 2021  Donna Griffiths and Kate Silkstone attended the North South Corridor Business Consultation Group meetings. Cr Sasha Mason attended the North South Corridor Community Consultation Group meetings.	
8	Access	Explore traffic management options for Edwardstown.	Investigating road reserves to improve access, parking and amenity.	Engineering, Assets and Environment	Work in progress.  Turning analysis assessment to be undertaken on Coongie Avenue and Erudina Avenue. Approval to be sought at Ward Briefing to undertake a one-way trial on Coongie Avenue and Erudina Avenue. One hour no stopping restrictions and loading zones to be reviewed on Erudina Avenue.	
9	Access	Public consultation with businesses and residents impacted by the proposed traffic management plan and an action to conduct a detailed design of the plan to be completed.	Traffic management solutions meet the needs of the community.	Engineering, Assets and Environment	To be determined by outcomes of #8	
<b>Amenity - The look and feel of the precinct</b>						
10	Amenity	Build on the stobie pole project of 2020/21 with an additional eight stobie poles.	Add vibrancy to the precinct.	Community Cultural Development	Stobie pole art to be completed by April 2022, recognising seven Edwardstown businesses for longevity, community spirit and innovation.	



## Attachment 3 Revitalisation of the Edwardstown Employment Precinct - Progress Report for the 2021/22 Action Plan

11	Amenity	Install a mural on Raglan Avenue (seek collaboration with Vicinity Centres) to build on the existing 'service lane' art.	Increase the vibrancy and vibe of the precinct.	Community Cultural Development	Licensing Agreement to create a entry statement (Edwardstown branding) and mural on the Raglan Avenue wall at Castle Plaza has been signed. Currently reviewing Expressions of Interest. Artwork to be completed by 30 June 2022.	
12	Amenity	Continue the delivery of the Greening of Edwardstown Stage Two. \$60k/50% funding through Greener Adelaide grant received 2020/21 FY.	Improve public realm Create green character amenity including green spaces to help people meet Reduce urban heat Reduce air pollution and energy use	Open Space Operations, Engineering, Environment	To be completed by 31 May 2022. 152 trees planted and tree guards installed, 6 interpretive education signs and 10 tree nets installed. Currently finalising work to plant 250 native plants on Clarke Avenue.	
13	Amenity	Three Year Planting Program in the Edwardstown Employment Precinct to increase canopy and reduce the heat island impact. Commenced 2020-21.	Improve public realm Create green character amenity including green spaces to help people meet Reduce urban heat Reduce air pollution and energy use	Operations / Open Space Coordination	On-going	
14	Amenity	Application for Water Sustainability Grant 2021-22 of \$25k/50% funding through. This will look to negate the storm water issues in Edwardstown. \$ for \$ funding required. To deliver 50 tree nets.	Green streets and flourishing parklands, by recognising the synergies of fit-for-purpose water provision, at-source infiltration, and other sustainable water management opportunities for urban greening. Biodiversity sensitive and water sensitive urban design (BSUD and WSUD), by supporting projects that integrate these contemporary design philosophies into their overall design processes.	Engineering, Assets and Environment	Completed - Successful grant application for \$25k. Work to be undertaken in 2022/23.	
15	Amenity	Apply 100mm of rubble to the verge on Woodlands Terrace.	Trial a verge uplift to Woodlands Terrace.	Operations	Action will not be progresses due to resource availability of the Operations Team.	
16	Amenity	Clean-up Edwardstown. Continue to promote the Snap Send Solve App to raise customer events	Improve amenity. Fix foot path etc issues. Business community starts to take pride of place.	Economic Development	On-gong	
<b>Activation - How do we support business growth and investment?</b>						
17	Activation	Continue to support the delivery of the Creative Co-working Space. Review and monitor	Deliver on contract management requirements.	Economic Development	On hold due to lack of availability of suitable commercial rental properties in Edwardstown.	

## Attachment 3 Revitalisation of the Edwardstown Employment Precinct - Progress Report for the 2021/22 Action Plan

18	Activation	Retain the Edwardstown Business Community quarterly meetings - Monitor a shift in the base line mapping due to intervention. - Review and monitor activities. - Develop and strengthen the Edwardstown and Tonsley business relationships - Share ideas. - Discuss feasibility of the product opportunities identified.	Facilitate workshop and networking events to engage and develop relationship with the business community. Host a Thought Leadership event on Industry 4.0 to be held at Tonsley.	Economic Development	On-going workshops are being held until the 30 June 2022. Workshops to date include training and skills and overview of the North South Corridor project.	
19	Activation	Investment attraction website - link to capability directory/business directory (promotion of products and services)/business prospectus / Make it here/vacant land opportunities	Create a website and social media platforms to direct traffic to the website.	Economic Development	Currently under development and to be completed by 30 June 2022.	
20	Activation	Promote and apply the Edwardstown brand to attract new investment, new industry and raise the profile of Edwardstown businesses.	Push out the Edwardstown brand through digital channels, local area and self-promotion of the Edwardstown businesses to increase recall, recognition and desire to be part of the employment precinct.	Economic Development	To be completed by 30 June 2022. To include the entry statement mural on Raglan Avenue, investment website and currently scoping corflute weave signage and stobie pole wraps.	
21	Activation	Recognise and retain our current businesses that provide local jobs through a Mayoral visit. This will build on the 25+ year project from the 2020/21 FY.	Recognise four businesses for their commitment to the Edwardstown community and on-going support for local jobs and recognise four businesses who have recently moved into Edwardstown.	Economic Development	Completed. Seven businesses recognised for longevity, community spirit and innovation.	
22	Activation	Campaign to encourage businesses to take up the Southern Business Mentoring Program service in disciplines such as retail, wellbeing, strategic marketing, general business, HR and digital marketing and social media.	•Business growth via mentoring in particular disciplines •Retention and growth of business community	Economic Development	On-going	
23	Activation	Form a Make It Here group of key leaders representing government, academic, industry and entrepreneurs to provide direction for Tonsley and Edwardstown collaborative community. Facilitate networking opportunities to foster collaboration quarterly.	Edwardstown is known as a place to 'make' products and services. Provide education and collaboration opportunities to enable businesses to transition towards advanced manufacturing.	Economic Development	On-going	
24	Activation	Investigate a shared space digitally where Tonsley and Edwardstown members of the ecosystem can meet, share ideas and build relationships.	Flinders University students - City Studio concept	Economic Development / Renewal SA	On-going	
25	Activation	Circular Economy - Explore grant opportunity with Greener Industries to build on the work from 2019/20 Action Plan.	Businesses generate value through their waste creating greater revenue streams and potentially supporting jobs growth.	Economic Development	Grant application submitted to Green Industries requesting \$25k to assist five businesses in generating value from their waste. Application outcome due by the end April 2022.	

## Attachment 3 Revitalisation of the Edwardstown Employment Precinct - Progress Report for the 2021/22 Action Plan

26	Activation	Work with the Creative Co-working Space, food and entertainment venues in Edwardstown to host SALA and Fringe events.	Add vibrancy, stimulate the evening and night time economy.	Economic Development	<p>Working with a creative coworkding space located in Woodlands Terrace to host a SALA event in August 2022.</p> <p>Workshops and demonstrations to include:</p> <ul style="list-style-type: none"> <li>- Carving hand pinched plates (Ceramics)</li> <li>- Make your own earrings and pendant (Glass)</li> <li>- Resin Casting</li> <li>- Lamp-working</li> <li>- Hot popping or "cutting glass"</li> <li>- Sandblasting</li> <li>- Microwave kiln tests</li> <li>- Wheel throwing ceramic and</li> <li>- Clay carving - Ceramic</li> <li>- Cold working glass</li> </ul>	
27	Activation	Defence Clustering Initiative. Support Edwardstown businesses to tap into the \$4bn defence opportunities.	Support local business to obtain opportunities from the nine State Government growth sectors. Ensure Southern business receives opportunities from the Defence sector.	Economic Development	<p>Defence Industry Day to be held on Thursday, 26 May at the Tonsley Innovation Precinct.</p> <p>The event will be open to all City of Marion businesses and will include:</p> <p>A tour of BAE Systems Maritime Australia and Flinders University's Factory of the Future and the Flinders University Digital Transformation Laboratory.</p> <p>A program of speakers including Defence SA, Defence Teaming Centre, BAE, Stärke Advanced Manufacturing Group, Axiom Precision, Sage Automation, AusIndustry.</p> <p>The event will conclude with the City of Marion Partnering with the Defence Teaming Centre to host a BD After 5 Networking event for 100+ participants.</p>	
28	Activation	Assist new and existing businesses with case management of development applications.	To provide a strong customer experience to potential investors to convert enquiry into actual investment within Edwardstown.	Development and Regulatory Services	On-going	

**12 Month Action Plan - Revitalisation of the Edwardstown Employment Precinct**  
**2022/2023 Financial Year**

Deliverables					Grant funding	Proposed COM Budget	Total Budget	Council's Role				
#	Outcome	Action Item	Benefit/Outcome	Owner	\$	\$	\$	Advocacy	Leadership	Coordination	Investment	Partnering
		2022-2023 Action Plan	Create action plan and seek endorsement from Council									
1	Governance	1.Board Champion – Mayor/Cr Joseph Masika/ Cr Sasha Mason 2.Project Sponsor – Tony Lines, General Manager City Development 3.Senior Leader – Charmaine Hughes, Manager City Activation 4.Project Manager – Unit Manager, Economic Development 5.Project Coordinator - Kate Silkstone, Project Coordinator, Economic Development 6.Steering Committee meetings held twice a year 7.Internal Project Control Group – Coordination and delivery of the project by establishing an internal working group of lead areas / subject matter experts to meet quarterly.	•Organisational excellence •A framework for responsibility and accountability •Clear deliverables and project management •The business community is involved in the project.	Economic Development		\$105,000	\$105,000	X	X	X	X	X
2	Project Management	Identify partnerships and funding opportunities to support the delivery of the Edwardstown Revitalisation Plan.	•Community ownership of the revitalisation of the precinct •Leverage greater value for the project by working with others.	Economic Development				X	X	X	X	X
3	Communication	Use the Edwardstown Investment website and Edwardstown eNews to continue to engagement and two-way communication.	•Increase engagement and share information about the project •Promote the Edwardstown brand, businesses and precinct.	Economic Development					X	X		X
4	Communication	Maintain the Edwardstown Business and Property Database to ensure that it is kept up to date.	•A consolidated and up to date listing of businesses and property owners.	Economic Development						X		X
<b>Access - How we move in, out and around the precinct</b>												
5	Access	Participate in the T2D project team Business and Community Reference Groups to provide input into how the project can be shaped in relation to the major development. The terms of reference and schedule of meetings are being confirmed for 2022/23.	•Help inform the development of a longer term plan for local area traffic management.	City Activation/Cr Mason				X	X	X	X	X
6	Access	Undertake activity to improve traffic flow, identified in the traffic planning study in 2021/22 FY.	•Traffic management solutions meet the needs of the community.	Engineering, Assets and Environment		\$30,000	\$30,000		X	X	X	
<b>Amenity - The look and feel of the precinct</b>												
7	Amenity	Advocate for integration of green infrastructure including WSUD as part of the North South Corridor Planning.	•Improve public realm •Create green character amenity including green spaces to help people meet •Reduce urban heat •Reduce air pollution and energy use.	City Activation				X	X	X	X	X
8	Amenity	Application for Green Neighbourhoods grant to extend the Greening of Edwardstown to increase the tree canopy in the precinct. Green Adelaide or North South Corridor/timeframe	•Improve public realm •Create green character amenity including green spaces to help people meet •Reduce urban heat •Reduce air pollution and energy use.	Engineering, Assets and Environment/ Open Space Operations	\$60,000 (grant funding application 2022)	\$60,000	\$120,000		X	X	X	X
9	Amenity	Create a demonstration site for a raingarden in Edwardstown to mitigate stormwater and to seek to assist with better understanding the suitability of small scale biofiltration systems in the Edwardstown industrial area.	•Make the Edwardstown Employment Precinct Edwardstown less bleak and hot •Improve the streetscape and amenity of the precinct •Mitigate runoff and pollutant-export •Retain water where it falls contributing to cooling and providing a habitat for wildlife.	Engineering, Assets and Environment	\$25,000 (pending grant approval)	\$25,000	\$50,000					
10	Amenity	Hold workshops with the Edwardstown business community to educate businesses on measures they can put in place on business premises to reduce the impact of urban heat in the precinct.	•Reduce urban heat •Improve public realm •Reduce air pollution and energy use.	Economic Development		\$4,000	\$4,000		X	X	X	
11	Amenity	Virtual power plant - Undertake research and develop a report for a tangible offer to put to businesses to create a virtual power plant that can deliver a centrally-managed network of solar and battery systems in the precinct. Council report to be provided with recommendations early quarter 3 2022/23 FY.	•Sustainable renewable energy approach to overall energy management •Lower cost energy for the Edwardstown businesses •Reliable power 24/7 •Reduce carbon emissions in the precinct.	Economic Development		\$15,000	\$15,000		X	X	X	

## 12 Month Action Plan - Revitalisation of the Edwardstown Employment Precinct

2022/2023 Financial Year

Deliverables					Grant funding	Proposed COM Budget	Total Budget	Council's Role				
#	Outcome	Action Item	Benefit/Outcome	Owner	\$	\$	\$	Advocacy	Leadership	Coordination	Investment	Partnering
12	Amenity	Investigate the benefits of adopting a smart cities, smart streets approach within the precinct to enhance workability, liveability and sustainability of the precinct.	<ul style="list-style-type: none"> <li>Wayfinding totems to improve navigation of the Edwardstown precinct road network</li> <li>Monitor air pollution, rainfall and temperature</li> <li>Traffic counting.</li> </ul>	Economic Development		\$15,000	\$15,000			X	X	
<b>Activation - How do we support business growth and investment?</b>												
13	Activation	Circular Economy - Facilitate a program of activities that will establish an understanding of circular economy principles and identify business opportunities with five businesses in the Edwardstown Employment Precinct.	<ul style="list-style-type: none"> <li>Waste minimisation and avoidance, covering: repairing, reusing, refurbishing, remanufacturing, sharing and recycling</li> <li>Innovation in the circular economy space</li> <li>Reduce the environmental impact of economic activity and create new job opportunities.</li> <li>Local, state, national and trade opportunities, including incoming legislative changes such as the nation export ban.</li> </ul>	Economic Development	\$25,000 (successful grant application)	\$25,000 (carried forward from 2021/22)	\$25,000			X	X	X
14	Activation	Host bi-monthly Edwardstown Business Community Group meetings. <ul style="list-style-type: none"> <li>Monitor a shift in the base line mapping due to intervention.</li> <li>Review and monitor activities.</li> <li>Develop and strengthen the Edwardstown and Tonsley business relationships</li> <li>Share ideas.</li> <li>Discuss feasibility of the product opportunities identified.</li> </ul>	<ul style="list-style-type: none"> <li>Facilitate workshop and networking events to engage and develop relationship with the business community.</li> </ul>	Economic Development		\$6,000	\$6,000		X	X		X
15	Activation	Create a local supply chain business directory for the precinct.	<ul style="list-style-type: none"> <li>Supply all businesses with Edwardstown First Business directory</li> <li>Boost the local economy</li> <li>Build meaningful supplier relationships in the precinct</li> <li>Drive sustainability</li> <li>Reduce supply chain costs</li> <li>Less risk and more reliable service.</li> </ul>	Economic Development		\$5,000	\$5,000		X	X	X	
16	Activation	Undertake a skills audit with businesses in the precinct.	<ul style="list-style-type: none"> <li>Identify gaps in the workforce</li> <li>Opportunities to upskill</li> <li>Source training and development opportunities</li> <li>Increase apprenticeship and traineeship opportunities</li> <li>Succession planning.</li> </ul>	Economic Development					X	X	X	
17	Activation	Provide advice through the Southern Business Mentor Program (SBMP) including: <ul style="list-style-type: none"> <li>Strategic Planning, Business Plans</li> <li>HR, WHS, &amp; Workforce Planning</li> <li>Strategic Marketing</li> <li>Industry 4.0</li> <li>Online sales and inventory management.</li> </ul>	<ul style="list-style-type: none"> <li>Business growth via mentoring in particular disciplines</li> <li>Retention and growth of business community.</li> </ul>	Economic Development	Funded through the SBMP					X	X	X
18	Activation	Welcome businesses who have recently moved to Edwardstown, providing local jobs through a Mayoral visit. This will build on the awards and Mayoral visits over the last two years to recognise business for longevity of service, innovation and community spirit.	<ul style="list-style-type: none"> <li>Acknowledge up to six businesses who have set-up or relocated their businesses to the Edwardstown Precinct.</li> <li>Each business will receive a plaque, certificate and stobie pole representing their industry as part of the acknowledgement.</li> </ul>	Economic Development		\$8,000	\$8,000			X	X	
19	Activation	Create vertical networks to support smaller businesses to take on bigger projects by clustering.	<ul style="list-style-type: none"> <li>Boost the local economy</li> <li>Build meaningful relationships in the precinct</li> <li>Business growth</li> <li>Create business opportunities for small businesses.</li> </ul>	Economic Development						X	X	
20	Activation	Work with the Creative Space on Woodlands Terrace, to host a SALA event.	Add vibrancy, stimulate the evening and night time economy.	Economic Development		\$2,000	\$2,000			X	X	X
<b>TOTAL BUDGET</b>					<b>\$110,000</b>	<b>\$275,000</b>	<b>\$385,000</b>					

### 10.3 Open Space Plan Additional Funding

<b>Report Reference</b>	GC220412R10.3
<b>Originating Officer</b>	Open Space and Recreation Planner – Rebecca Deans
<b>Corporate Manager</b>	Manager City Activation - Charmaine Hughes
<b>General Manager</b>	Acting General Manager City Development - Tony Lines

### REPORT OBJECTIVE

To seek additional funding in the Open Space Plan to cover increased construction costs and to include reserve car park and reserve fencing upgrades.

### EXECUTIVE SUMMARY

The City of Marion Open Space Framework was endorsed by Council in June 2020. It is an 8 year plan that includes the identified capital renewal and improvements work across the City of Marion playground network. The full Open Space Plan is currently costing at \$14.5 million.

Funding for the delivery of the Plan needs to be increased for two reasons. Firstly, costs of materials and construction have increased significantly due to the impacts of COVID across the construction sector. The increased cost of construction is estimated at \$20,000 per site. Secondly, there has been a gap identified in the renewal of reserve car parks and reserve fencing (e.g. replacing of old chain and post fences at the same time that the playground is upgraded), and it is recommended that provision to upgrade these two items be included in the Open Space Plan.

Community expectations of the services delivered in Open Space remain high. While the Open Space Plan has a mid-life review scheduled for 2024 where costs and the program will be reviewed, this did not take into account the steep cost increases that the pandemic has caused.

There are two ways to incorporate the cost increase into Council's Long Term Financial Plan (LTFP); either to spread the additional cost over the remaining years of the Plan, or to extend the Plan delivery timeframe by one year to maintain the current LTFP expenditure profile.

### RECOMMENDATION

**That Council:**

- 1. Endorses the inclusion of reserve car parks and reserve fencing into the Open Space Plan.**
- 2. Allocates:**
  - a. A further \$1,088,415 over the remaining years of the Open Space Plan (i.e. up to 2027/28) to meet the additional Open Space Plan funding needs (as per Attachment 1)**
  - OR**
  - b. \$1,088,415 in 2028/29 to meet the additional Open Space Plan funding needs, thereby extending the current Open Space Plan delivery timeframe by one year, noting the revised schedule presented (as per Attachment 2).**

### DISCUSSION

#### Construction Cost Increases

There has been a significant increase in the cost of playground delivery with cost increases in playground equipment and construction, and recently a sharp increase in the price of steel. Projects are now being awarded with no contingency, reduced service levels and typically result in overspend.

To achieve the endorsed service levels, it is recommended that the budget for each local and neighbourhood playground be increased by \$20,000.

### **Playground Fencing**

Many open spaces within the city have existing chain and post or permapine post and rail barriers marking their boundary. Many of these structures are old and require maintenance or replacement.

The current Open Space Plan did not allow budget for replacement of such perimeter fencing, and these fence replacements are not identified within the Asset Management Plans.

It is recommended that where a fence needs replacing, it should be replaced at the same time as playground works within the Open Space Plan. This will allow resources and funding to be used efficiently.

Fencing costs have been estimated based on a desktop review of the existing infrastructure. As the sites are designed and discussed with the community, refined plans and costs will be developed.

### **Car Parking**

Some open spaces have car parks in varying degrees of formality. The current Open Space Plan did not allow budget for renewal of car parks, and these car park renewals are not identified within the Asset Management Plans.

It is recommended that where a car park needs upgrading, it should be upgraded at the same time as playground works within the Open Space Plan. This will allow resources and funding to be used efficiently.

### **Financial Implications**

A comprehensive list of the financial implications of these changes within the Open Space Plan is included in Attachment 1.

A summary of additional funding is presented below:

Year	Additional Playground Costs	New Fencing Costs	New Car Park Costs	Misc. Costs (refer Attach 1)	Reallocated Funding	Total
2022/23	\$80,000	\$175,355	\$110,000	\$90,000	-\$455,355	\$0
2023/24	\$80,000	\$70,125	\$110,000	\$40,000	\$0	\$300,125
2024/25	\$60,000	\$138,720	\$20,000	\$40,000	\$0	\$258,720
2025/26	\$60,000	\$119,395	\$0	\$40,000	\$0	\$219,395
2026/27	\$0	\$200,175	\$30,000	\$40,000	\$0	\$270,175
2027/28	\$0	\$0	\$0	\$40,000	\$0	\$40,000
<b>TOTAL</b>						<b>\$1,088,415</b>

After analysing the program for 2022/23 there is an opportunity to reallocate funding from a Regional Playground. Typically, Council funds half of a Regional Playground and the balance is sought through grants or partnerships. In 2022/23, Council can reallocate half the Regional Playground funding throughout the Open Space Plan to fund the increases and service gaps, seeking grants or partnerships for the remainder.

There are two funding options to ensure the Open Space Plan is fully realised:

1. Fund the additional \$1,088,415 in the remaining years of the current Open Space Plan (as presented in the table above).
2. Extend the program by 1 year and provide an additional \$1,088,415 in 2028/29. This will mean a minor retiming of some projects (refer Attachment 2) and minimise the annual impact on the Long Term Financial Plan. It will also mean a one year delay in commencing open space works in any subsequent plan.

Administration will continue to seek grant funding, political pledges and partnership opportunities to alleviate costs.

## ATTACHMENTS

1. Additional Funding in the Open Space Plan
2. Open Space Plan – yearly planner extended (1 year)



	22/23	23/24	24/25	25/26	26/27	27/28	
Current Open Space Funding	\$ 2,535,107.00	\$ 1,427,270.00	\$ 1,854,825.00	\$ 1,524,308.00	\$ 1,432,485.00	\$ 635,756.00	
Additional funding as below	\$ -	\$ 300,125.00	\$ 258,720.00	\$ 219,395.00	\$ 270,175.00	\$ 40,000.00	\$ 1,088,415.00
New Total	\$ 2,535,107.00	\$ 1,727,395.00	\$ 2,113,545.00	\$ 1,743,703.00	\$ 1,702,660.00	\$ 675,756.00	
Ballara Park Reserve Playground	\$ 20,000.00						
Weaver Street Reserve Playground	\$ 20,000.00						
Lapwing Street Reserve Playground	\$ 20,000.00						
Cormorant Drive Reserve Playground	\$ 20,000.00						
Tonsley (Cohen Court)							
Hamilton Park Reserve Playground		\$ 20,000.00					
Hawkesbury Avenue Reserve Playground		\$ 20,000.00					
Hessing Crescent Reserve Playground		\$ 20,000.00					
Tarturninithi / Trowbridge Reserve Playground		\$ 20,000.00					
Graham Watts Playground Playground			\$ 20,000.00				
Manoora Drive Reserve Playground			\$ 20,000.00				
Cove Oval Playground			\$ 20,000.00				
Scarborough Road Reserve Playground				\$ 20,000.00			
Southbank Boulevard Playground				\$ 20,000.00			
Marion Oval Playground				\$ 20,000.00			
Elizabeth Ryan Playground							
Kendall / McKellar Fencing	\$50,800						
McConnell Avenue Reserve Fencing	\$20,000						
Ballara Park Reserve Fencing	\$ 36,904.50						
Weaver Street Reserve Fencing	\$ 50,000.00						
Cormorant Drive Reserve Fencing	\$ 17,650.00						
Hessing Crescent Reserve Fencing		\$ 40,800.00					
Trowbridge Avenue Reserve Fencing		\$ 29,325.00					
Alison Avenue Reserve Fencing			\$ 47,175.00				
Beeches Road Reserve Fencing			\$ 58,650.00				
Cosgrove Hall Reserve Fencing			\$ 20,400.00				
Jacaranda Grove Reserve Fencing			\$ 3,825.00				
Manoora Drive Reserve Fencing			\$ 2,550.00				
Sampson Road Reserve Fencing			\$ 6,120.00				
Breakout Creek Reserve Fencing				\$ 45,645.00			
Manunda Way Reserve Fencing				\$ 15,300.00			
Sandery Avenue Reserve Fencing				\$ 48,450.00			
Myer / Travers Reserve Fencing				\$ 10,000.00			
Central Avenue Reserve Fencing					\$ 122,400.00		
Gully Road Reserve Fencing					\$ 63,750.00		
Lucrecia Way Reserve Fencing					\$ 14,025.00		
Elizabeth Ryan Fencing							
Bombay Street Reserve Fencing							
Branksome Terrace Reserve Fencing							
Brenda Street Reserve Fencing							
George Street Reserve Car Park	\$ 90,000.00						
McConnell Avenue Reserve Car Park	\$ 20,000.00						
Reserve Street Reserve (Adams Road) Car Park		\$ 35,000.00					
Reserve Street Reserve Car Park		\$ 75,000.00					
Willoughby Road Reserve Car Park			\$ 20,000.00				
Central Avenue Reserve Car Park					\$ 30,000.00		
Cormorant Drive Reserve Pathway and Emergency Vehicle Access	\$ 50,000.00						
Level 3 Audits	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	
Funds reallocation	-\$455,354.50						
Playground Upgrades							
Fencing							
Car Park							
Other							
Audit							

	22/23	23/24	24/25	25/26	26/27	27/28	28/29
Playground Design	Hamilton Park Reserve	Graham Watts Playground	Scarborough Road Reserve	Marion Oval			Elizabeth Ryan Playground
	Hawkesbury Avenue Reserve	Manoora Drive Reserve	Hessing Crescent Reserve				
	Southbank Boulevard	Cove Oval					
	Tarturninithi / Trowbridge						
Playground Construct (may include Open Space Works)	Ballara Park Reserve	Hamilton Park Reserve	Graham Watts Playground	Scarborough Road Reserve	Marion Oval (25/26)		
	Weaver Street Reserve	Hessing Crescent Reserve	Cove Oval	Southbank Boulevard			
	Tonsley (Cohen Court)	Tarturninithi / Trowbridge	Hawkesbury Avenue Reserve (23/24)	Manoora Drive Reserve (24/25)			
	Lapwing Street Reserve						
	Coastal Walking Trail Toilet						
	Cormorant Drive Reserve						
Open Space Design	Klippel Avenue Reserve	Linear Park Reserve	Aldridge Avenue Reserve	Gully Road Reserve	Miners Court Reserve	Central Avenue Reserve	
	Reserve Street Reserve	Morphett Road Reserve	Sandery Avenue Reserve	Kurnabinna Tce Reserve	Oaklands Recreation Plaza	Admella Court Reserve	
	Scarvel Avenue Reserve	Pavana Reserve	Myer Road Reserve	Warradale Park Reserve		South Road Reserve	
	Tyson Avenue Reserve	Roy Lander Reserve		Perry Barr Farm		Weerab Drive Corridor	
		Warriparinga Wetlands		Mitchell Street Reserve		Alison Avenue Reserve	
		Koomooloo Crescent Reserve				Beeches Road Reserve	
		Jacaranda Grove Reserve				Enginehouse Court	
		Willoughby Avenue Reserve				Reserve Street Reserve Car Parks	
Open Space Construct	Alawoona Reserves	Klippel Avenue Reserve	Linear Park Reserve	Aldridge Avenue Reserve	Perry Barr Farm	Oaklands Recreation Plaza	Admella Court Reserve (27/28)
	Fryer Street Reserve	Reserve Street Reserve	Morphett Road Reserve	Sandery Avenue Reserve	Gully Road Reserves	Chifley Crescent Reserve	South Road Reserve (27/28)
	Rosslyn Street Reserve	Scarvel Avenue Reserve	Pavana Reserve	Branksome Terrace Reserve	Kurnabinna Tce Reserve	Grace Road Land	Weerab Drive Corridor (27/28)
	Terra Avenue Reserve	Tyson Avenue Reserve	Roy Lander Reserve	Jasmine Avenue Reserve	Warradale Park Reserve	Hughes Court Reserve	Central Avenue Reserve (26/27)
	Kendall / McKellar Fencing	Doulton Drive Reserve	Warriparinga Wetlands	Na Botto Reserve	Mitchell Street Reserve	Islington Drive Reserve	Alison Avenue Reserve (24/25)
	McConnell Fencing/ Car Park	Rosefield Lane Reserve	Koomooloo Crescent Reserve	Olivier Terrace Reserve	Arachne Drive Reserve	McKay Street Reserve	Beeches Road Reserve (24/25)
	George Street Reserve Fencing		Jacaranda Grove Reserve	Plympton Oval	Kalmia Court Reserve	Mema Court Reserve	Manunda Way Reserve (25/26)
			Willoughby Ave Reserve	Breakout Creek Reserve	Lucrecia Way Reserve	Newland Avenue Linear pk	Enginehouse Court (26/27)
			Chatsworth Court Reserve	Teesdale Crescent Reserve	Bandon Terrace Reserve	Oliphant Avenue Reserve	Reserve Street Reserve Car Parks (23/24)
			Marion Community House	Myer Road Reserve	Robertson Place Reserve	Wandana Reserve	
			Nari Drive Reserve			Kenton Avenue Reserve	
			Peter Court Reserve	Daws Road Reserve (23/24)			
			Quick Road Reserve	Matthew Street Reserve (26/27)	Gretel Crescent Reserve (24/25)	Nicholas Road Reserve (24/25)	
			Sampson Road Reserve	Cadell Street Reserve (23/24)		Clare Avenue Reserve (26/27)	
			Spinnaker Circuit West	Murray Terrace Land (24/25)		Miners Court Reserve (25/26)	
Other	Open Space Activation	Open Space Activation	Open Space Activation	Open Space Activation	Open Space Activation	Open Space Activation	
	Reserve Lighting	Reserve Lighting					
	Minor Open Space Enhancement	Minor Open Space Enhancement	Minor Open Space Enhancement	Minor Open Space Enhancement	Minor Open Space Enhancement	Minor Open Space Enhancement	
	Level 3 audits	Level 3 Audits	Level 3 Audits	Level 3 Audits	Level 3 Audits	Level 3 Audits	
Irrigation Only	Mitchell Park Oval/Reserve		Ben Pethick Reserve	Dumbarton Avenue Reserve	Anton Street Reserve		
			Mulcra Avenue Reserve	Penrith Court Reserve	Ascot Park Bowling Club		
				Maesbury Circuit	Chittleborough Reserve 2		
					Hazelmere Road Reserve		
Additional Funding	\$	\$ 5,470.00	\$ 9,750.00	\$ 13,605.00	\$ 11,725.00	\$ 15,000.00	\$ 1,113,525.00
(year)	construction year moved from						

## 10.4 Crossover Funding Initiative

<b>Report Reference</b>	GC220412R10.4
<b>Originating Officer</b>	Manager Operations – Russell Troup
<b>Corporate Manager</b>	- N/A
<b>General Manager</b>	Acting General Manager City Services - Mathew Allen

### REPORT OBJECTIVE

This report will provide the outcomes of the implemented crossover funding incentive opportunity as part of the 2021-22 new / upgraded footpath program.

### REPORT HISTORY

<b>Report Reference</b>	<b>Report Title</b>
GC200310M02	Crossover Funding Incentive
GC210427R14	Funding of Driveway Crossovers

### EXECUTIVE SUMMARY

This report summarises the implementation of a driveway incentive fund endorsed by Council at the General Council meeting (GC210427R14) on 27 April 2021. The resolution related to the “2021-22 New and Upgrade Footpath” capital programme and made provision for Council to co-contribute 50% of the cost of a driveway construction costs, if certain criteria were met.

The 2021-22 New and Upgrade Footpath programme included 15 streets, 8 of which had residential driveways that would qualify for the incentive fund. Letters of offer were sent to 48 properties ahead of construction making residents aware of the driveway crossover incentive.

From 48 incentive offers, two residents took up the offer. Council’s contribution totalled \$2,800 for those driveways. This cost represents 1.5% of the total \$180k cost of the programme.

A key reason for the relatively low uptake appears to be that residents value functionality over aesthetics where cost is involved. Further, there were four properties that met the criteria for Council to fully fund replacement or construct their driveway as part of the works. In those cases, most commonly no driveway existed beforehand. These criteria provided assurance that a high level of service outcome was achieved and that the overall performance, quality and continuity of the constructed footpath was not compromised. It is not reasonable for Council to obligate residents to pay for driveway construction under those criteria where Council have initiated the works.

A range of potential risks were noted within the initial report. This included administrative resource, possible delivery delays and perceived equity. None of the risks identified eventuated in a material way. Each risk is reconciled in more detail within the discussion section of this report.

The key benefits realised though the trial was a performance, aesthetic and safety improvement in the constructed footpath. Further, the gesture was certainly appreciated by those residents who took up the offer.

On balance, the benefits of the incentive are considered to outweigh the minimal time and cost implications for Council. Accordingly, this report recommends that the incentive be continued and

be included within the scope of any future works carried out under the “New and Upgrade Footpath” capital programme.

## RECOMMENDATION

That Council:

1. Continue provision of the driveway incentive fund in perpetuity, including the following:
  - a. Continues to fund 50% of the crossover replacement cost when a property owner requests a new crossover as part of the scheduled/budgeted footpath replacement program, subject to landowners paying the other 50% of the crossover cost prior to works on their street commencing and providing Council has given at least 2 months’ notification of the incentive opportunity.
  - b. Funds 100% of driveway crossover replacements in scheduled/budgeted footpath programs where Council deems a replacement is required as part of the construction program.
  - c. Notes that the funding of these crossover replacements will be managed within existing annual capital works program budgets.

## INCENTIVE FUND SUMMARY DETAIL

### Scope of initiative:

Number of roads within the 2022/23 “New and upgrade footpath programme”	15
Number of roads with residential driveways <sup>1</sup>	8
Total number of driveways within the overall programme	48
Total number of resident driveways where replacement or construction was required ensure high quality service outcome <sup>2</sup>	4
Total number of driveways who took up the 50/50 fund incentive	2
Total cost of the incentive fund to Council	\$2,800
Incentive fund costs expressed as a percentage of the total cost to complete programme <sup>3</sup>	1.5%

Note:

1. The other 7 roads within the programme did not have residential driveways.
2. 2 reserve access driveways were also re-constructed.
3. Forecast cost at completion \$180k. There are some invoices outstanding and some withheld subject to satisfactory defect rectification.

### Criteria considered to ensure high quality service level outcomes:

The following is an extract from the General Council meeting (GC210427R14) on 27 April 2021 (page 262) outlining the criteria considered for Council to fully fund driveway replacement of construction:

- Replacement of driveway crossover sections to ensure levels of the connections between the driveway crossover and new/upgraded footpath were well matched so as not to cause tripping hazards.
- Construction of new driveway crossover sections where no crossover of suitable material existed, e.g. where driveways were dirt or gravel.
- Construction of new driveway crossover sections, where the existing driveway crossover was constructed of noncompliant material.

Reconciliation of potential risks:

Refer General Council meeting (GC210427R14) on 27 April 2021 (page 262). Potential risks are reconciled as follows:

<b>Risk identified</b>	<b>Realisation Assessment</b>
Administrative resource.	Not materially realised –  The administrative burden was minimal and within the normal resource expectation for project management. Communication of the incentive offer can simply be included within the project notification process going forward.
Programme delivery delay.	Realised –  The construction contract did not have provision for the driveway incentive fund. Although the issues experienced were due to poor performance and provision of programme updates by the Contractor. Additional assurance against delay is appropriate, and can be addressed in two ways: 1. Resident related delay: An amendment to the recommended options requires payment to have been received before construction in the resident's street commences, provided the Council project team have given notification at least 2 months prior. 2. Procurement and Contract Documents be updated to include appropriate programme provision and hold points associated with incentive fund implementation.
Perceived equity due to some driveways being fully funded to ensure high level of service outcomes.	Not realised –  Although this was not raised by any residents through this programme, the risk remains. However, the decision making logic is well explained and justified through the criteria considered to ensure high level of service outcomes.

Reconciliation of potential benefits:

Refer General Council meeting (GC210427R14) on 27 April 2021 (page 262). Potential benefits are reconciled as follows:

<b>Benefit identified</b>	<b>Realisation Assessment</b>
Liveable: Replacing driveway crossovers as part of the footpath upgrade and streetscape programs improves: <ul style="list-style-type: none"> <li>• amenity;</li> <li>• safety; and</li> <li>• accessibility of the City's streets.</li> </ul>	Benefit realised.
Risk Management:	Benefit realised.

The partial or full funding of driveway crossovers contributes to reducing risks associated with tripping hazards and supporting improved accessibility.	
Reputational enhancement for Council.	Benefit realised.

**ATTACHMENTS**

Nil

## 10.5 Community Bus - Additional Vehicle

<b>Report Reference</b>	GC220412R10.5
<b>Originating Officer</b>	Unit Manager Community Wellbeing – Jaimie Thwaites
<b>Corporate Manager</b>	Manager Community Connections - Merran Fyfe
<b>General Manager</b>	Acting General Manager City Services - Mathew Allen

### REPORT OBJECTIVE

This report reviews the trial of the third bus in the Community Bus Program and provides options in relation to the Community Bus Program for 2022-23 and beyond.

### REPORT HISTORY

<b>Report Reference</b>	<b>Report Title</b>
GC210427R11	Community Bus – additional vehicle
GC190226R06	Community Bus – additional vehicle and activation of Council facilities

### EXECUTIVE SUMMARY

The City of Marion Community Bus Program currently provides a door-to-door transport service for residents who are frail, aged and/or living with a disability. In August 2019, a third bus was introduced into the program via a hire arrangement, and includes custom modifications fit for our purpose and City of Marion branding. Currently the Community Bus Program operates five days per week with four days being social programming and shopping, and one day being meal delivery service.

The Community Bus Program assists residents to remain living independently, attend to their daily activities, and to continue to be active members of the community. This improves their quality of life and enriches the community. The program continued to be significantly impacted as a result of COVID-19 over the past 12 months, however the importance of this service for independence and social connection remains current. In February and March 2022, client and volunteer confidence has increased within this service after operating for two years in a heavily COVID restricted environment.

The replacement of the community bus fleet (two buses) is scheduled for 2025. It is noted that the community buses will be included in the fleet transition plan as part of the City of Marion's Carbon Neutral Plan 2020-2030.

This report seeks Council direction on the Community Bus Program for 2022-23 and beyond. Options include continuing to hire the third bus or ceasing the trial and investigating alternate vehicle options for the meal delivery service.

### RECOMMENDATION

#### That Council:

- 1. Notes the continued impact of COVID-19 on the Community Bus Program.**
- 2. Implements the following Option in relation to the Community Bus Program:**



**Option 1**

- a. Continue to hire a third community bus and include the cost of \$35,000 into the 2022-23 annual budget process, with a report being brought back to Council in March 2023 to consider continuation in 2023-24.
- b. Align future decisions regarding the third community bus to the timing of the Fleet Transition Project in 2025.

OR

**Option 2**

- a. Cease the trial of the third community bus as of 30 June 2022 and investigate separate vehicle options for frozen meal delivery service, with \$1000 to undertake required removal of modifications included in the 2022-23 Annual Budget.
- b. A report be presented back to Council in May 2022 outlining the frozen meal delivery options.
- c. Notes Council is required to fund the cost of the delivery of the frozen meals under existing grant agreement.
- d. Notes staff will monitor the demand for the Community Bus Service and report to Council if in the future demand increases significantly from the current data.

**BACKGROUND**

The City of Marion offers four transport options for those who are frail, elderly, living with a disability, socially isolated and those who are transport disadvantaged (attachment 1).

The Community Bus Program is one of these transport options.

Marion currently has three community buses available to deliver the Community Bus Program, each capable of carrying 10 residents and two provide wheelchair access. Two of the buses are owned and maintained by Council (i.e. not covered by any grant funding) and the third bus is hired and funded by Council. The hired bus does not cater for people with mobility requirements.

The third community bus was initially funded for two years (2019-20 and 2020-21) to meet the increasing community demand. This was specific to the increasing social trip interest which at that time (pre COVID) was consistently seeing 13-14 persons wait listed, with up to 25 waitlisted for popular locations. At this time demand had additionally soared for shopping days, with multiple shopping trips being undertaken on Monday and Wednesdays. For both of these services Council was hiring the bus to cater for that increased demand.

At the 27 April 2021 meeting, Council noted the impact of COVID-19 on the Community Bus Program and resolved to:

*Extend the trial of a third community bus for a period of 1 year with the option for an extension for a further year and includes the cost of \$33,500 into the 2021/22 annual budget process. (GC210427R11)*

Since recommencing in July 2021, the service has delivered Social Trips on Tuesdays and Fridays to 58 destinations in a 9-month period with utilisation of the third bus on 25 occasions (43%). This period included the July 2021 lockdown period, the impact of borders opening and the Omicron wave in December – March 2022, in which time an additional 10 planned trips required cancellation.

The third bus has also been used consistently each Thursday in the 12 month period to deliver frozen meals.



In the most recent weeks, there has been significant changes within South Australia in relation to COVID-19 restrictions. Based on current booking data (March – May 2022) it is anticipated that demand for this service could return to pre-COVID levels in the coming months. Capacity / density restrictions are easing and the level of client demand for social trips is in a growth stage.

## GENERAL ANALYSIS

Liveable	Our services, facilities and open spaces will be more accessible.
Valuing Nature	The replacement of the buses for more energy efficient models will be considered as part of the fleet transition plan.
Engaged	The experience, skills and interests of older people will be harnessed.
Connected	A variety of options for social interaction will be provided.
Current Budget Allocation	Hire of an appropriate bus, like-for-like, will cost approximately \$35,000 per annum. Note a hire bus is not wheelchair accessible.

## DISCUSSION

During the last 12 months, the Community Bus Program has continued to be delivered and is an essential part of ensuring residents can continue to live independently, attend their daily activities and continue to be active members of the community.

### Continued COVID-19 Impacts

Despite the pandemic, at times the program has still achieved capacity including waitlists (e.g. similar to pre-COVID numbers), and other times the Community Bus Program has been heavily impacted by COVID-19 in the following ways:

- Reduced number of volunteers assisting the Community Bus Program has not yet returned to the pre-COVID-19 levels.
- Pre-COVID participant numbers on shopping trips have not yet returned due to continued uncertainty of the pandemic.
- Some participants have declined in abilities / mobility, therefore moving to more one-on-one support services.
- Continually changing density restrictions has limited the number of passengers per trip (e.g. limited persons per square metre ruling). This issue has eased considerably in February and March 2022 and is expected to continue to improve.
- Cancellation of trips due to availability of volunteers, high individual cancellations (e.g. due to fear or isolation / illness), density requirements and other COVID related restrictions at destinations.
- Delivery of frozen meals commenced on Thursday, 9 April 2020 and the high demand for this service sees the three buses utilised for meal deliveries for a full day every Thursday (ongoing).

Social trips for residents resumed in July 2021 as a direct response to participants who were feeling isolated, lonely, and wanting to reconnect with others. The number of attendees each trip has varied significantly due to the impacts of COVID-19 highlighted above however demand remains for a minimum of two buses for this program when conditions permit. It is noted that waitlists have still been experienced during the past 12 months.

### Volunteer support

A recruitment drive continues to be undertaken to replace volunteers that have chosen to cease or unable to continue their service. Some volunteers have experienced personal health issues, have lost confidence in leading group situations, frustration with State Government imposed

restrictions, and others are no longer comfortable being within small spaces (e.g. bus) with other people. Despite this, the Community Bus Program is highly valued by those attending, and through ongoing recruitment this program continues to provide access to vital services, social programming and social interaction for those participating.

### **Schedule and usage**

The schedule and style of community bus activities continues to be reviewed and revised based on the current environment and community feedback, and by doing so enables these members of our community to stay engaged, have improved independence, remain social and make positive contributions.

The current schedule of activities, based on March 2022 COVID restrictions, and approximate hours assigned to the buses each day is shown below:

	Mon	Tue	Wed	Thu	Fri	Hrs p/w
Bus 1 Council owned	Shopping 9am-1pm	Shopping 8.30am-3.30pm	Shopping 8.30am-4pm	Meals 8.30am-1.30pm	Shopping 9am-1pm	27.5
Bus 2 Council owned	Not currently scheduled (pre COVID was meeting demand of local shopping trips)	Social 8.30am-4pm	Shopping 8.30am-4pm	Meals 8.30am-1pm	Social 8.30am-4pm	27
Bus 3 Trial / Hired	Not currently scheduled (intended for local social trips as restrictions ease)	Social 8.30am-4pm when over 10 clients	Not currently scheduled (intended for local social trips as restrictions ease)	Meals 8.30am-12noon	Social 8.30am-4pm when over 10 clients	18.5

Plans are currently in place to revisit launching smaller locally based Social Trips within the City of Marion and neighbouring Councils, which was a pre COVID program plan, and can be implemented as COVID restrictions ease.

The larger 'out of region' Social Trips are popular and increase independence while reducing geographic isolation for transport disadvantaged residents. The survey conducted November 2021 – February 2022 on this program shows the demand and interest remains strong, and that the broad variety and choice of destinations supports clients in maintaining independence, an improved quality of life, increased capacity to remain living independently in their own home and to socialise with others.

Included at **attachment 1** is utilisation data for the Community Bus Program from April 2021 to March 2022. This data shows the following key points:

- Social Trips
  - Total number of individual clients accessing this program was 134.
  - Total number of social trips carried out between July 2021 and March 2022 was 58.
  - The demand for social trips is high when density restrictions are eased, and client confidence is strong, particularly evident in March 2022 as the highest attendance in the 9-month period.
- Shopping Trips
  - Total number of individual clients regularly accessing this program was 77.
  - Total number of shopping trips exceeded 4000 trips, with a majority of clients requiring a return trip.
  - Decline has occurred in this program due to clients not wishing to attend supermarkets, shopping centres, shared transport and crowded areas during COVID.

- Meal Deliveries
  - Total number of individual clients accessing meals was 344.
  - Over 18,000 meals delivered over a 12 month period, averaging 4.3 meals per person per delivery.
  - The meal service demand continues to grow due to quality of service, convenience to the client and because its delivery has been unaffected by COVID restrictions.

### **Energy Efficiency**

Under the City of Marion's Carbon Neutral Plan 2020-2030, a fleet transition plan is being developed to achieve the goal of a 'Zero Emissions Fleet'. The replacement of the two City of Marion community buses is scheduled for 2025. It is recommended that the replacement of the existing models of community buses for more energy efficient models be considered as part of this transition project. The replacement of the community buses can then be considered holistically within City of Marion's fleet, and different options assessed on their merits at that point in time (e.g. smaller buses, reduced number of larger buses etc.). The required infrastructure needed to support certain types of energy efficient solutions (e.g. charging stations) would also be taken into account. This report is due to be presented to Asset & Sustainability Committee in August 2022.

### **Options Moving Forward**

#### **Option 1 – Continue to hire a third Community Bus**

The ongoing hire of the third Community Bus has continued to be impacted by COVID-19. Option 1 is to extend to hire the third bus for another year anticipating that as restrictions ease the demand, utilisation and volunteer numbers will increase to pre-COVID levels, hence meeting the community's needs.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Hired bus already City of Marion branded</li> <li>• Hired bus already modified to suit City of Marion needs</li> <li>• Will be able to respond quickly as demand increases and restrictions ease (as currently trending)</li> <li>• Provides vulnerable residents with continued options for social activities and connection</li> </ul>	<ul style="list-style-type: none"> <li>• Costs \$35,000 per year</li> <li>• Is currently not fully utilised (due to covid impacts / restrictions)</li> <li>• Unsure how long covid environment will continue to impact (i.e. new strains, changing restrictions, community confidence, state and federal political changes)</li> </ul>

#### **Option 2 – Cease trial and investigate alternate vehicle option for meal delivery**

Instead of utilising the three community buses for the meal deliveries one day per week, Council may wish to consider the option of hiring alternate vehicle (potentially refrigerated) for the meal deliveries.

The City of Marion currently has a grant to provide subsidised frozen meals until the end of June 2022. There is high potential that this will be extended for another year while further aged care reforms are being undertaken, this is currently in verbal stages of negotiation, with finalisation imminent. The grant does not cover the cost of delivering the meals (i.e. vehicle hire) and this remains a Council cost.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Reduced cost (from \$35,000 to approximately \$4,700 - \$9,000 dependent on hired vehicle) *</li> </ul>	<ul style="list-style-type: none"> <li>• Untested frozen meal delivery model</li> <li>• Does not provide for Social Trips and hence would see a reduction in that service to</li> </ul>

<ul style="list-style-type: none"> <li>• Option to explore fleet efficiencies with meal delivery process (e.g. a 1 or 2 vehicle option).</li> <li>• Potentially free up 1 or 2 Community Buses for transport on Thursday, provided alternate vehicle has more capacity, accommodates delivery schedules and additional volunteers can be recruited.</li> </ul>	<ul style="list-style-type: none"> <li>clients, at times up to 50% reduction.</li> <li>• Availability / condition of vehicle for frozen meal delivery to vulnerable residents is with a third party</li> <li>• Volunteer availability has not been confirmed for this type of service</li> <li>• Volunteer driver retraining for specific vehicle.</li> <li>• Potential additional staffing costs over a larger spread of hours due to 1 vehicle over longer duration, not 3 at once.</li> <li>• Alternate hire vehicle would need to be collected and returned weekly from external provider.</li> <li>• Hired vehicle would not include City of Marion branding</li> </ul>
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\*Below are some examples of alternate vehicle options that could be further investigated as an alternative to using the three Community Buses for the delivery of frozen meals each week on a Thursday:

- Courier style delivery van (utilising existing eskys as currently used on the buses)
  - Requires car license to drive
  - Approximate cost to hire per day \$90 (\$4680 per year – 1 day per week hire)
- Freezer truck – 2 Tonne (no eskys required)
  - Requires car license to drive
  - Advised on a 30-degree day, the vehicle requires approx. 20 minutes to be freezer ready
  - Approximate cost to hire per day \$160 (\$8320 per year – 1 day per week hire)

## ATTACHMENTS

1. Community Bus Trial Attachment 1 [10.5.1 - 6 pages]

## TRANSPORT OPTIONS OFFERED BY CITY OF MARION

The City of Marion offers a number of transport options for those who are frail, elderly, living with a disability, socially isolated and those who are transport disadvantaged. These services aim to enable people to continue to participate in daily activities within their community.

Transport options include:

- **Community Bus Program**  
The Community Bus Program is a door-to-door service supported by the City of Marion volunteer drivers. This service is flexible and throughout the year will travel to specific destinations, including shopping centres, libraries, neighbourhood centres and senior citizens clubs. It also includes social trips where participants can venture beyond the local area, enjoy a drive, new experiences, tours, lunches and the opportunity to socialise.
- **Community Passenger Network (CPN)**  
Inner Southern Metro CPN for those living in the Marion, Holdfast Bay and Mitcham local government areas and provides a coordinated approach to help people reach their destination. This service is funded by Commonwealth and State governments. Currently we mainly broker taxis for this program due to low volunteer numbers.
- **Neighbourhood Centre transport \***  
A subsidised taxi fare is provided to individuals who are over 65 years of age to travel to and from City of Marion programs held at our four neighbourhood centres. These individuals are unable to use the community bus either due to availability of the bus or personal health reasons. This service is funded by the Commonwealth Government.
- **Social Support Individual \***  
Provided for people who are over 65 years and need someone to stand beside them. This service is provided by a volunteer who will pick up, transport and remain with the person at appointments, activities, shopping, banking, lunch or coffee etc. This service is funded by the Commonwealth Government.

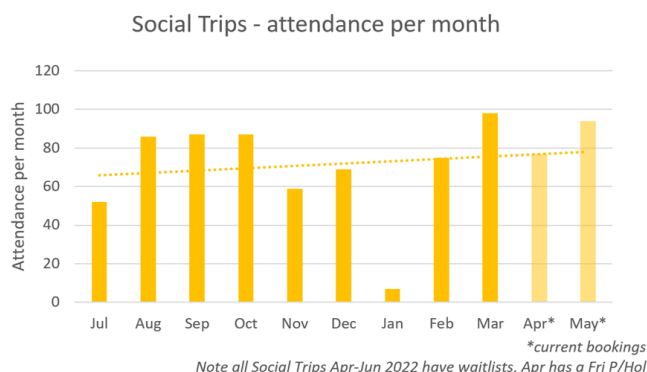
*\*Approved My Aged Care clients only*

## COMMUNITY BUS PROGRAM – SOCIAL TRIPS

July 2021 was the recommencement of this program.

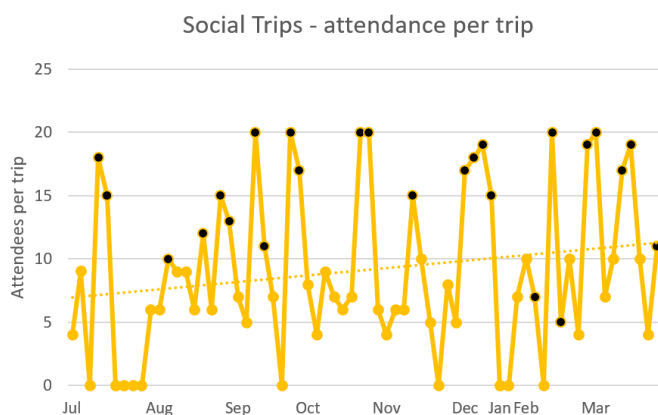
A total of 68 trips were planned in the 9-month period (July 2021 – March 2022), with 58 proceeding, and 10 were cancelled due to either low numbers (4), COVID impact post borders opening (2) or lockdown (4). A total of 134 clients engaged with the Social Trip program between July 2021 and March 2022. This includes those who undertook a trip, those who booked and then cancelled their trip (client cancellation) or were waitlisted due to lack of availability and unable to attend.

Of these 134 clients, 123 clients were booked in and successfully experienced a day trip/s, noting clients are encouraged and permitted to attend multiple day trips throughout the year. Additionally throughout this period 97 clients lodged singular or multiple cancellations sighting a range of personal and COVID reasons, and 44 clients experienced the waitlist during this period for trip/s they wished to go on.



Attendances returned post major COVID impact events, notably the July 2021 lockdown, and the late November 2021 border opening that resulted in the December - January initial Omicron wave. Throughout the last year, changing restrictions impacted the ability to regularly achieve full capacity on the buses (10 per bus) as desired when the trial bus was implemented, and later extended.

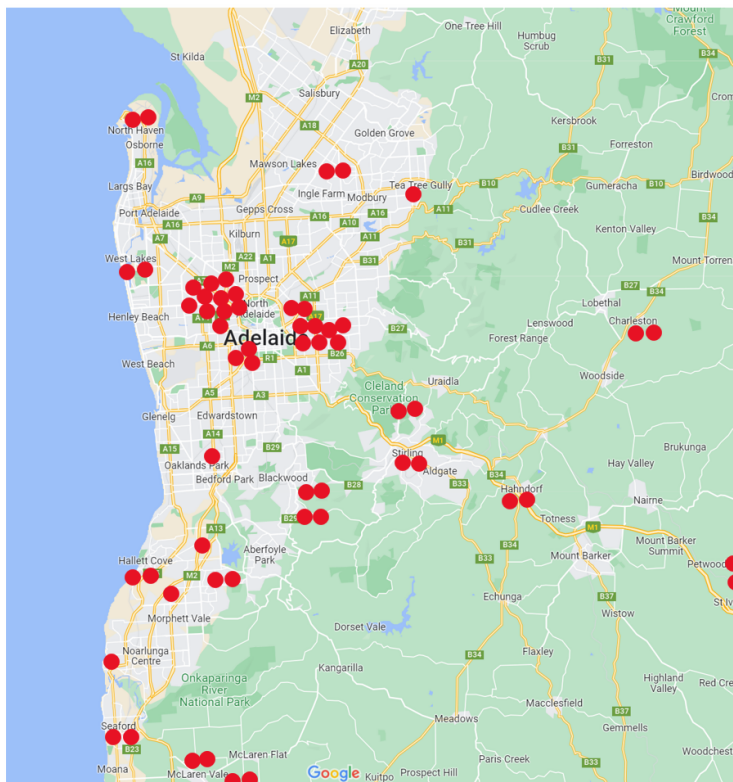
In February consistent growth has been achieved paralleling the easing of restrictions, resulting in March being the highest month of attendance in the 9-month period. April already has almost 80 attendances booked on the available 8 trips, and in May over 95 attendances are booked on the available 10 trips. There are 17 trips already planned for April and May 2022, with 7 of these already requiring the third bus. Based on current demand, it is predictable that as the departure date draws closer and the confidence of clients builds (in line with restrictions easing), that 65-75% of the departures will require the third bus.



Note – Black dot in graph above shows the trips the third bus was used.

Individual trip attendance varied throughout the period, with 4 being the lowest attendance, which was also the minimum to proceed with any trip, while at times also being the maximum permitted on the bus. When density permitted and client confidence was strong, numbers increased, and two buses (including the hired bus) were used for trips with above 10 attendances. Of the 58 trips that proceeded in the period, 6 (10%) achieved maximum capacity of 20 persons, and 25 (43%) used the third bus.



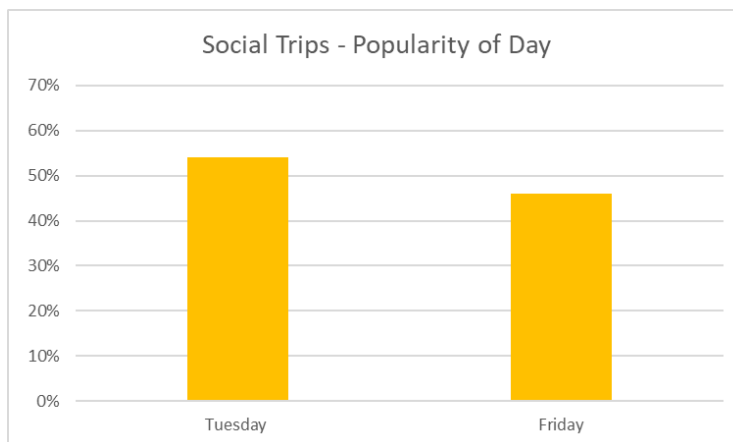


Geographic spread and variety of destinations is essential for the success of the Social Trip Program and is an outcome of ongoing needs analysis and client feedback for this service.

The design of this program is partly driven by the Commonwealth Home Support Programme standards to ensure participants have choice and control over the services they access, and additionally supports City of Marion's criteria for bus users to be transport disadvantaged. This process ensures what is offered to the community is meeting the needs of the clients.

It is often the destinations furthest from Marion (e.g. Monarto, Port River Dolphins, Hahndorf) offering an experience based social trip that are the most popular as it provides residents with a day trip they are unable to obtain within their local area, nor independently. This creates increased satisfaction with the City of Marion service, increases repeat attendance and improves socialisation opportunities for clients. Of the 58 destinations:

- 40% were in and around Adelaide CBD such as Brompton / Findon, Norwood / Magill and the CBD.
- 24% were in regional settings such as Hahndorf / Mt Lofty, Charleston, Monarto and McLaren Vale area.
- 36% were in suburban areas spanning North Haven and Tea Tree Gully in the north, through to Hawthorndene, Hallett Cove and Seaford in the south.



Of the two days the Social Trips depart, there was little difference between the popularity of days, with 54% of clients attending on Tuesdays and 46% on Fridays.

Growth is evident in this program over the past 9 months, and particularly noted in March 2022 with peak numbers being achieved again, and strong enquiries and bookings for April and May 2022 recorded. This is due to the easing of restrictions (masks, close contact rulings, etc) by past and current State Government, and clients seeking opportunities to be social again.

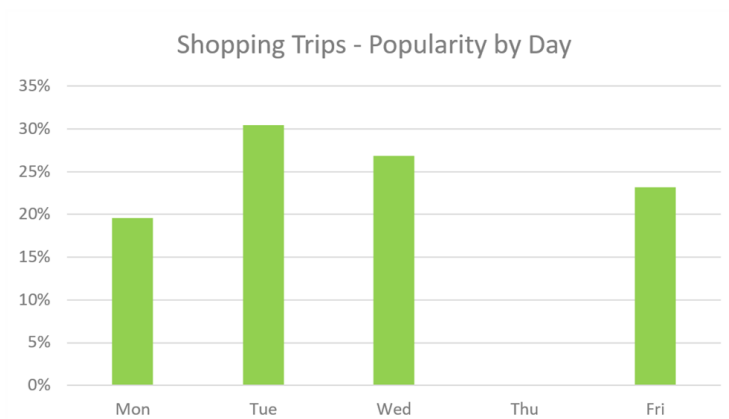
### COMMUNITY BUS PROGRAM – SHOPPING TRIPS

A total of 4019 trips were undertaken in the 12-month period (April 2021 – March 2022), including 1991 that required return trips and 37 that only required one way.

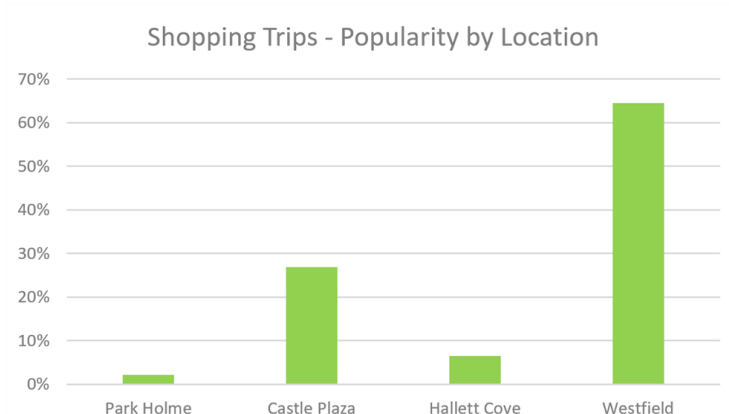


A total of 77 clients regularly accessed the Shopping Trips between April 2021 and March 2022, averaging 335 trips per month.





Tuesday and Wednesday were the most popular days accounting for 57% of the client requests, with Friday and Monday accounting for the remaining days.



Westfield Marion (64%) and Castle Plaza (27%) were the most popular shopping destinations as chosen by the client, with Hallett Cove and Park Holme Shopping Centres accounting for the remaining 9%.

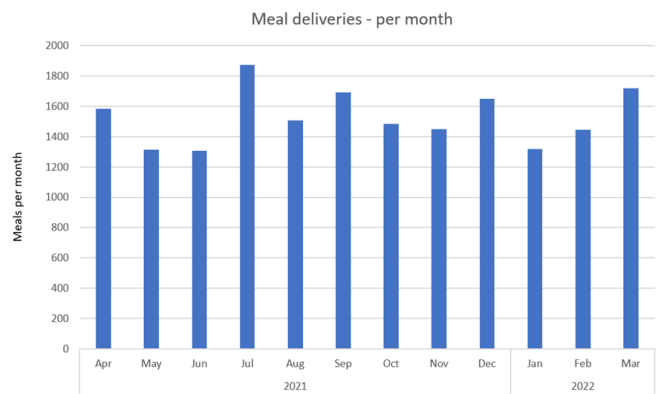
Decline is evident in this program over the past 12 months, predominantly due to clients not wishing to attend supermarkets, shopping centres, shared transport and crowded areas during COVID. Pre COVID, this program offered multiple shopping trips on five days per week utilising two buses multiple days a week to meet demand, plus hiring and additional bus for the Social Trips. It is expected that this program will see demand return as restrictions ease and volunteer driver number increase.

**COMMUNITY BUS PROGRAM – MEAL DELIVERIES**

A total of 18,340 meals were delivered to 348 clients in the 12-month period (April 2021 - March 2022). These clients ordered on average 4.3 meals per client per delivery. This program demand was not impacted by COVID (e.g. venue capacity, square meter rulings, lockdowns, etc). As shown in *Meal deliveries – per week* below, the program has seen a steady growth over the 12-month period. Of the 53 Thursdays available in this period, deliveries were made on 52, noting the only week no delivery was made was between Christmas and New Year and clients were advised in advance and supported to plan accordingly.



Meal deliveries per week ranged between 250 meals in the first week of January 2022, to 480 meals in the first week of December 2021, with an average of 353 per week.



Meal deliveries per month ranged between 1305 in June 2021 and 1875 in July 2021, with an average of 1528 per month.

Growth is evident in this program over the past 12 months, due to quality of service, convenience to the client and it being unaffected by COVID restrictions.

## 10.6 Draft Annual Business Plan 2022-2023 and Long Term Financial Plan for Public Consultation

<b>Report Reference</b>	GC220412R10.6
<b>Originating Officer</b>	Chief Financial Officer – Ray Barnwell
<b>Corporate Manager</b>	Chief Financial Officer - Ray Barnwell
<b>General Manager</b>	General Manager Corporate Services - Sorana Dinmore

### REPORT OBJECTIVE

The purpose of this report is to present the City of Marion Draft Annual Business Plan 2022-2023 (ABP 2022-23) and Draft Long Term Financial Plan (LTFP) for Council's consideration and endorsement for public consultation.

### EXECUTIVE SUMMARY

The development of the Draft ABP 2022-2023 and LTFP is an iterative process that continues through to the final adoption of the ABP at the end of June. This draft has been developed for the purpose of community consultation and, with any amendments arising from the Public consultation process, will be considered for adoption by Council at the 28 June 2022 General Council meeting.

The Draft ABP is Council's statement of its intended programs and outcomes for the 2022-23 year. It connects our long-term planning, as set out in the Strategic Plan 2019 – 2029 and supports the delivery of the final year of Council's 4 Year Business Plan 2019-2023 (4YBP) with the allocation of resources in the 2022-23 Annual Budget.

The Draft ABP 2022-23 and LTFP have been developed using a proposed average rate increase of 2% for 2022-23 plus forecast annual growth of new properties from development of 1%. The Draft ABP has been developed in a period of increasing CPI (Dec CPI at 3.3%) in addition to continuing uncertainty from Covid, the war in Ukraine and supply chain issues which may impact costs for local government in some cases greater than CPI. Should Council Members consider using an alternative rating option, this will be applied to the Draft APB 2022-2023 prior to release for public consultation.

The continued development of the Draft ABP 2022-2023 through to final adoption in June will see a further focus on the interrogation of costs, adjustment for successful funding commitments from election outcomes and further updates in relation to Council project priorities. It should be noted that the estimates for the 5 key prioritised projects are based on costings which with current market conditions could change significantly when tested in the marketplace.

The Draft ABP 2022-23 forecasts a surplus of \$0.092m following the inclusion of the new initiatives and service improvements outlined in this report. All years of the LTFP are forecasting a surplus position ensuring Council is meeting its core 'Financial Sustainability' target maintaining, on average, a break-even or better funding (cash) position over the LTFP. The net surplus position for the 10 years of the LTFP is \$4.817m.

The final ABP 2022-23 will also outline the Corporate KPIs as the basis for review of Council's performance over the coming year. As KPI's are still being determined through consultation with Council Members they will be updated for the final version to be adopted in June.

Community consultation will be undertaken from 22 April through to 13 May 2022. This consultation period provides an opportunity for the community to provide feedback online through the Making Marion website and/or make submissions via Council's website or alternatively by post. Included within this period is an opportunity for public representation to Council at the 10 May 2022 General

Council meeting.

## RECOMMENDATION

### That Council:

1. **Endorses the Framework and Key Assumptions noted in this report which have formed the basis for the development of the Draft 2022-2023 Annual Business Plan and Draft Long Term Financial Plan.**
2. **Endorses for inclusion in the Draft Annual Business Plan 2022-2023 and Draft Long Term Financial Plan for public consultation the 2022-2023 the 5 prioritised new initiatives report noted in this report.**
3. **Endorses the release the \$2m funds currently set aside in the Asset Sustainability Reserve (ASR) for Major Infrastructure Failure to the General ASR so the funds can be made available to support the delivery of prioritised unfunded initiatives in 2022-23 and beyond.**
4. **Endorse the cessation of the annual funding allocation to the ASR for Walking and Cycling (\$200k) and CFPP (\$100k) going forward and consider projects on their own merit for inclusion in future ABP's and LTFP's.**
5. **Endorses the use of available Cash Reserves of \$2.432m in the ASR to support the delivery of the Draft 2022-2023 ABP.**
6. **Endorses Option x as the proposed rating option for the Draft 2022-2023 ABP for public consultation.**
7. **Endorses the City of Marion Draft Annual Business Plan 2022-2023 and Draft Long Term Financial Plan (Attachment 1) to proceed for public consultation, subject to any changes proposed at this meeting.**

## DISCUSSION

### Draft Annual Business Plan 2022-2023

Under Section 23 of Council of the *Local Government Act 1999* (the Act) Council is required to prepare and adopt an ABP each year, and in doing so, determine the key strategic priorities for the ensuing 12 months in the context of Council's Strategic Plans.

The ABP and LTFP form an integral part of Council's suite of Strategic Management Plans. These plans connect the long-term planning, as set out in the Strategic Plan 2019-2029 and support the delivery of the final year of the 4YBP 2019-2023 with the allocation of resources in the 2022-23 Annual Budget. The ABP also establishes the basis for review of the Council's performance over the year published in its annual report.

The Draft ABP 2022-23 and Draft LTFP have been prepared in accordance with the guidelines stated in section 122 of the Act. The plan includes appropriate information pertaining to rates and charges that Council intends to levy, as well as a range of key information required by the *Local Government (Financial Management) Regulations*.

The adopted budget will include statutory statements being the Income Statement, Statement of Financial Position, Statement of Changes in Equity, and Statement of Cashflows. In addition to these statements, a 'Funding Statement' will be provided which details the funding sources and a net overall funding position.



In the development of the Draft ABP 2022-23, consideration has been given to Council's strategic management framework, financial parameters and key issues identified through the environmental scanning process, as well as the relevant Commonwealth, State and Regional strategies and plans.

Key observations regarding the Draft ABP 2022-23 and Draft LTFP include:

### Proposed Average Rate increase for 2022-23

As requested at the 29 March Elected Member forum, a number of alternative rating options have been developed for consideration prior to the release of the Draft ABP 2022-23 and LTFP for public consultation.

**Table 1 : Rating Options**

Cash/Funding Impact of Rate Models over the 10 Year LTFP											
	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	Net 10 Year Funding Position
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Option 1</b>											
<b>Rate increase of 2.0%</b>											
Rate Increase	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	
Rate Revenue	84,146	86,660	89,249	91,916	94,662	97,490	100,403	103,403	106,493	109,675	
Budget Cash Surplus (Funding Position)	92	76	72	219	200	776	740	846	876	920	4,817
<b>Option 2</b>											
<b>Rate increase of 1.8% increasing to 2.2% then 2% thereafter</b>											
Rate Increase	1.8%	2.2%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	
Rate Revenue	83,987	86,332	89,080	91,915	94,840	97,674	100,593	103,598	106,694	109,882	
Budget Cash Surplus (Funding Position)	(67)	75	71	218	200	776	739	845	875	919	4,651
<b>Option 3</b>											
<b>Rate increase of 2.2% for two years reducing to 2% in future years</b>											
Rate Increase	2.2%	2.2%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	
Rate Revenue	84,305	86,989	89,587	92,264	95,021	97,860	100,784	103,795	106,897	110,891	
Budget Cash Surplus (Funding Position)	251	405	412	568	561	1,148	1,123	1,242	1,284	1,341	8,335

### Option 1 : 2022-23 – 2%

The Draft 2022-23 ABP and LTFP (Attachment 1) have been developed using a proposed average rate increase of 2% for 2022-23 plus forecast annual growth of new properties from development of 1%. Applying an average increase in rates of 2% in 2022-23 continues Council's commitment to maintaining the position for an average residential rate that remains among the lower rating metropolitan councils.

The average rate increase of 2% is forecast to be steadily maintained for the ten years of the LTFP. The Draft ABP 2022-23 currently forecasts a surplus of \$0.092m following the inclusion of a number of new initiatives and service improvements. All years of the LTFP are forecasting a surplus position ensuring Council is meeting its core 'Financial Sustainability' target maintaining, on average, a breakeven or better funding (cash) position over the LTFP. The net surplus position for the 10 years of the LTFP is forecast at \$4.817m.

### Option 2 : 2022-23 1.8%

This alternative option sets a lower 1.8% average rate increase in 2022-23 followed by a 2.2% average increase in 2023-24 with the remaining years of the LTFP falling back to 2%. This option will produce a deficit of \$67k in 2022-23 but maintains a breakeven or better funding (cash) position over the LTFP with a net surplus position for the 10 years of the LTFP of \$4.651m.

This option with a forecast \$67k deficit in 2022-23 provides the least cover of the 3 options should

the costs of council continue to rise over and above budget expectations in this unpredictable environment in addition to having a rate that varies over the first 3 years of the LTFP.

### **Option 3 : 2022-23 - 2.2%**

Alternatively, option 3 sets 2.2% average rate increase in 2022-23 and 2023-24 followed by a 2% average increase over the remaining 8 years of the LTFP. This option will produce a surplus of \$251k in 2022-2023 and maintains a breakeven or better funding (cash) position over the LTFP with a net surplus position for the 10 years of the LTFP forecast at \$8.335m.

This option provides the most favourable cash position of the 3 options providing the greatest amount of contingency against unexpected costs above budget and provides the most scope for additional loan funding serviceability should Council wish to take on further borrowings to deliver future strategic priorities.

It should be noted that all options provided above are set to ensure that services will not only be maintained but improved and that a sufficient capital expenditure program is planned to maintain council's assets. The mix of loan funding, cash reserve funding in addition to rate funding ensures the achievement of financial sustainability is met by supporting intergenerational equity in addition to minimising the impact of rate increases on our community.

The main difference in the options is the flexibility the options provide Council to manage unexpected budget variations in this difficult climate and the further scope to service potential borrowings for future project priorities currently unfunded.

### **Consideration of New Initiatives and Election Outcomes in the Draft 2022-23 ABP and LTFP**

Following discussion on Council's current list of unfunded initiatives at the 15 March EM Forum Council Members further considered the inclusion of the top 5 prioritised projects as noted below in the Draft 2022-23 ABP and LTFP for consultation. It was noted these projects are likely to progress, some however, contingent on external funding commitments.

1. Marino Hall
2. Alternative Water Supply
3. Cove Sports Redevelopment – Stage 1
4. Flinders Bikeway
5. Warradale Park Tennis Club

The attached Draft 2022-23 ABP and LTFP have incorporated high level costings in the order of \$16.5m for the above 5 prioritised new projects over the next two financial years. Further detailed costings will need to be considered as they become known.

The proposed timing of these priorities has also been considered with some projects spanning over two financial years - further consideration of project timing will inform project delivery going forward. In addition, Council is seeking partnership funding through State and Federal grant funding to support the delivery of these projects. Final confirmation in relation to grant funding commitments from both State and Federal governments will influence the project delivery timing and required funding commitment from Council.

In addition to the above, a significant shortfall in funding is anticipated for the construction of the solution at the Grey and Kurnabinna Gullies (Segment 5 and 6) of the Coastal Walkway. Further work is being undertaken by administration to interrogate the final costings and design prior to Council's consideration. A provisional sum is incorporated into the Draft 2022-23 ABP and LTFP to be finalised pending the outcome of Council's consideration of the final design and costing.

The Draft LTFP (Appendix 1) has been developed for Council's consideration with the inclusion of the above projects incorporating Council's forecast contribution and external funding contributions, subject to confirmation.

### **Other Key Projects – Funded in ABP 2022-2023 and LTFP**

The ABP 2022-23 will fund the completion, progression of key projects including:

- Progress the rebuild of the Coastal Walkway
- Progress the redevelopment of Tennis, Netball Courts and open space at Tarnham Road
- Progress Marion Cultural Centre Plaza Upgrade.
- Living Kurna Cultural Centre Bridge and Coach House Restoration

### **Optimising the Use of Available Cash Reserves in 2022-23**

To optimise the use of currently available cash it is proposed that Council support the following;

#### **Funding set aside for Major Infrastructure Failure (\$2m)**

Council in accordance with its Reserve Funds Policy has retained a minimum of \$2 million in the Asset Sustainability Reserve (ASR) for the purpose of having access to sufficient funds to enable it respond to a major infrastructure failure or fund an infrastructure gap identified in periodic asset audits. For many years this funding has been quarantined and in effect underutilised. Council should consider releasing this funding to support the delivery of unfunded priorities.

Council has access to a Cash Advance Debenture (CAD) loan facility of up to \$11m, essentially an interest only loan facility, which currently exists with the South Australian Local Government Financing Authority to fund cash shortfalls until cash balances return to surplus position. This mitigates the risk of releasing the \$2m currently set aside for major infrastructure failure.

**It is proposed Council release the \$2m funds to the General ASR so they can be made available to support the delivery of prioritised unfunded initiatives in 2022-23 and beyond.**

#### **Funding Allocated for Walking and Cycling and CFPP**

Council has traditionally allocated annual funding in its budget for Walking and Cycling (\$200k p.a.) and CFPP (\$100k p.a.) where surpluses are available, setting aside this funding in the ASR for future projects as they arose. A move away from a 'cash holding' position in a low interest rate environment should be considered. Rather than Council retaining cash reserves in a number of different reserves Council should consider minimising the number of separate reserve funds and assess projects on their merit going forward for inclusion in the development of future ABP's and LTFP's.

**It is proposed Council cease the annual allocation of funding to the ASR for Walking and Cycling and CFPP going forward and consider projects on their own merits for inclusion in future ABP's and LTFP's .**

#### **Funding Availability in ASR**

With the proposed changes above there will be \$2.432m available for allocation to the 2022-23 budget which can be applied to support the delivery of the unfunded priorities noted earlier. Should Council be supportive of utilising these available cash funds the below table highlights the movement of reserve funding.

Council's 2022-23 ABP proposes an allocation of reserve funds which will reduce Council's Cash Reserves by \$7.3m. Beyond 2022-2023 there is a further \$1.627m resolved by Council to be quarantined for specific projects leaving an available balance for future projects of \$2.898m, primarily funds held in the Open Space Reserve of \$2.552m.

Council Reserves (\$000s)	Asset Sustainability Reserve							Oaklands Wetlands - Water Supply Opportunities	Open Space Reserve	TOTAL ALL RESERVES
	Major Infrastructure Failure	General	Walking & Cycling	Energy Efficiency	Major new projects	CFPP	Total ASR			
Forecast Closing Balance 30/06/2022	2,000	4,470	949	40	0	665	8,124	1,159	2,542	11,825
Transfers to Reserve 2022-23	0	0	200	40	0	21	261	15	10	286
Transfers from Reserve 2022-23	0	(3,069)	(860)	0	0	0	(3,929)	0	0	(3,929)
Current Budgeted Closing Balance 30/06/2023	2,000	1,401	289	80	0	686	4,456	1,174	2,552	8,182
Proposed transfers to 2022-23	0	2,000	(200)	0	0	0	1,800	0	0	1,800
Proposed transfers from 2022-23	(2,000)	(2,432)	0	0	0	(125)	(4,557)	(900)	0	(5,457)
Current Proposed Closing Balance 30/06/2023	0	969	89	80	0	561	1,699	274	2,552	4,525
Quarantined Funds	0	(969)	(89)	0	0	(310)	(1,368)	(259)	0	(1,627)
Projected Available Balance	0	0	0	80	0	251	331	15	2,552	2,898

The draft 2022-23 ABP includes the impact of several Council Resolutions with planned **transfers from** Reserves for the following key projects:

- Tarnham Road Reserve \$2.220m (GC191210R10)
- Coastal Walking Trail \$0.925m (GC191126R07)
- MCC Plaza \$0.784m (GC200623R16)

**\$3.929m**

**Proposed changes to reserve transfers for consideration are:**

- Transfer funds from Major Infrastructure Failure to ASR \$2.000m
- Remove the transfer of funds to Walking and Cycling \$0.200m
- Alternative Water Supply \$0.900m (GC201124F01)
- Warradale Park Tennis Club \$0.125m (GC270318R05)
- Utilise funds from ASR to fund ABP 2022-23 \$2.432m

**\$3.657m**

## Basis of Preparation of Draft ABP 2022-23 and LTFP

The development of the LTFP is an on-going iterative process and the framework and assumptions are updated annually based upon the most current data and information prevailing at the time. The Draft ABP 2022--23 and LTFP have been prepared under the framework and assumptions listed below.

### Framework

- Supports the achievement of the City of Marion's Strategic Directions.
- Addresses issues arising and opportunities identified from internal audit reviews, service reviews and business excellence assessments.
- Maintains, on average, a break-even or better funding (cash) position over the Long Term Financial Plan.
- Continues to improve the maintenance of assets in accordance with Council's Asset Management Plans, with a priority on maintenance before renewal, and renewal before new when it is cost effective to do so.
- Reviews existing services and assets to ensure they meet prioritised community needs.
- Council only approves new Major Projects where it has the identified funding capacity to do so.
- Maintains Council's position for an average residential rate that remains among the lower rating metropolitan councils.



## Key Assumptions

The following key assumptions have been applied in developing the Draft 2022-23 ABP and Draft LTFP :

**Service Levels** – Changes to service delivery, prioritised and approved by Council subject to financial capacity will be incorporated into the 2022-23 Budget and LTFP. Where no other endorsement exists, service delivery levels will be maintained at current levels.

**Rate Revenue** – Rating models have been developed with average rate increases applied ranging from 1.8% to 2.2% in 2022-23 moving to a range of 2% - 2.2% beyond 2022-23 through to the end of the 10 years of the LTFP. The financial impact of the alternative rating models is shown in table 1 above. Rateable property growth or new properties from development is forecast on achieving the continued historical trend of 1%.

**Indexation** – Operating expenses for 2022-23 will be based on actual expenditure levels in 2021-22 indexed where appropriate by CPI for 2022-23. With Cost pressures being experienced, coupled with supply chain shortages and strong demand conditions it is now expected that CPI will remain in the higher end of the RBA inflation target of 2 – 3%. Therefore, the LTFP has factored indexation over the coming 3 years forecast at 2.7% before reverting back to a longer term forecast of 2.5%.

**Employee Costs** – will be increased in alignment with Council's Enterprise Agreement provisions. In addition, costs relating to Council approved staff resources to meet operational requirements or Council endorsed initiatives will be incorporated into the ABP and LTFP. The pickup in inflation and an ongoing tight labour market is expected to translate into moderately stronger wages growth over time and forecast employee costs in the LTFP will accommodate these expected conditions. The remaining 4 scheduled annual increases of 0.5% to the Superannuation Guarantee are also incorporated into the LTFP.

**Interest Expenses** – are directly related to Council borrowings and cash flows.

**Interest Revenue** – is directly related to Council investments and cash flows and will be carefully monitored in line with interest rate movements, currently at record lows.

**Non-recurrent Costs / Revenues** – An adjustments schedule has been developed to account for any future variations in operating activities (e.g. - an adjustment is made for election expenses to reflect that they only occur once every 4 years).

**Capital Grants, Subsidies and Monetary contributions** – reflect tied monies received in relation to the purchase/construction of new assets and are budgeted in accordance with information known at the time of preparing this document.

**Commonwealth and State Government Stimulus / Election funding** – Council will continue to seek and optimise the opportunity to leverage any stimulus/election funding provided to the sector. The impact of the attraction of this funding and the resource requirements to deliver identified projects and initiatives will be monitored and considered in the development of the final 2022-23 ABP and LTFP.

With the timeline for the upcoming Federal election there may well be some required late changes to the budget prior to final adoption in June to cater for any funds that may be attracted during the election period.

**Breakeven or Better Funding (Cash Position)** – A positive cash flow is vital to support operating requirements to continually deliver uninterrupted council services in addition to providing cash to fund:

- Renewal of existing assets over time to maintain community service standards
- Scheduled principal loan repayments and
- Provision of funding for future long term asset management objectives

Council will endeavour to set rates that minimise the impact on our community but also enable the achievement of its long term strategic objectives while maintaining a break-even or better (cash) position over the LTFP thus ensuring the long term financial sustainability for the City of Marion.

Corporate Key performance indicators (KPI's) for 2022-23 are scheduled for discussion at the 19 April 2022 Elected Member Forum.

### **Annual Business Plan 2022-23 and LTFP process**

The key remaining steps for the ABP and LTFP processes are as follows:

Key stages	Date	Meeting
Adopt Draft ABP 2022-23 and LTFP for public consultation	12 April 2022	General Council
Public consultation period	22 April to 13 May 2022	Written submission and feedback via Making Marion
Consideration of Corporate KPI's	19 April 2022	Elected Member Forum
Community representations to Council	10 May 2022	General Council
Review and feedback on Draft ABP 2022-23, LTFP and updated suite of KPI's	18 May 2022	Finance, Risk and Audit Committee
Draft ABP 2022-23 and LTFP for final endorsement	14 June 2022	General Council
ABP 2022-23 and LTFP for adoption	28 June 2022	General Council

### **Public Consultation**

Public consultation on the Draft ABP 2022-23 and LTFP will be undertaken for the period 22 April to 13 May 2022. This meets the requirements of s122 of the Local Government Act 1999.

Draft Plans and opportunity for comment will be available on the 'Making Marion' website ([www.makingmarion.com.au](http://www.makingmarion.com.au))

Notices will also be placed in community and business newsletters directing readers to Council's website. Consultation on the ABP also meets requirements in the South Australian Public Health Act 2011, S51.

The 10 May 2022 General Council meeting will include an allowance of one hour for public representations where members of the public can be invited to make verbal submissions.

Any feedback from the community consultation process will be considered and will inform the draft ABP 2022-23 and LTFP to be presented for Council's consideration and adoption at the General Council meeting to be held on 28 June 2022.

### **Conclusion**

The City of Marion Community Vision - Towards 2040 sets out the aspirations of the community and, along with the 10 year Strategic Plan 2019-2029 and the 4 Year Business Plan 2019-2023 provides the basis for the Draft ABP 2022-23 and Draft LTFP for public consultation.

This Annual Business Plan 2022-23 has been developed to guide Council's activities over the coming year and is presented to Council to endorse for public consultation, subject to any proposed changes. Projects and initiatives outlined for delivery in the final year of the 4-Year Business Plan provide the basis for the Draft Annual Business Plan 2022-23, and inform the Draft LTFP for public consultation.

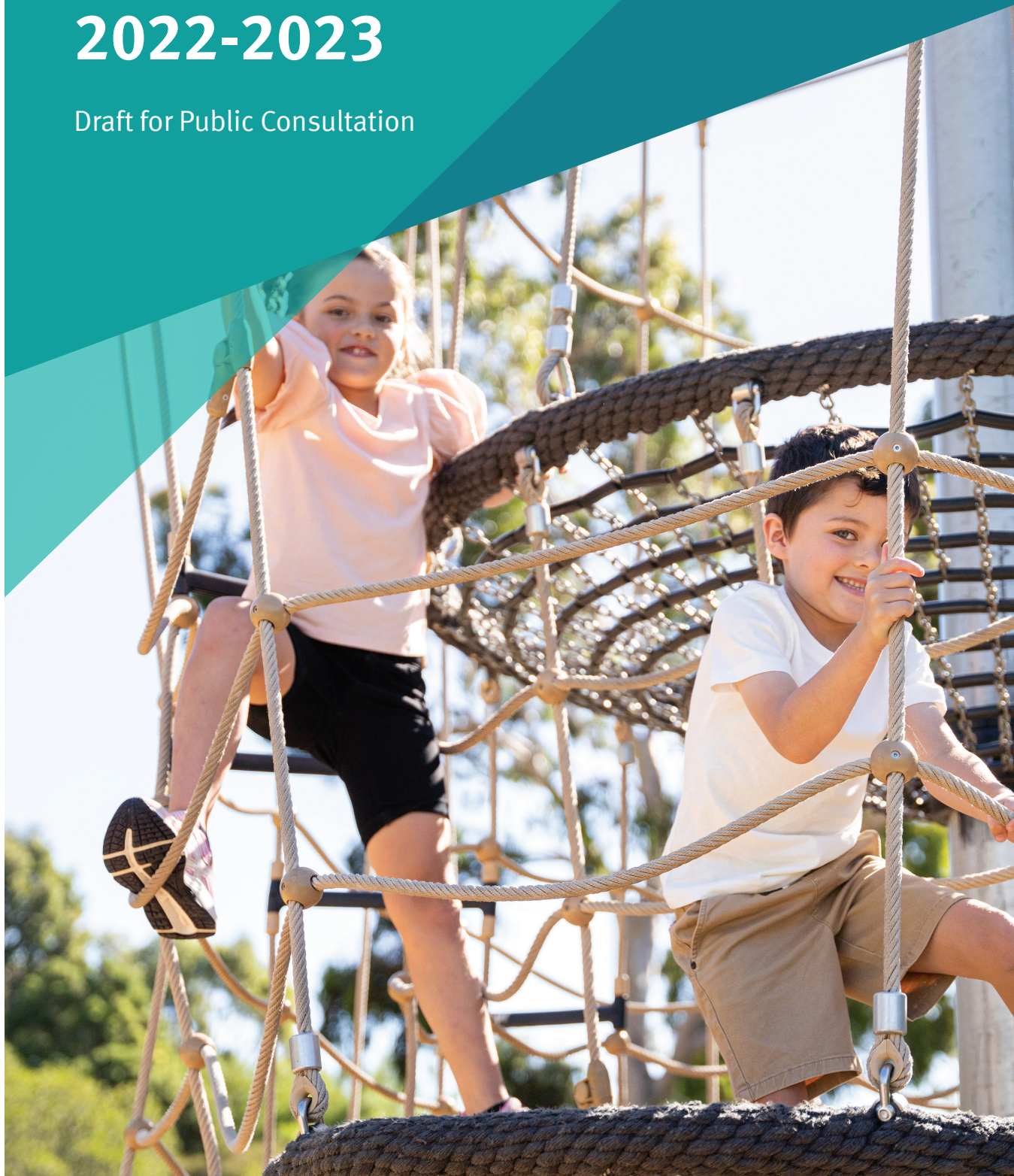
### **ATTACHMENTS**

1. Attachment 1 Draft Annual Business Plan 2022-23 [**10.6.1** - 43 pages]



# City of Marion Annual Business Plan 2022-2023

Draft for Public Consultation





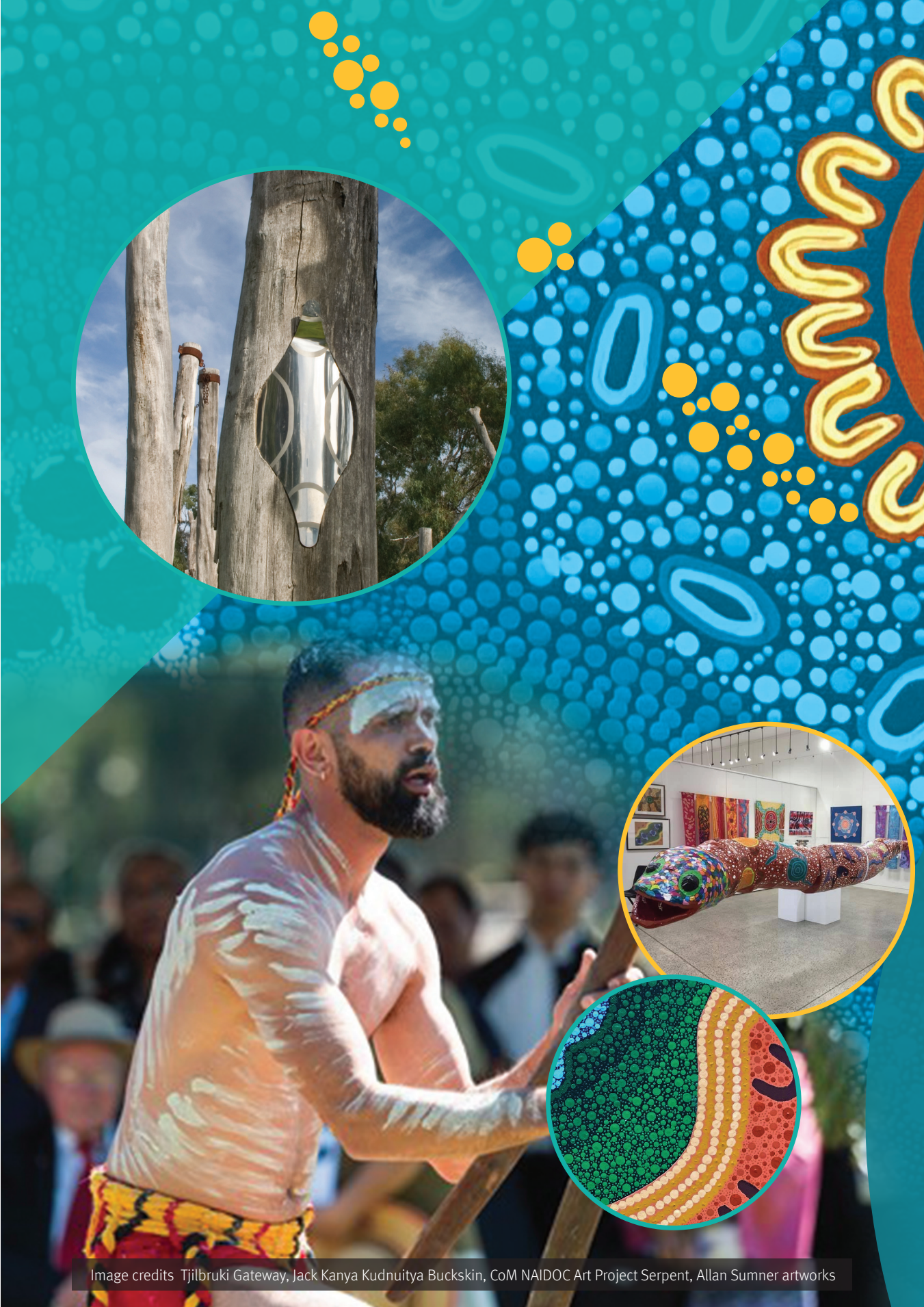


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**KAURNA ACKNOWLEDGEMENT**

Ngadiu tampendi Kaurna meyunna  
yaitya mattanya yaintya yerta

This Kurna acknowledgement was prepared in consultation with traditional custodians.

**ACKNOWLEDGEMENT OF COUNTRY**

The City of Marion acknowledges we are situated on the traditional lands of the Kurna people and recognises the Kurna people as the traditional custodians of the land.

**OUR VISION FOR RECONCILIATION**

Our Reconciliation Action Plan 2020-2023 details actions that the City of Marion leads, promotes and facilitates to achieve significant, tangible and meaningful reconciliation outcomes within our community.

Our reconciliation vision is for strong relationships built on trust, respect, integrity, inclusion and equity for all members of our community.

The Annual Business Plan provides the resource allocation to enable the effective and efficient delivery of our Reconciliation Action Plan (and other initiatives) for 2022-2023.





## YOUR VOICE

The City of Marion is seeking your input and feedback regarding the Draft Annual Business Plan 2022-2023. This process provides you with the opportunity to have your say on the level of service and activities undertaken by the Council before the final budget is adopted.

Community consultation commences at 5pm on Friday 22 April and closes on Friday 13 May 2022 at 5pm.

Online submission forms are available on Council's community engagement website [makingmarion.com.au](http://makingmarion.com.au)

Written submissions are welcomed addressed to the following:

City of Marion  
PO BOX 21  
Oaklands Park SA 5046

Or  
[council@marion.sa.gov.au](mailto:council@marion.sa.gov.au)

Verbal submissions may be made at the 10 May 2022 General Council meeting, which begins at 6:30pm. At this meeting, members of the public may ask questions and make submissions in relation to the Draft Annual Business Plan 2022-2023 for a period of one hour. Each speaker will be allocated a maximum of five minutes to make their submission.

If you wish to make a verbal submission to General Council, please contact:

Kate McKenzie  
Manager, Office of the Chief Executive  
Telephone: 08 8375 6600

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## WELCOME

Welcome to the City of Marion's Draft Annual Business Plan 2022-2023.

This plan outlines Council's proposed priorities and program of works for the coming financial year. Essentially it is the budget for the coming financial year.

What do you think of it? Council will consider your views before finalising the budget. Right now it really is a draft - in fact, the draft budget has rarely been as fluid as it is this year. Primarily this is due to the significant implications of the Federal election process - we won't know until after the Federal election whether we receive millions of dollars in funding assistance as a result of election promises. Another significant factor is the rapidly escalating costs which Council is experiencing, particularly in construction of our major projects.

Many people focus on the percentage increase in rates for the average residential property. Your Council is committed to setting an average residential rate rise well under the rate of inflation; in fact, the rate rise may well be about half the rate of inflation South Australia will experience later in 2022. Property owners will, of course notice their rate rise varies according to the relative value of their property - a factor outside of Council's control.

This year's proposed projects include:

- Commencing the Marion Cultural Centre Plaza upgrade
- Commencing the Tarnham Road Tennis and playground upgrade at Seacombe Heights
- Delivering a recycled water pipeline to irrigate local schools and reserves\*
- Completing the restoration of the historic Coach House at Warriparinga
- Designing a Flinders Bikeway to connect Tonsley and the Marino Rocks bikeway
- Investing in improvements to the Warradale Park Tennis Club\*
- Commencing the planning for the Stage 1 development of the Cove Sports and Community Club\*
- Commencing the rebuild of the ageing Marino Community Hall.\*

Council looks forward to hearing your views.

Yours faithfully,

*KRIS HANNA*

Kris Hanna  
Mayor

*\*Projects are subject to confirmed grant support from either Federal or State Government.*



## YOUR RATES AT A GLANCE

AMOUNTS SPENT PER ONE HUNDRED DOLLARS (\$100)



### Urban Development, Inspection, Regulation and Control

- Parking control
- Development services
- Dog and cat control
- Food safety



### Community Facilities

- Marion Outdoor Pool
- Sporting facilities
- Property management
- Facilities hire (casual and long term)



### Waste Collection and Management Services

- Kerbside waste collection and management
- Household waste, recyclables, green organics
- Hard rubbish collection and illegal dumping
- Management of waste through our materials recycling facility



### Open Space, Parks and Gardens

- Reserve maintenance
- Playgrounds
- Public toilets
- Playground maintenance



### Library Services

- Marion Cultural Centre Library
- Parkholme Library
- Cove Civic Centre Library
- Library programs/events



### Health and Community Care

- Aged care services
- Community buses
- Emergency response



### Community Development and Capacity Building

- Youth services
- Neighbourhood centre operations and programs
- Community grant programs



### Culture and Recreation

- Cultural heritage
- Community events



### Infrastructure Management

- Civil infrastructure maintenance
- Asset management
- Stormwater drainage network
- Traffic management



### Environmental Sustainability

- Street tree management
- Environmental regulation
- Native vegetation





## OVERVIEW

The Annual Business Plan 2022-2023 outlines the strategic projects, services and programs that we will aim to deliver in the coming financial year. Council is determined to undertake strategic initiatives outlined in the Four Year Business Plan 2019-2023, along with other projects supported to progress the community's aspirations in the City of Marion Community Vision 'Towards 2040' and the goals outlined in the 10 Year Strategic Plan 2019-2029.

Council is committed to delivering value to our ratepayers. Through a focus on prudent financial management and decision making, Council will continue to identify on-going savings. Funding secured from both the State and Federal Governments supports the delivery of new infrastructure. A strong efficiency focus has enabled us to support our community with a 2% increase in the average rate for 2022-2023.

During 2022-2023, the City will continue to be improved through investment in the following initiatives:



### MARION CULTURAL CENTRE PLAZA

A plan to revitalise the Marion Cultural Centre Plaza area with a recreation space that will transform the area to bring people together for events.

The Federal Government have partnered with Council to support this project.



### ALTERNATIVE WATER SUPPLY PROJECT

A 12km pipe will be installed to divert treated stormwater from the Oaklands Wetlands to irrigate local reserves and schools.

Council has committed \$1.8m to the project, subject to receiving additional grant funding from the Federal Government.



### COASTAL WALKWAY

Work will continue on the 1.6km section of the Coastal Walkway trail at the Grey and Kurnabinna Gullies at Hallett Cove.

The State Government have partnered with Council to support this project.



### FLINDERS BIKEWAY

The Flinders Bikeway is a key connection between Flinders University, Tonsley and further north to the Marino Rocks Greenway (bike way).

A \$40,000 concept design that includes landscaping and engineering considerations will be developed.

Community consultation will inform support to the project. If supported, proposed implementation of the new bikeway will occur in 2023-2024.





#### COVE SPORTS AND COMMUNITY CLUB

A multi-stage upgrade is planned for this ageing sporting infrastructure. Stage 1 development includes demolition of the existing BMX track, expansion of the playing field, and expanded northern car park.

Redevelopment of the netball facility is also part of Stage 1, and includes an upgrade to the netball courts.

Council is seeking external partnership funding to progress Stage 1 of the project.



#### MARINO HALL

A rebuild of the ageing hall will commence to support a new vibrant centre that attracts a broad range of community groups.

The new pavilion style hall will include meeting spaces, a performance area, art gallery and studio.

A café and expanded car park will also support the site as an accessible creative and community events hub.

Council is seeking external partnership funding to progress this project in 2022-2023.



#### TENNIS AND NETBALL COURTS - OPEN SPACE AT TARNHAM ROAD RESERVE

Council will replace eight ageing tennis courts with two multi-use tennis/netball courts and two tennis courts.

A 'ninja adventure' style course and climbing wall supports running, climbing and jumping activity. A skate area and public toilet will be installed.



#### LIVING KAURNA CULTURAL CENTRE COACH HOUSE

Significant restoration work will continue at the state heritage listed Coach House so that it can be used by the community as a venue and hall facility, and further complement the educational opportunities of the area's history.

The State Government have partnered with Council to support this project.



#### EDWARDSTOWN EMPLOYMENT PRECINCT

Council is continuing work in Edwardstown to improve the amenity of the area as a place to do business.

An action plan includes research into renewable energy management programs, encouraging a 'buy local' supply chain, and improving traffic flow in the area.



#### WARRADALE PARK TENNIS CLUB

The tennis club has provided preliminary designs for an upgraded modern club room and facilities. Council will work with the club to progress a detailed design that meets the broad needs of community users.

Council is seeking external partnership funding to support this project in 2022-2023.

## OUR PURPOSE, VISION AND VALUES

### OUR PURPOSE

#### (Why we exist)

To improve our residents' quality of life; continuously, smartly and efficiently.

### OUR COMMUNITY VISION

#### (What we want to become)

A community that is Liveable, Valuing Nature, Engaged, Prosperous, Innovative and Connected.

### OUR VALUES

With the community and safety at the forefront of everything we do, we value:

**Respect** - Treating everyone as we want to be treated, where all contributions are valued

**Integrity** - Fostering trust and honesty in all of our interactions

**Achievement** - Enhancing our knowledge and performance to reach our shared goals, while being dedicated to supporting one another

**Innovation** - Encouraging new ideas, and learning from our experience to do things better



The six themes of our Community Vision represent the shared values and aspirations guiding how our city develops, towards 2040. These outcomes are important for this community now and into the future:

### LIVEABLE

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.

### PROSPEROUS

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.

### VALUING NATURE

By 2040 our city will be deeply connected with nature to enhance people's lives, while minimising the impact on the climate, and protecting the natural environment.

### INNOVATIVE

By 2040 our city will be a leader in embracing and developing new ideas and technology to create a vibrant community with opportunities for all.

### ENGAGED

By 2040 our city will be a community where people are engaged, empowered to make decisions, and work together to build strong neighbourhoods.

### CONNECTED

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.

## STRATEGIC MANAGEMENT FRAMEWORK

This Annual Business Plan 2022-2023 is an integral part of Council's Strategic Management Framework that will enable strategic and operational plans, management systems and processes to work together to effectively deliver the Community Vision.









## SIGNIFICANT INFLUENCES

In the development of the Annual Business Plan we undertake a review of our internal environment and broader external environment that includes political, economic, environmental, social and technological influences. This identifies key issues that help provide the context for the development of this plan.

The following broad trends impacting our city include:



### NORTH SOUTH CORRIDOR

Progress along South Road will occur as the State Government led North- South Corridor Tunnel commences construction in late 2022.

The former State Government announced a 'City shaping fund' related to the project that aims to connect communities and stimulate business investment. Outcomes will support revitalised urban design at the road level of the project as it progresses in the years ahead.



### ENVIRONMENT

Council has a Carbon Neutral Plan to reduce emissions to council owned assets by 2030. Key actions for the year will include developing a fleet transition plan and entering a contract for 100% renewable energy from January 2023. Tree planting efforts will continue to be a focus with 3,900 street and reserve trees to be planted. A further 400 advanced trees will be planted along main roads and thoroughfares to cool the city.



### SUPPLY CHAIN ISSUES

Council procures a range of goods and services as part of its Annual Capital Program. Over the last 12 months the persistent disruption to supply chains and distribution networks and their ongoing effects on prices has provided uncertainty. Council staff are actively working to mitigate the exposure to these risks, including timing of tendering and project delivery to ensure projects maintain their value for money proposition.



### ELECTIONS

Council has taken a proactive approach to advocacy at both State and Federal levels to leverage any election funding provided to the sector to support the delivery of infrastructure projects. Any further funding outcomes from the Federal election will require late adjustments to the proposed Annual Business Plan 2022-2023 and Budget.



### PUBLIC HEALTH

Council continues to monitor the COVID-19 environment and will be guided by directives from SA Health. Any changes that may impact Council facilities will be communicated through our website and social media channels. Business continuity measures are in place to ensure that services can continue.



### INFLATION

The Reserve Bank of Australia provide regular commentary on the key issues that are impacting on inflation rates. General price increases that include climbing oil prices, local suppliers with stock shortages, and skilled labour shortages are just a few of the key observations that have been felt by council.



### POPULATION

Population growth within the council area has traditionally risen at a rate of 1% per annum. Population demographics are considered in the establishment of key Asset Management Plans and planning of infrastructure projects and services. The release of the Australian Bureau Statistics Census data will provide an updated context to shifts in the population including the important trends that shape our community to assist with future city planning.

## FRAMEWORK OF THE ANNUAL BUSINESS PLAN

The Annual Business Plan 2022-2023 has been prepared on the basis of a framework that aims to inform the community and hold the City of Marion accountable to its stakeholders. The key items in this framework are as follows:

### Support the achievement of the City Of Marion's strategic directions.

This Annual Business Plan has been reviewed against the Community Vision – Towards 2040 to ensure that Council's activities over the next 12 months make the best possible progress towards achieving the Community Vision for the future City of Marion.

### Address issues arising and opportunities identified from internal audit reviews, and business excellence assessments.

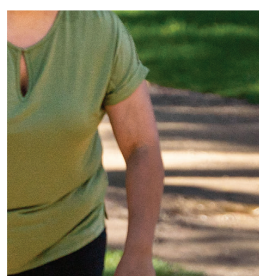
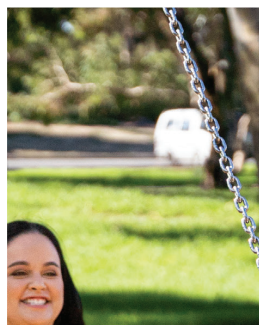
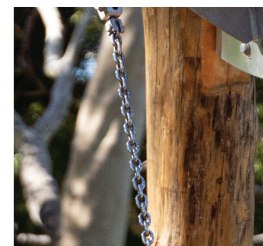
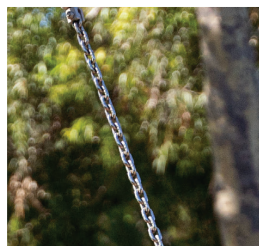
Every year the Council undertakes a number of internal audits. These reviews and assessments have identified a number of key opportunities or requirements for the Council to improve its operations. This document includes the necessary resources to continue Council's independent review process and implement recommendations accordingly.

### Maintain, on average, a break-even or positive funding (cash) position over the long term financial plan.

With a primary focus on cash flow and ensuring the Council's asset renewal and upgrades are fully funded, this target is currently being met. To ensure ongoing financial sustainability, the Council monitors and reviews all its financial indicators together.

### Continue to improve the maintenance of assets in accordance with Council's Asset Management Plans, with a priority on maintenance before renewal, and renewal before new when it is cost effective to do so.

The Annual Business Plan has been prepared taking into consideration individual Asset Management Plan requirements and outcomes of recent infrastructure audits. The City of Marion has a target of 90-110% for the Annual Asset Renewal Ratio.



**Review existing services and assets to ensure they meet prioritised community needs.**

The Council continues its rolling process of service reviews, aimed at maximising community value through continuously improving its operating efficiency and service performance to the community. This Annual Business Plan has been prepared based on continuing existing services, noting that a rolling program of review is being implemented.

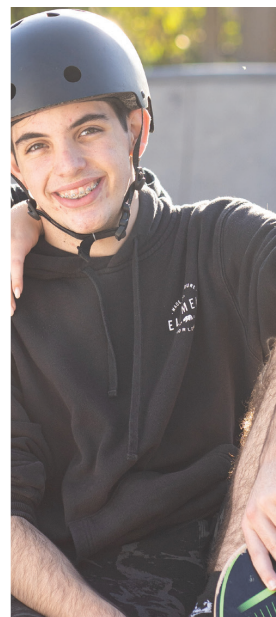
Collaboration with other councils will continue to assist capacity building for shared strategic opportunities, innovation and cost efficiencies and enables the ability to align processes and reduce duplication.



**Council only approve new major projects where it has the identified funding capacity to do so.**

Council debt is forecast to increase to \$10.487m by 30 June 2023. With consideration given to key financial indicators, Council has continued to retain the funding capacity to consider additional strategic Major Projects and is currently investigating partnerships to aid the development of several initiatives.

These additional forecast borrowings in 2022-2023 relate to Council's contribution towards new initiatives in the Capital Works Program. Any changes to the timing and scope of the capital projects may impact the funding required, and in turn the total requirement for borrowings currently factored into the Annual Business Plan 2022-2023.



**Maintain Council's position for an average residential rate which remains among the lower rating metropolitan councils.**

Comparative 2021-2022 data shows that Council's average residential rate continues to remain among the lower rating metropolitan councils, with its current position ranking being the 5th lowest of 18 metropolitan councils.



## CONTINUING AND IMPROVING SERVICE DELIVERY

All councils have responsibilities under the *Local Government Act 1999* and other relevant legislation to deliver services for the community. Council is committed to maintaining all services including, but not limited to:

ONGOING SERVICES	
Land use and development planning	Arts and cultural promotion and support
Development and building assessments	Library services
Facilitation of urban developments	Sports and recreation promotion and support
Local Government searches	Community capacity building and development
Business support services	Inspection, regulation and control
Environmental planning and leadership	Emergency planning and response
Biodiversity management	Community care
Waste services	Immunisation services
Water management	Public health planning
Infrastructure management	Urban activation and renewal
Community facilities management	Customer Experience
Reserves, parks and gardens management	Increased levels of tree planting annually
Community Transport	

ENABLING SERVICES	
Strategic management	Communications, marketing, and engagement
Organisational excellence and innovation	Human resources and workforce planning
Strategic asset management	ICT and knowledge management
Financial management	Operational support
Governance support	Strategic Procurement





## PROJECT PRIORITIES

In 2022-2023 the Council plans to commence or continue working on the following strategic initiatives, as outlined in our 4 Year 2019-2023 Business Plan, or through Council resolutions:

### CONTINUING INITIATIVES

CONTINUING INITIATIVES FROM PRIOR YEARS	KEY STRATEGIC THEME
Complete the upgrade of multi-purpose tennis and netball courts and open space at Tarnham Road Reserve at Seacombe Heights	Liveable
Complete the restoration of the Living Kurna Cultural Centre Coach House	Liveable
Continue to expand the streetscape program to include arterial roads	Liveable
Progress Stage 1 of the Cove Sports and Community Club, <i>subject to grant funding</i>	Liveable
Identify options for recreational facilities at 262 Sturt Road	Liveable
Commence the Marion Cultural Centre Plaza upgrade	Liveable
Marion Golf Course, <i>to be considered at the May 2022 General Council meeting</i>	Liveable
Implement the Coastal Climate Adaptation Plan	Valuing Nature
Implement the Energy Efficiency and Renewable Energy Plan	Valuing Nature
Continue the Coastal Walkway	Valuing Nature
Continue the roll out of the transformation of our business enterprise systems	Innovative
Implement the Social Media Strategy 2019-2023	Innovative
Research technology and automated solutions for the management of assets and streetscapes	Innovative
Continue to deliver the Disability Access and Inclusion Plan	Engaged
Continue to implement the 2019-2023 Reconciliation Action Plan	Engaged
Continue work to activate the Edwardstown Employment Precinct, <i>to be considered by Council at its 12 April 2022 meeting</i>	Prosperous
Continue to progress a Planning and Design Code Amendment for the stables zoning area within Morphetville, noting community consultation and Ministerial approval will be required	Prosperous
Commence the development of Marino Hall, <i>subject to grant funding</i>	Connected

NEW PROJECTS COMMENCING IN 2022-2023

2022-2023 NEW INITIATIVES	KEY STRATEGIC THEME
Commence and upgrade the Warradale Park Tennis Club, <i>subject to grant funding</i>	Liveable
Alternative Water Supply project, <i>subject to grant funding</i>	Liveable
Initiating and completing a residential Planning and Design Code Amendment for the Southern Suburbs (south of Seacombe Road)	Prosperous
Initiate and complete a Planning and Design Code Amendment for several retail centre's	Prosperous
Commence planning for a new Flinders bikeway to connect from Flinders University through to Tonsley and north to the Marino Rocks bikeway	Connected



## ASSET MANAGEMENT

The City of Marion's Asset Management vision is:

**'To maintain the City of Marion's assets to agreed levels of service which maximise community value throughout an asset's life.'**

A significant portion of Council's annual spend is devoted to the operation, maintenance and renewal of public assets which deliver safe and sustainable services to the community. Council will continue to optimise our spending on these through better asset management to deliver current service levels in the most affordable and efficient way.

Council recognises that climate change is likely to affect asset life and functionality. We are exploring what we can do to build asset resilience in response to climate impacts.

Our assets enable the provision of services to the community and businesses for current and future generations. Assets play a vital role in the local economy and on residents' quality of life.

### WE OWN AND MANAGE OVER \$1 BILLION OF ASSETS



Artworks, Culture  
and Heritage



Buildings and  
Structures



Coastal Walkway



Fleet, Plant and  
Equipment



Open Space



Stormwater



Transport



Water Treatment  
and Resources

## MEASURING OUR SUCCESS

Monitoring performance is a critical element of strategic management. It is the mechanism for critically ensuring that the Council is contributing to the achievement of its objectives in both the Strategic Plan and the 4-Year Business Plan 2019-2023.

*The suite of Corporate Key Performance Indicators (KPI's) are being considered by Council.*

*The endorsed version will outline the updated suite of KPI's for 2022-2023.*

Key Performance Indicator	Core Target	Stretch Target
Financial Sustainability	Council maintains, on average, a break-even or better funding (cash) position over the Long Term Financial Plan	Council maintains a break-even or positive cash funding position in delivering its Annual Budget
Delivery of agreed projects identified in the Annual Business Plan and the final year targets in the 4 year Plan	Greater than or equal to 95%	No stretch target
Total employee costs (including agency staff)	Less than or equal to 3% increase in actual employee costs (including agency staff) against prior year's actual costs – adjusted for Council endorsed changes to meet resourcing requirements	Less than or equal to 2% increase in actual employee costs (including agency staff) against prior year's actual costs – adjusted for Council endorsed changes to meet resourcing requirements
Overall satisfaction with Council's performance	Greater than or equal to 75% rated as satisfied or above	Greater than or equal to 85% rated as satisfied or above
Asset Renewal Funding Ratio (A measure to assess that we are renewing or replacing non-financial assets in accordance with our future Asset Management renewal requirements)	Asset Renewal Funding Ratio between 90 and 110%	Asset Renewal Funding Ratio greater than or equal to 100%
Delivery of Council's capital works program	Greater than or equal to 85% delivery of Council's planned capital works program (adjusted for extraordinary items)	Greater than or equal to 90% delivery of Council's planned capital works program (adjusted for extraordinary items)
Staff engagement	Achievement of an overall employee pulse survey result of 75% based on 9 metrics (including Community, Values, Safety, Expectations, Valued, Empowerment, Development, Recognition, Happiness) with at least 50% employee participation per senior leadership team department	Achievement of an overall employee pulse survey result of 80% with at least 50% participation per senior leadership team department
Community engagement/communications	Project specific communications to the public should be timely and accurate	100%
Carbon Neutrality - carbon emissions footprint, measured against Council's endorsed Carbon Neutral Plan (applicable 2021-2022 onwards)	Actual annual emissions less than the plan's annual target emissions	Actual annual emissions 5% less than the plan's annual target emissions
Asset utilisation of sports and community venues	70-80% utilisation across venues (through the booking system)	Greater than 80% across venues (through the booking system)



## FUNDING THE ANNUAL BUSINESS PLAN

### YOUR RATES IN 2022-2023

The Annual Business Plan is based on a proposed 2% increase in the average rate for the coming year. In setting rates for 2022-2023, Council has forecast the revenue required to meet the costs of delivering the services and projects that will be provided to the community in 2022-2023.

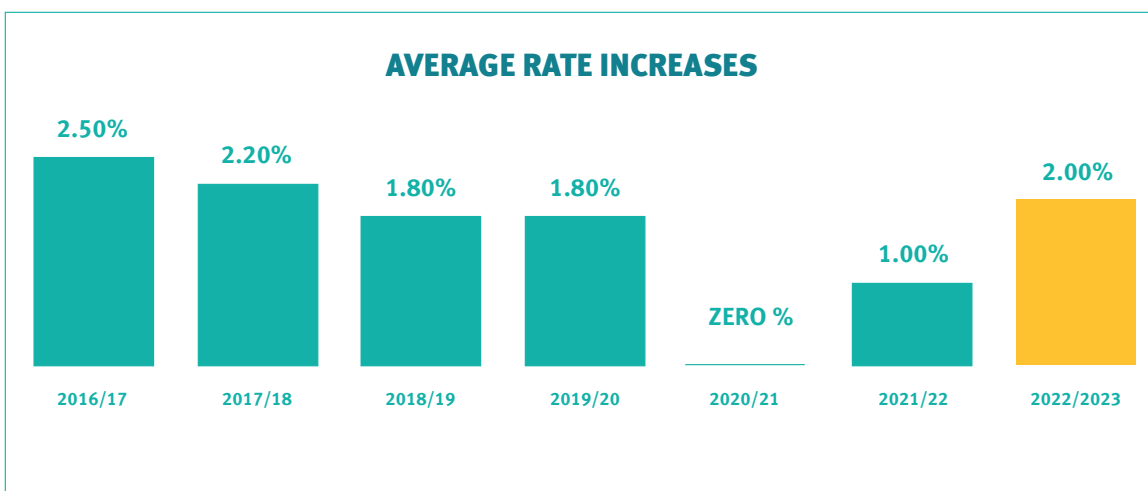
Rates account for 84% of Council's operating revenue with other sources including fees, charges and grants. These revenues contribute to the necessary funding for planned operating and capital renewal programs in 2022-2023.

While the proposed average rate increase is 2%, it is to be noted that actual rates payable by a rate payer will vary according to individual property valuations, the attributed land use, and whether there has been any new development or capital improvement on the land.

Your feedback is valued, and Council is aware of the impact rate increases have on the community. We are continually looking for opportunities that allow this cost to be minimised, support our community during uncertain times, and maintain the fiscal responsibility required of Council.

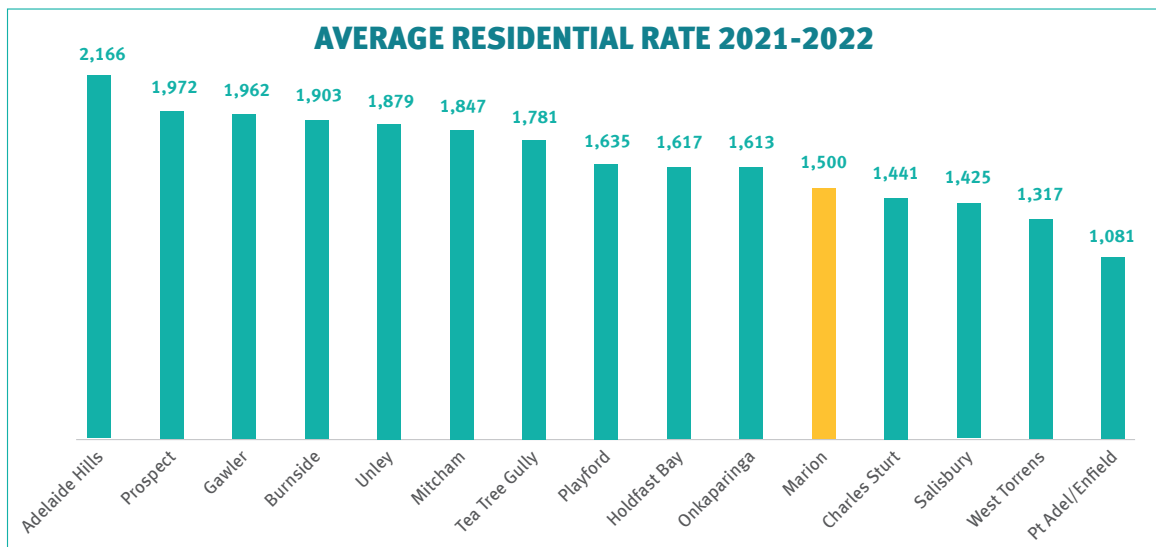
With changing community needs and other external influences impacting on the community, there is a need for Council to consider how to plan more effectively, both for the longer term and for an immediate community benefit. The rate increase is set at a level that provides confidence that services will be maintained and that a sufficient Capital Expenditure Program is planned to maintain Council's assets.

The outcomes of the community consultation, as well as a balance between achieving the strategic directions, maintaining services and assets, ensuring financial and environmental sustainability, supporting intergenerational equity and making provision for those in the community who are experiencing hardship, have been considered in setting the rate increase for the Annual Business Plan 2022-2023.



## COMPARATIVE RATING DATA

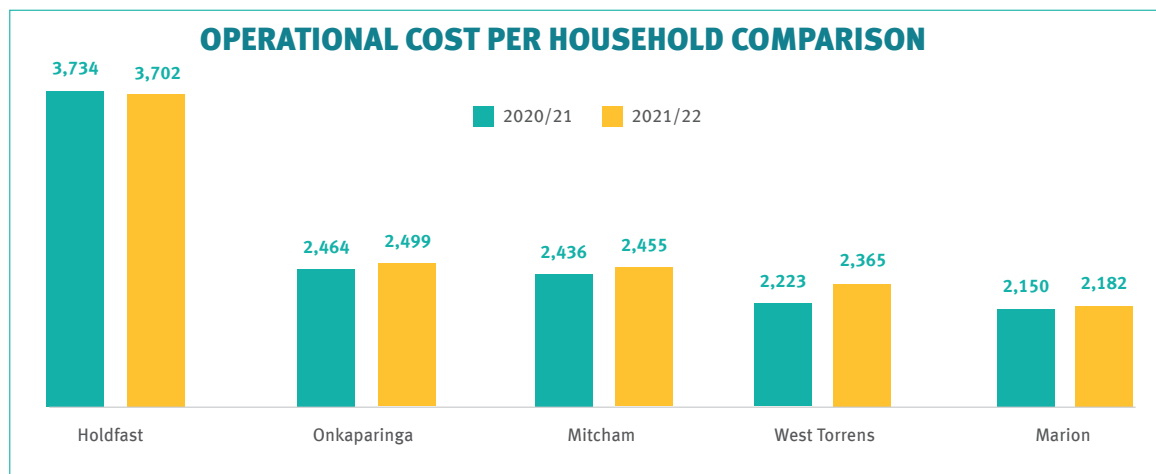
With a 2% increase, the City of Marion's average residential rate is in line with Council's Annual Business Plan framework and set to remain among the lower rating metropolitan councils. In 2021-2022 Council had the 5th lowest average metropolitan residential rate.



## OPERATIONAL COST PER HOUSEHOLD

Council's primary benchmark is to compare its average residential rate against other metropolitan councils as shown in the 'Average Residential Rate 2021-2022' table above.

The table below illustrates that Council's operational costs per household compare favourably against those of our neighbouring councils. It should be noted that this does not take into account different councils' service levels, infrastructure renewal requirements not reflected in operational costs, different sources of revenue including grants and user charges which may vary from council to council.



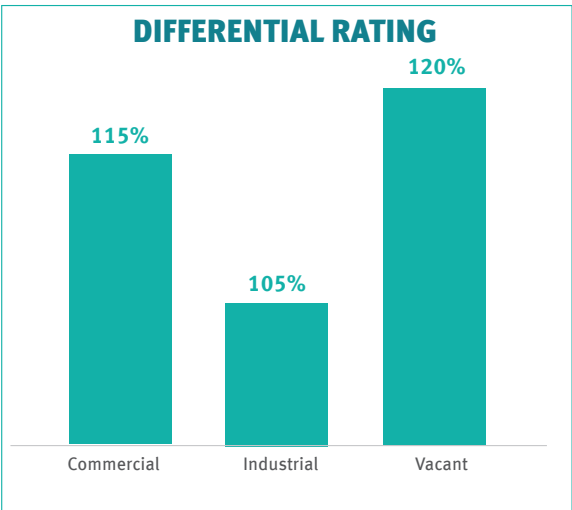
## DIFFERENTIAL RATING

Council currently derives 17% (2021-2022: 17%) of its rate revenue from the Commercial (16%) and Industrial (1%) sectors. Commercial and Industrial users consume a greater proportion of Council resources than residential properties, particularly in regard to the use of roads, footpaths, traffic, parking, storm water drainage, public health and environment.

Council uses a differential rating system to raise revenue based on its Land Use to ensure a fair and equitable distribution of rates within the City of Marion.

The differential rate is charged in addition to the normal rate. In applying this approach, Council will take into consideration all prevailing economic conditions and changes and adjust its differential rates accordingly, to ensure an appropriate and fair equalisation of rates across all land use categories.

Differential rates to apply to land use are as follows:



Council is forecasting to raise \$82.057m in general rates revenue of which \$13.5m is derived from commercial properties, \$0.95m from industrial properties and \$1.7m from properties in the vacant land use category. Final valuations from the Valuer General are yet to be received and changes to valuations may impact the final revenue from each land use category.



## BUDGETED INCOME STATEMENT

An operating surplus of \$2.533m before capital revenues is forecast for 2022-2023. The operating surplus is required to fund the renewal of existing infrastructure in accordance with Council's Asset Management Plans and to fund construction of new assets to deliver services.

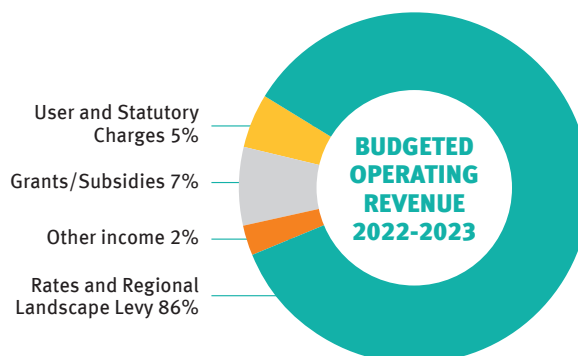
Budgeted Income Statement	2nd Review 2021 – 2022 \$'000	Budget 2022 – 2023 \$'000	Variance \$'000
<b>Operating Revenue</b>			
Rates - General	79,736	82,057	2,321
Rates - Regional Landscape Levy *	2,058	2,089	31
Statutory Charges	2,109	2,174	65
User Charges	2,653	2,769	116
Grants/Subsidies	9,714	6,569	(3,145)
Investment Income	347	150	(197)
Reimbursements	1,242	1,150	(92)
Other Revenue	878	797	(81)
Share of Profit/(Loss) Regional Subsidiaries	365	365	-
<b>Total Operating Revenue</b>	<b>99,102</b>	<b>98,120</b>	<b>(982)</b>
<b>Operating Expenditure</b>			
Employee Costs	39,912	41,808	1,896
Contractor Services	32,467	23,765	(8,702)
Materials	5,496	5,150	(346)
Finance Charges	250	202	(48)
Depreciation	16,250	16,651	401
Other Expenses	9,381	8,012	(1,369)
<b>Total Operating Expenditure</b>	<b>103,756</b>	<b>95,588</b>	<b>(8,168)</b>
<b>Operating Surplus/(Deficit) before Capital Revenues</b>	<b>(4,654)</b>	<b>2,533</b>	<b>7,186</b>
Capital Grants and Contributions	4,169	8,016	3,847
<b>Net Surplus/(Deficit)</b>	<b>(485)</b>	<b>10,548</b>	<b>11,033</b>

\* Note: The Regional Landscape Levy is collected by Council on behalf of the Green Adelaide Board.



## OPERATING REVENUE

The main source of income for Council is rate revenue; making up just over 83% (86% including Regional Landscape Levy) of total revenue in 2022-2023, with other sources being government regulated fees for statutory services, diminishing levels of untied federal grant monies, as well as other grants from the State and Federal government.



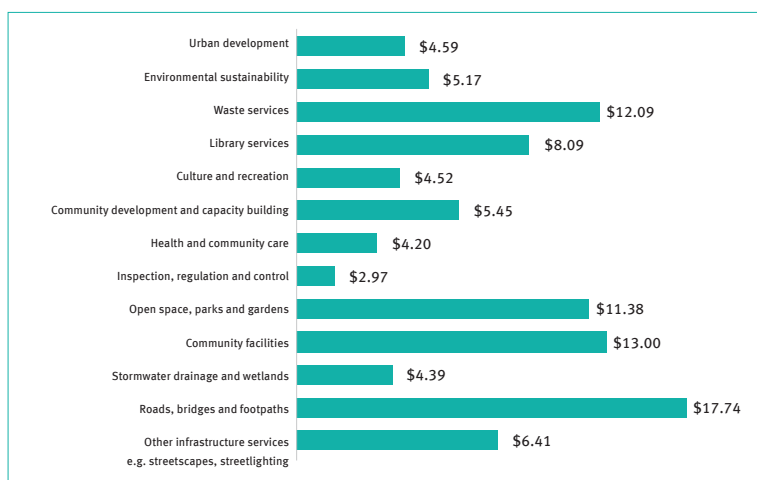
## GENERAL RATES

Council's revenue in 2022-2023 includes \$82.057m (\$79.736m, 2021-2022) to be raised in general rates. The budget has been developed on the basis of a 2% average rate increase (excluding new developments and capital improvements). In setting rates for 2022-2023, Council has forecast the revenue required to meet the costs of delivering the services and projects to be provided to the community in 2022-2023.

Growth from new property development is forecast at 1% for 2022-2023. This predominantly is the result of new housing in Marion, as reported by the Valuer General. The revenue created by this growth will cover the increased costs of servicing a growing community, which includes the requirement to maintain and provide for the replacement of infrastructure such as stormwater drainage and transport networks.

- User Charges set by Council – Relate mainly to the recovery of service delivery costs through the charging of fees to users of Council's services. These include charges for the use of Council's community facilities, swimming pool admission and the like.
- Statutory Charges set by State Government – Relate mainly to fees and fines levied in accordance with legislation and include development application fees, health act registrations and parking fines.
- Grants and Subsidies – Grants include all monies received from State and Federal sources for the purpose of funding the delivery of Council's services to ratepayers and for the funding of the capital works program. Operating grants are forecast to reduce by \$3.145m in 2022-2023, primarily as a result of the recognition in 2021-2022 of one off Grant contributions for the Coastal Walkway, LKCC Coach House Restoration and Food Waste Recycling Program.

## OPERATING EXPENDITURE



Council's operating expenses are forecast to decrease to \$95.588m in 2022-2023. The left graph shows a breakdown of operating expenditure across Council services for every \$100 spent:

## EMPLOYEE COSTS

Employees are responsible for the provision of Council's key services, including the ongoing maintenance of open space areas, libraries, neighbourhood centres, the Marion Outdoor Pool, urban development, health and community care. Employees are either directly employed by Council, or indirectly through an employment agency (i.e. agency staff) where temporary workforce requirements have arisen through seasonal demand or short-term vacancies of existing positions.

Employee costs are forecast to increase by \$1.896m primarily because of increases stemming from existing Enterprise Agreements provisions, increases to the Superannuation Guarantee Contribution, additional staffing resources for Council endorsed initiatives including Digital Transformation, Hard Rubbish Collection and Mitchell Park Sports and Community Centre.

A reduction of \$0.9m has been incorporated into the budget to allow for positions that may be temporarily vacant during the year.

## CONTRACTOR SERVICES

Contractor services relate mainly to the provision of Council services by external providers. Council uses contractors to assist in the provision of major services such as waste collection, and also where specialist services or advice is required, where it is not warranted for Council to have permanent in-house resources. A decrease of \$8.702m is forecast in the 2022-2023 budget which primarily relates to project expenditure in 2021-2022 including the Digital Transformation Project (\$3.42m), Alawoona Avenue Streetscape (\$0.99m), Sam Willoughby BMX Track (\$0.66m), expenditure relating to operating grants (\$1.39m) and a number of other one off projects.

## MATERIALS

Council's Materials budget includes utilities, products utilised in the delivery of community services and maintenance of Council's infrastructure, open space, and other assets, as well as fuel for the fleet of vehicles used to deliver services. A decrease of \$0.346m in materials is forecast in the 2022-2023 budget primarily related to one off purchase of devices linked to the Digital Transformation Project in 2021-2022.

## OTHER EXPENSES

Other Expenses have decreased by \$1.369m stemming primarily from Council's \$1.0m contribution to the Glenthorne National Park - Destination Playspace in 2021-2022.

## CAPITAL REVENUE

### CAPITAL GRANTS AND CONTRIBUTIONS

Council has incorporated \$8.016m in capital grants and contributions towards new capital works planned in 2022-2023. Funding includes the Federal Government Local Roads and Community Infrastructure grant (\$2.1m) and other anticipated grant funding contributions towards Council's prioritised new initiatives/projects.



## BUDGETED CAPITAL EXPENDITURE

Capital Expenditure	2nd Review 2021 - 2022 \$'000	Budget 2022 - 2023 \$'000
Land	-	-
Buildings	25,210	17,013
Infrastructure:		
Roads and Kerbs	6,443	6,006
Drains	1,762	2,780
Footpaths	4,746	3,130
Traffic Control Devices	556	554
Other Infrastructure	5,969	8,398
Plant and Equipment	3,015	1,506
Furniture and Fittings	669	208
Other	4,964	5,438
	<b>53,334</b>	<b>45,033</b>
Represented By:		
Capital Expenditure		
Assets - Renewal	14,774	11,496
Assets - New	38,560	33,537
	<b>53,334</b>	<b>45,033</b>

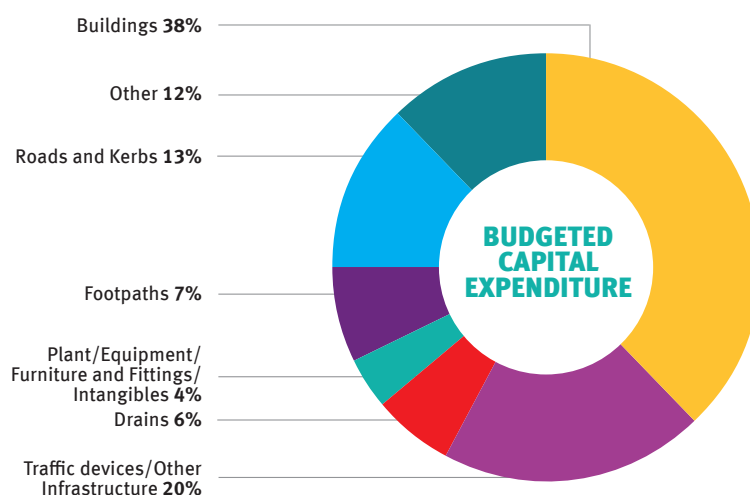
### Funding for key capital projects in the 2022-2023 budget includes forecast funding towards:

Marino Hall\*  
 Alternative Water Supply\*  
 Cove Sports and Community Club - Stage 1\*  
 Flinders Bikeway  
 Warradale Tennis Club\*  
 Coastal Walkway

*\*Projects are subject to confirmed grant support from either Federal or State Government.*

The 2022-2023 Budgeted Statement of Capital Expenditure forecasts total capital expenditure of \$45.033m including \$11.496m renewal and \$33.537m new and upgrade.

The right hand chart summarises Council's planned Capital Works Program for 2022-2023:



## FINANCING THE BUDGET

Financing the budget refers to the use of borrowings or available cash balances to meet any shortfall between expenditure (both operating and capital) and revenue.

The table below identifies the Council's net funding result. Council's budget for 2022-2023 is expected to result in a net decrease in funding of \$18.198m.

Net Lending/(Borrowing)	2nd Review 2021 - 2022 \$'000	Budget 2022 - 2023 \$'000
Operating Surplus/Deficit before Capital Amounts	(4,654)	2,533
<u>less: Net Outlay on Existing Assets</u>		
Capital expenditure on asset renewal/replacement	14,774	11,496
less Depreciation/Ammortisation	(16,250)	(16,651)
	<b>(1,476)</b>	<b>(5,155)</b>
<u>less: Net Outlay on New/Upgrade Assets</u>		
Capital expenditure on New and Upgrade Assets	38,560	33,537
less Capital Grants	(4,169)	(8,016)
	<b>34,391</b>	<b>25,521</b>
Adjustments		
(Gain)/loss on disposal of assets	-	-
Share of Equity - Regional Subsidiaries	(365)	(365)
	<b>(365)</b>	<b>(365)</b>
<b>Net funding increase/(decrease)</b>	<b>(37,934)</b>	<b>(18,198)</b>

Financing Transactions	2nd Review 2021 - 2022 \$'000	Budget 2022 - 2023 \$'000
New Borrowings	10,920	7,800
less: Repayment of Principal on Borrowings	(827)	(876)
less: Increase/(Decrease) in Cash and Investments		
Transfers from/(to) Reserves	27,419	11,367
Cash Drawdowns/(Investment)	422	(92)
<b>Equals: Financing Transactions</b>	<b>37,934</b>	<b>18,198</b>

Financing transactions associated with accommodating the expected net lending result in 2022-2023 are found in the above table. Council's Long Term Financial Plan includes an allowance for borrowings of up to \$7.8m to manage the funding requirements of Council's Capital Works Program.

Council's borrowings are projected to peak at \$10.5 m in 2022-2023 with its Debt Servicing Ratio peaking at 2.0% in 2023-2024 against a maximum target of 5.0% and its Net Financial Liabilities ratio reaching 13.22% in 2022-2023 against a target of up to 50%.



## FINANCIAL RATIOS

To assist Council in meeting its objective of financial sustainability a series of financial indicators endorsed by the Local Government Association are provided. Where a Council target has not been adopted, the recommended Local Government Association (LGA) target has been used. The table below details these financial indicators and whether or not the prescribed target has been achieved over the three years up to the end of 2022-2023.

All key financial ratios are forecast to be within their targeted ranges for the 2022-2023 year.

Operating Surplus - this ratio expresses the operating surplus as a percentage of total operating revenue.

The Asset Renewal Funding Ratio indicates whether Council is renewing or replacing assets at the rate of consumption. Council's long term target of 100% ensures that Council aims to invest adequately in maintaining its asset base.

The Asset Consumption Ratio measures the written down value of the non-current assets of the Council as a percentage of their replacement cost. This ratio remains relatively constant with the level of asset renewal expenditure forecast in 2022-2023.

The Net Financial Liabilities Ratio indicates the extent to which the net financial liabilities of the Council can be met by the Council's total operating revenue. With the consumption of cash on significant capital works and major projects completed in 2021-2022 and additional projects in 2022-2023 along with loan funding forecast to be utilised up to \$7.8m in 2022-2023, the Net Financial Liabilities Ratio is projected to remain within Council's target range in 2022-2023.

The Debt Servicing Ratio measures the total annual loan principal and interest repayments as a percentage of total income for the year. This ratio identifies Council's ability to service its debt obligations from operating revenues. The ratio is anticipated to increase slightly with the new loan repayments after 2022-2023 but remains in the lower end of the targeted bandwidth for this ratio.

Ratio	Council Target	2022 - 2023 Budget	3 Year Average
Operating Surplus	0% - 10%	2.58%	0.79%
Asset Renewal Funding Ratio	90% - 110%	100%	81.56%
Asset Consumption	80% - 100%	79.53%	80.68%
Net Financial Liabilities	0% - 50%	13.22%	-17.86%
Debt Servicing	0% - 5%	1.10%	1.21%

## APPENDIX 1. CAPITAL WORKS LIST

OPEN SPACE AND RECREATION WORKS PROGRAM 2022 - 2023			
Location	Suburb	Ward	Description
<b>Playground, Reserves and Irrigation Program</b>			
Cormorant Drive Reserve	Hallett Cove	Coastal	Playground removed, add nature play elements
Fryer Street Reserve	Hallett Cove	Coastal	Open space facilities, artwork, shelter
Lapwing Street Reserve	Hallett Cove	Coastal	Local level playground and reserve upgrade
McConnell Avenue Reserve	Marino	Coastal	Fencing and car park
Kendall Terrace/McKellar Terrace Reserve	Morphettville	Mullawirra	Fencing
Ballara Park Reserve	Warradale	Warracowie	Develop open space, upgrade court for multi use, upgrade playground
Alawoona Avenue Reserve	Mitchell Park	Warriraringa	Entry statement and reserve development
Cohen Court Reserve	Tonsley	Warriraringa	Development of open space
George Street Reserve	Marion	Warriraringa	Car park
Mitchell Park Sports grounds	Mitchell Park	Warriraringa	Irrigation upgrade
Terra Avenue Reserve	Mitchell Park	Warriraringa	Open space facilities including sustainable garden
Rosslyn Street Reserve	Clovelly Park	Woodlands	Sports goals, drink fountain, natural landscaping
Weaver Street Reserve	Edwardstown	Woodlands	Neighbourhood playground upgrade, remove clubhouse and develop multi use court, irrigation and shelter
Minor Open Space Enhancements and Reserve Lighting	Various	Various	
<b>Public Toilets</b>			
Edwardstown Soldiers Memorial Recreation Ground	South Plympton	Woodlands	
Coastal Walkway Trail	Hallett Cove	Coastal	

PROPERTY/BUILDING WORKS PROGRAM 2022 - 2023			
Location	Suburb	Ward	Description
Boat Shed Café	Hallett Cove	Coastal	Refurbishment including function room
Hallett Cove Lions Club	Hallett Cove	Coastal	New shed
Ascot Park Bowling Club	Park Holme	Mullawirra	Lighting upgrade
Marion Outdoor Pool	Park Holme	Mullawirra	Replacement of storage/plant sheds and upgrade pool heating system
Marion Cultural Centre	Oaklands Park	Warracowie	Supply and install new air conditioner
Marion Cultural Centre Library	Oaklands Park	Warracowie	Office and kitchen upgrade
Marion Tennis Club	Marion	Warriraringa	Replace fencing
Edwardstown Bowling Club	South Plympton	Woodlands	Install concertina shades to player benches
Glandore Community Centre - Naldera Building	Glandore	Woodlands	Supply and install new air conditioner
Various	Various	Various	Upgrades to roof access at multiple Council buildings

*\*Please note Capital Works Programs are subject to change.*

ROAD RESEAL PROGRAM 2022 - 2023				
Road Name	Suburb	Ward	From	To
Antonia Circuit	Hallett Cove	Coastal	Aroona Road	End
California Avenue	Hallett Cove	Coastal	Falcon Street	Medway Street
Camille Street	Hallett Cove	Coastal	Gingko Street	Apollo Drive
Columbia Crescent	Hallett Cove	Coastal	Mayflower Crescent	End
Esplanade	Marino	Coastal	Boundary Holdfast Bay	Dead End
Koomooloo Crescent	Hallett Cove	Coastal	Caprice Street North	Caprice Street South
Lorita Crescent	Hallett Cove	Coastal	Apollo Drive	Gingko Street
Marie Close	Hallett Cove	Coastal	Lorita Crescent	End
Medway Street	Hallett Cove	Coastal	Pavana Avenue	Serica Street
Newland Avenue	Marino	Coastal	Bakewell Crescent	Frank Street
Quailo Ave and Barramundi Dr Intersection	Hallett Cove	Coastal	Quailo Avenue	Barramundi Drive
Third Street	Hallett Cove	Coastal	South Avenue	Central Avenue
Tornado Avenue	Hallett Cove	Coastal	Dutchman Drive	Cul-De-Sac
Vim Street	Hallett Cove	Coastal	Columbia Crescent	Mayflower Crescent
Appleby Road	Morphettville	Mullawirra	Carlisle Avenue	End
Barham Avenue	Morphettville	Mullawirra	Carlisle Avenue	Nunyah Avenue
Carlisle Avenue	Morphettville	Mullawirra	Hendrie Street	Appleby Road
Dennis Avenue	Morphettville	Mullawirra	Dennis Avenue	Cobham Avenue
Don Terrace	Morphettville	Mullawirra	Bray Street	Austral Terrace
Elder Terrace	Glengowrie	Mullawirra	Maxwell Terrace	Fisk Avenue
Hawker Avenue	Plympton Park	Mullawirra	Blackler Avenue	Park Terrace
Le Cornu Avenue	Morphettville	Mullawirra	Nilpena Avenue	Austral Terrace
Nilpena Avenue	Park Holme	Mullawirra	Hendrie Street	Appleby Road
Swinburne Avenue	Plympton Park	Mullawirra	Milton Avenue	Shakespeare Avenue
Wallage Avenue	Morphettville	Mullawirra	Clifton Avenue	Dennis Avenue
William Street	Plympton Park	Mullawirra	Marion Road	Laurence Street
Grieve Court	Trott Park	Southern Hills	Hele Court	Cul-De-Sac
Kiah Crescent	Sheidow Park	Southern Hills	Westall Way	Amaroo Road
Strutt Court	Trott Park	Southern Hills	Hele Court	Cul-De-Sac
Abbeville Terrace	Marion	Warracowie	Beauford Avenue	Tait Avenue
Bessie Street	Dover Gardens	Warracowie	Laurence Street	Vinall Street
Cedar Avenue	Warradale	Warracowie	Diagonal Road	Soho Street
Doreen Street	Oaklands Park	Warracowie	Milton Street	End
Gardiner Avenue	Warradale	Warracowie	Lincoln Avenue	Struan Avenue
Hope Street	Dover Gardens	Warracowie	Scarborough Terrace	Branksome Terrace
Jewell Street	Oaklands Park	Warracowie	Milton Street	Barry Road
Alpine Road	Seacombe Heights	Warriparinga	Cul-De-Sac North	Denton Street
Darlington Street	Sturt	Warriparinga	Diagonal Road	Moss Street
Dorian Avenue	Seacombe Heights	Warriparinga	Seacombe Crescent	End
Duncan Street	Sturt	Warriparinga	Tay Road	Carlow Street
Myer Road	Sturt	Warriparinga	Tay Road	Cul-De-Sac
Waterman Terrace	Mitchell Park	Warriparinga	Lodge Street	Geraldine Avenue
Albert Street	Ascot Park	Woodlands	Charles Street	West Street
Coongie Avenue	Edwardstown	Woodlands	Conmurra Avenue	Konando St
Fifth Avenue	Ascot Park	Woodlands	Marion Road	Railway Terrace
Furness Avenue	Edwardstown	Woodlands	South Road	Russell Terrace
Hyman Avenue	Edwardstown	Woodlands	Towers Terrace	Railway Terrace
John Street	Ascot Park	Woodlands	Vincent Street	Fourth Avenue
Messines Avenue	Edwardstown	Woodlands	South Road	Castle Street
Victoria Street	Glandore	Woodlands	Churchill Avenue	Malwa Street
Waverley Avenue	Edwardstown	Woodlands	Dunorlan Road	Woodland Avenue

*\*Please note Capital Works Programs are subject to change.*

**KERB AND WATER TABLE PROGRAM 2022 - 2023**

Road Name	Suburb	Ward	From	To
Program to be finalised June 2022				

**RESIDENTIAL FOOTPATH PROGRAM 2022 - 2023**

Road Name	Suburb	Ward
Columbia Crescent	Hallett Cove	Coastal
Reliance Road	Hallett Cove	Coastal
Tickera Court	Hallett Cove	Coastal
Grey Road	Hallett Cove	Coastal
Harvard Court	Hallett Cove	Coastal
Parsee Court	Hallett Cove	Coastal
Osmanli Court	Hallett Cove	Coastal
Marina Court	Hallett Cove	Coastal
Mirrabooka Crescent	Hallett Cove	Coastal
Osprey Court	Hallett Cove	Coastal
Clubhouse Road	Seacliff Park	Coastal
Majors Road	O'Halloran Hill	Southern Hills
Greenfield Road	Seaview Downs	Southern Hills
Berrima Road	Sheidow Park	Southern Hills
Hughes Court	Sheidow Park	Southern Hills
Pryor Loop	Sheidow Park	Southern Hills
Robinia Court	Sheidow Park	Southern Hills
Alder Court	Sheidow Park	Southern Hills
Tapley Court	Sheidow Park	Southern Hills
Tapley / Workmaster Laneway	Sheidow Park	Southern Hills
Edward Beck Drive, Sheidow Park	Sheidow Park	Southern Hills
Oliphant Avenue	Marion	Warriparinga
Parsons Street	Marion	Warriparinga
Pleasant Avenue	Glandore	Woodlands
Proactive Footpath Works	Various	Various
Breakout Creek Shared Path	Various	Various

*\*Please note Capital Works Programs are subject to change.*



**TRAFFIC DEVICES PROGRAM 2022 - 2023**

Road Name	Suburb	Ward	Description
Aroona Road	Hallett Cove	Coastal	Road Widening
Berrima Road	Sheidow Park	Southern Hills	Intersection upgrade
Gage Street	Hallett Cove	Southern Hills	Parking Bays
Great Eastern Avenue	Sheidow Park	Southern Hills	Wombat Crossing
Panache Court	Sheidow Park	Southern Hills	Parking Bays
Ross Street, Seaview Primary School	Seaview Downs	Southern Hills	Emu Crossing
Vinall Street Reserve	Dover Gardens	Warracowie	Parking Bays
Finniss Street	Marion	Warriparinga	Wombat Crossing Lights
Flinders Greenway	Clovelly Park	Warriparinga	Concept Design
Minor Traffic Control Devices	Various	Various	

**STREETSCAPE PROGRAM 2022 - 2023**

Road Name	Suburb	Ward
Morphett Road	Warradale	Warracowie
Warracowie Way	Oaklands Park	Warracowie
Alawoona Avenue - Design	Mitchell Park	Warriparinga

**OTHER INFRASTRUCTURE PROGRAM 2022 - 2023**

Details	Suburb	Ward
Cove Road Detention Basin Reed Works	Hallett Cove	Coastal
Hugh Johnson Detention Basin Reed Works	Sheidow Park	Southern Hills
Warriparinga Wetlands Pond Edging	Bedford Park	Warriparinga
Street Lighting	Various	Various
Signage	Various	Various
River and Creek Renewal	Various	Various
DDA Kerb Ramp Upgrades	Various	Various
Bus Shelters	Various	Various

*\*Please note Capital Works Programs are subject to change.*

## APPENDIX 2. RATING POLICY

### RATING

#### (1) VALUATION METHODOLOGY AND ADOPTION

Council uses Capital Value as the basis for valuing land within the Council area. Capital Value is the value of the land and all of the improvements on the land. The Council also continues to adopt the capital valuations distributed by the Valuer-General.

(SEE ANNEXURE 1)

#### (2) DIFFERENTIAL GENERAL RATES

All land within a council area, except for land specifically exempt under section 147 (2) of the Act is rateable. The Act provides for a council to raise revenue through a general rate, which applies to all rateable land, or through differential general rates, which differentially apply to classes of rateable land. Council uses a differential rating system to raise revenue based upon Land Use to ensure a fair and equitable distribution of rates within the City of Marion. In applying this approach, Council will take into consideration all prevailing economic conditions and changes and adjust its differential rates accordingly, to ensure an appropriate and fair equalisation of rates across all land use categories.

The differential general rate Land Use categories are as follows:

- Category 1 Residential
- Category 2 Commercial – Shop
- Category 3 Commercial – Office
- Category 4 Commercial – Other
- Category 5 Industrial – Light
- Category 6 Industrial – Other
- Category 7 Primary Production
- Category 8 Vacant
- Category 9 Other

These differential rates will be used to determine the rates in the dollar for all properties within the City of Marion area for the financial year. These rates will be specified in Council's rate declaration for each financial year.

(SEE ANNEXURE 1)

#### (3) MINIMUM RATE

A minimum amount payable by way of general rates is determined to apply to the whole of an allotment (including land under a separate lease or licence) and only one minimum amount is payable in respect of two or more pieces of adjoining land (whether intercepted by a road or not) if they are owned by the same owner and occupied by the same occupier.

The Minimum Rate to apply to properties within the City of Marion will be detailed in Council's rate declaration for each financial year.

(SEE ANNEXURE 1)

#### (4) SERVICE CHARGE

The Council has decided not to impose any service charges for this financial year.

#### (5) REGIONAL LANDSCAPE LEVY (FORMERLY NATURAL RESOURCES MANAGEMENT LEVY)

The Council, under the Landscape South Australia Act 2019, is required to collect this levy. It does so by imposing a separate rate for all rateable properties within the Council area.

For each financial year, the levy for each property will be determined by the total capital valuation within the City of Marion. The calculation is as follows;

Total Capital Value divided by the Total Amount Required, (set for the financial year by the Green Adelaide Board) determines an appropriate rate in the dollar, this rate in the dollar will then be adopted to each property.

(SEE ANNEXURE 1)

#### (6) PAYMENT OF RATES

The Council has determined that payment of rates for the 2022-2023 financial year will be by four instalments, due on 1 September 2022, 1 December 2022, 1 March 2023 and 1 June 2023. However, the total amount of rates may be paid in full at any time.

Council has determined that rates may be paid by the following methods;

- Payrix – Direct via Council's Rating Portal
- Australia Post – Post Office, Telephone or Internet
- Bpay – Telephone or internet payments
- Centrepay – Deductions directly from Centrelink deductions
- Direct Debit – Direct from either a Cheque or Savings account
- Eservices – Direct through the Council's Internet system
- In person - At Council Offices
- By Mail - Locked Bag 1 Oaklands Park SA 5046

## (7) LATE PAYMENT OF RATES

Council imposes an initial penalty (a fine) of 2% as prescribed under the Act on any instalment that is received late. A prescribed interest rate (which includes the amount of any previous unpaid fine and interest) will apply on the expiration of each month that a balance remains unpaid.

When the Council receives a payment in respect of overdue rates, the money received is applied in the order set out below, in accordance with Section 183 of the Act,

- First – to satisfy any costs awarded in connection with court proceedings;
- Second – to satisfy any interest costs;
- Third – in payment of any fines imposed;
- Fourth – in payment of rates, in chronological order (starting with the oldest account first).

(SEE ANNEXURE 1)

## 8) REBATES AND POSTPONEMENT OF RATES

### (8.1) RATE REBATE POLICY

Refer to the Rate Rebate Policy attached.

### (8.2) RATE CAPPING

Section 166 (1) (l) (ii) of the Act provides for the discretionary rebate of rates where, among other things, there has been a rapid change in valuations.

Council will provide relief against a substantial increase in rates payable on residential land due to large increases in capital value by applying a rebate (capping) of general rates to eligible ratepayers.

For the current financial year, the rate cap is set at 10% with a \$20 minimum and a \$200 maximum (excluding

new or improved properties) for ratepayers who meet the Qualifying Criteria set out below:

Qualifying Criteria:

- The property is the owner's principal place of residence.
- The property has not had more than \$20,000 of improvements.
- The property value has not increased due to zoning changes.
- The land use for rating purposes has not changed since 1 July of the previous financial year.
- The property has not sold since the 1 January of the previous financial year.

Rate capping will be applied automatically to properties that can be readily identified as being eligible. Where this rebate is not applied automatically, ratepayers who consider they could be eligible for rate capping may apply in writing to Council. Applications will be assessed against the eligible criteria. Only applications for the current financial year will be accepted and must be received in the current financial year.

### (8.3) RESIDENTIAL CONSTRUCTION ON VACANT LAND

Under Section 166 (1) (a) of the Act, and for the purpose of securing the proper development of the area, a discretionary rebate of general rates for the 2022-2023 financial year will be granted in respect of an assessment classed as vacant land by the Council, where:

- The principal ratepayer of the assessment applies to the Council for the rebate prior to 30 June 2023, and
- The footings have been poured on the property by 30 June 2023.

The amount of the rebate will be the difference between the general rate in the dollar applicable to Vacant land, and the general rate in the dollar applicable to Residential land. This is calculated by the number of days remaining between 1 July 2022 - 30 June 2023 from the date footings are poured for a residence on the land. Minimum Rate is still applicable.

### (8.4) POSTPONEMENT OF RATES – HARDSHIP

Section 182 of The Act permits the Council, on the application of the ratepayer, to partially or wholly remit rates or to postpone rates, on the basis of hardship. Where a ratepayer is suffering hardship in paying

rates they may submit an application in writing to the Council's Team Leader Rating Services. The Council treats such inquiries confidentially.

#### **COVID-19 PROVISION**

Ratepayers experiencing financial difficulties and are unable to meet standard payment arrangements due to COVID-19 can contact Council to discuss alternative payment options.

#### **(8.5) POSTPONEMENT OF RATES – SENIORS**

An application may be made to Council by ratepayers who meet the criteria required for qualification for the postponement under Section 182A of The Act. (see Annexure 1 for criteria)

#### **(9) SALE OF LAND FOR NON-PAYMENT OF RATES**

The Act provides that a council may sell any property where the rates have been in arrears for three years or more. Council is required to notify the owner of the land of its intention to sell the land, provide the owners with details of the outstanding amounts, and advise the owner of its intention to sell the land if payment of the outstanding amount is not received within one month. Except in extraordinary circumstances, the Council enforces the sale of land for arrears of rates.

#### **(10) CONCESSIONS COST OF LIVING CONCESSION**

Pensioners, low-income earners and self-funded retirees holding a Commonwealth Seniors Health Card can receive up to \$200 per year. Eligibility includes pensioners and low-income earners who are tenants.

For further information contact the Concessions Hotline on 1800 307 758.

#### **RATE REBATES (1) POLICY STATEMENT**

Council has decided to adopt a Rate Rebate Policy for all rateable land within the Council's area which is applied in accordance with Sections 159 to 166 of the Act. This Policy will assist the Council as a decision making function and is intended to provide guidance to the community as to the matters that the Council will take into account in deciding an application for a rebate.

The Policy also sets out the type of land use for which the Council must grant a mandatory rebate of rates and the percentage amount applicable, and those types of land use where the Council has the ability to grant

a discretionary rebate of rates. Rebates will only be available when the applicant satisfies the requirements under both the Act and, where appropriate, the requirements of this Policy.

#### **(2) MANDATORY REBATES**

Mandatory rate rebates will be granted by Council at the prescribed rate in accordance with Sections 159 to 165 of The Act.

S160 – Health Services 100% Rebate  
S161 – Community Services (Including Housing Associations) 75% Rebate  
S162 – Religious Purposes 100% Rebate  
S163 – Public Cemeteries 100% Rebate  
S164 – Royal Zoological Society of SA 100% Rebate  
S165 – Educational Purposes 75% Rebate

Where the Council is satisfied from its own records, or from other sources, that a person or body meets the necessary criteria for a mandatory rate rebate, the Council will grant the rebate accordingly. Where the Council is not satisfied based on the information in its possession or otherwise does not hold relevant information, it will require the person or body to lodge an application in accordance with this Policy.

Where a person or body is entitled to mandatory rate rebate of 75% only, the Council may increase the rebate up to a further 25% as a discretionary rebate.

Where an application is made to the Council for a discretionary rebate of up to a further 25%, the application will be determined and written notice will be provided to the applicant of its determination of that application in accordance with the requirements for Discretionary Rebates in this Policy.

#### **(3) DISCRETIONARY REBATES**

A discretionary rate rebate may be granted by the Council, at its absolute discretion, up to and including 100% relief to any cases pursuant to Section 166 of the Act.

Any persons or bodies seeking a discretionary rebate, will be required to submit an application form to the Council and provide to the Council such information as stipulated on the application form and any other information that the Council may reasonably require.

#### **(4) APPLICATION**

The Council will inform the community of the provisions for rate rebate under the Act by the inclusion of an advert in the local newspaper each year.



Application forms may be obtained online at [www.marion.com.au](http://www.marion.com.au) or from the Council office located at 245 Sturt Road, Sturt.

Application forms may be obtained from the Council office located at 245 Sturt Road, Sturt.

The Council will advise an applicant for a rebate of its determination of that application in due course, after receiving the application and receiving all information requested by the Council. The advice will state –

- if the application has been granted, the amount of the rebate; or
- if the application has not been granted, the reasons why.

**(5) IN REGARDS TO PRESCRIBED DISCRETIONARY RATE REBATES THE COUNCIL WILL TAKE INTO ACCOUNT, IN ACCORDANCE WITH SECTION 166(1A) OF THE ACT, THE FOLLOWING MATTERS –**

- The nature and extent of Council services provided in respect of the land for which the rebate is sought, in comparison to similar services provided elsewhere in the Council area;
- The community need that is being met by activities carried out on the land for which the rebate is sought; and the extent to which activities carried out on the land, for which the rebate is sought, provides assistance or relief to disadvantaged persons; and
- Such other matters as the Council considers relevant.

**(6) THE COUNCIL MAY TAKE INTO ACCOUNT OTHER MATTERS CONSIDERED RELEVANT BY THE COUNCIL INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING–**

- Why there is a need for financial assistance through a rebate;
- The level of rebate (percentage and dollar amount) being sought and why it is appropriate;
- The extent of financial assistance, if any, being provided to the applicant and/or in respect of the land by Commonwealth or State agencies;
- Whether the applicant has made/intends to make applications to another Council;
- Whether, and if so to what extent, the applicant is or will be providing a service within the Council area;
- Whether the applicant is a public sector body, a private not for profit body or a private for profit body;
- Whether there are any relevant historical

considerations that may be relevant for all or any part of the current Council term;

- The desirability of granting a rebate for more than one year;
- Consideration of the full financial consequences of the rebate for the Council;
- The time the application is received;
- The availability of any community grant to the person or body making the application;
- Whether the applicant is in receipt of a community grant; and
- Any other matters and policies of the Council, which the Council considers relevant.

All persons or bodies wishing to apply to the Council for a discretionary rebate of rates must do so on or before 1 May in that financial year for the following financial year, which the rebate is sought.

- The Council may grant a rebate of rates on such conditions as the Council thinks fit.
- The Council may, for proper cause, determine that an entitlement to a rebate of rates under the Act no longer applies.
- Where an entitlement to a rebate of rates ceases or no longer applies during the course of a financial year, the Council is entitled to recover rates, or rates at the increased level (as the case may be), proportionate to the remaining part of the financial year.

It is an offence for a person or body to make a false or misleading statement or representation in an application, or to provide false or misleading information or evidence in support of an application made (or purporting to be made) under the Act.

The maximum penalty for this offence is \$5,000.

If a person or body has the benefit of a rebate of rates and the grounds on which the rebate has been granted cease to exist, the person or body must immediately inform the Council of that fact and (whether or not the Council is so informed) the entitlement to a rebate ceases. If a person or body fails to do so that person or body is guilty of an offence.

The maximum penalty for this offence is \$5,000.

**(7) DELEGATION**

The Council has delegated its power, pursuant to Section 44 of the Act to determine applications and to grant a discretionary rebate of rates, to the Chief Executive

Officer on the condition that the discretionary rebate is not more than \$5,000.

The Council has delegated its power, pursuant to Section 44 of the Act to determine applications and to grant a discretionary rebate of rates, to the Chief Executive Officer subject to the following condition:

- Where the discretionary rate is not more than \$5,000.

### **(8) REVIEW OF REBATE**

A person or a body aggrieved by a determination of the Council in respect of an application for a rebate may, within 14 days of the date of the notice of determination, seek a review of that decision in accordance with the Council's Internal Review of Council Decisions Policy.

### **(9) COMMUNITY GRANTS**

If an application for a rebate is unsuccessful, the Council has an absolute discretion to then treat the application as one for a community grant and to determine it in accordance with the Council's Community Grants Policy.

### **(10) AVAILABILITY OF POLICY DOCUMENTS**

Policy documents are available for inspection at the Council offices and on the website at [www.marion.sa.gov.au](http://www.marion.sa.gov.au). Persons may obtain a copy of any Policy document upon payment of the fee set by the Council.

### **DISCLAIMER**

A rate cannot be challenged on the basis of non-compliance with this Policy and must be paid in accordance with the required payment provisions.

Where a ratepayer believes that the Council has failed to properly apply this Policy they should raise the matter with the Council. In the first instance contact the Council's Team Leader – Rating Services on 8375 6617 to discuss the matter. If, after this initial contact, a ratepayer is still dissatisfied they should write to the Chief Executive Officer, City of Marion, PO Box 21, Oaklands Park, SA 5046

### **ANNEXURE 1**

#### **1. VALUATION METHODOLOGY AND ADOPTION**

Under the Act, the Council may adopt one of three valuation methodologies to value the properties in its area.

They are:

- Capital Value – the value of the land and all of the improvements on the land.
- Site Value – the value of the land and any improvements which permanently affect the amenity of use of the land, such as drainage works, but excluding the value of buildings and other improvements.
- Annual Value – a valuation of the rental potential of the property.

The Council considers that the Capital Value method of valuing land provides the fairest method of distributing the rate burden across all ratepayers on the following basis:

- The equity principle of taxation requires that ratepayers of similar wealth pay similar taxes and ratepayers of greater wealth pay more tax than ratepayers of lesser wealth;
- Property value is a relatively good indicator of wealth and capital value, which closely approximates the market value of a property, provides the best indicator of overall property value;
- The distribution of property values throughout the Council area is such that few residential ratepayers will pay significantly more than the average rate per property.

Any ratepayer dissatisfied with the valuation made by the Valuer General may object in writing to the Valuer General within 60 days of receiving a rate notice, explaining the basis for the objection. This is provided that ratepayer has not:

- previously received a notice of this valuation under the Act, in which case the objection period is 60 days from the receipt of the first notice; or
- previously raised an objection to that valuation.

The 60 day objection period may be extended by the Valuer-General where it can be shown there is reasonable cause to do so.

It is important to note that the lodgement of an objection does not change the payment of rates or the due date.

#### **2. DIFFERENTIAL GENERAL RATES**

All land within a council area, except for land specifically exempt (e.g. crown land, council occupied land and

other land prescribed under the Act – refer to Section 147), is rateable. The Act provides for a council to raise revenue for the broad purposes of the Council through the imposition of a single general rate or through differential general rates that apply to all rateable properties within the council area.

Following a review of rating options available under the Act during the 2002/2003 financial year, the Council consulted extensively with the community on this issue and concluded that a differential rating system would improve the equity in rate distribution across the community. The review included a comparison of rating methods and rates by land use within the Adelaide metropolitan area.

Differential general rates are based on Land Use as determined in the Local Government (General) Regulations 2013 under the Act. If a ratepayer believes that a particular property has been wrongly classified by the Council as to its land use, then they may object (to the Council) to that land use within 60 days of being notified. A ratepayer may discuss the matter with a Rates Officer, on 8375 6600 in the first instance. The Council will provide, on request, a copy of Section 156 of the Act which sets out the rights and obligations of ratepayers in respect of objections to a land use.

An objection to the land use:

- Must be in writing
- Must set out-
  - The grounds of the objection; and
  - The land use (being a land use being used by the Council as a differentiating factor) that should, in the objector's opinion, have been attributed to the land; and
- Must be made within 60 days after the objector receives notice of the particular land use to which the objection relates.
- This 60 day objection period may be extended where it can be shown there is reasonable cause to do so.

The Council may then decide the objection as it sees fit and notify the ratepayer. A ratepayer also has the right to appeal against the Council's decision to SACAT (SA Civil and Administration Tribunal) the Land and Valuation Court. It is important to note that the lodgement of an objection does not change payment of rates or the due date.

### 3. MINIMUM RATE

The reasons for imposing a minimum amount payable by way of general rates are:

- The Council considers it appropriate that all rateable properties make a contribution to the cost of administering the Council's activities;
- The Council considers it appropriate that all rateable properties make a contribution to the cost of creating and maintaining the physical infrastructure that supports each property.

No more than 35% of properties will be subject to the minimum amount.

### 4. REGIONAL LANDSCAPE LEVY (FORMERLY THE NATURAL RESOURCE MANAGEMENT LEVY)

It is important to note that Council is required to collect this levy under the Landscape South Australia Act 2019 and operates as a revenue collector for the Green Adelaide Board in this regard. It does not retain this revenue or determine how the revenue is spent.

For further information visit <https://landscape.sa.gov.au/>

### 5. LATE PAYMENT OF RATES

Under the Act, the Council applies penalties (fines and interest) to arrears of rates (i.e. rates which are not paid on or before the due date). The Council issues a final notice for payment of rates when rates are overdue i.e. unpaid by the due date. If rates remain unpaid more than 21 days after the issue of the final notice then the Council may refer the debt to a debt collection agency for collection. This may result in legal proceedings with costs on-charged to the ratepayer.

The Council has adopted a policy to offers assistance to ratepayers experiencing difficulty in making their rate payment by the due date. The Council will consider approving extended payment provisions or, in circumstances where hardship can be demonstrated, deferring the payment of rates.

The Council may be prepared to remit penalties (fines and interest) for late payment of rates where ratepayers can demonstrate hardship or sufficient other reason for late payment.

All applications for remissions must be in writing, addressed to: Rating Services Section, City of Marion, PO Box 21, Oaklands Park, SA 5046.

## 6. DISCRETIONARY REBATE

The Act requires the Council to rebate the rates payable on certain land ('mandatory rebates'). The Act, at section 166, also empowers the Council to grant discretionary rebates of rates of up to 100% of the rates and/or charges payable. The Council, in considering discretionary rebates, must balance the benefits of providing rebates, with the impact that such rebates have on its overall income (and hence upon the general ratepayer base). To promote the transparency of this process the Council has adopted a Rate Rebate Policy. A copy of this Policy is available at the Council offices or on Council's website at [www.marion.sa.gov.au](http://www.marion.sa.gov.au).

Interest will accrue on the amount postponed at the prescribed rate per month, under the Act until the amount is paid.

Should the entitlement to a postponement cease to exist, the owner of the land must inform the Council in writing, unless the rates and any interest have been paid in full.

## 7. POSTPONEMENT OF RATES – SENIORS

The following criteria must be satisfied before the postponement is granted.

- The person is a prescribed ratepayer, or the spouse of a prescribed ratepayer;
- A prescribed ratepayer means the holder of a current State Seniors Card or a person eligible to hold such a card who has applied but is yet to be issued with a card.
- Rates are payable on the principal place of residence.
- The land is owned by the prescribed ratepayer, or the prescribed ratepayer and his or her spouse, and no other person has an interest, as owner, in the land.
- Any current mortgage over the property which was registered prior to 25 January 2007 will be no more than 50% of the Valuer-General's capital value of the property.

An application must be made in the prescribed manner and form and be accompanied by such information as the Council may require. Any rates which are postponed will become due and payable when:

- The title to the land is transferred to another person; or
- There is failure to comply with a condition of postponement. A minimum amount of \$500 of the annual rates must be paid.

An entitlement to a remission will be applied to the proportion of the rates that has not been postponed, unless notice to the contrary is received in writing from the owner.



## APPENDIX 3. CITY OF MARION - LONG TERM FINANCIAL PLAN

BUDGET SUMMARY - GENERAL FUND		PROJECTED YEARS											
Scenario: LTTP 2022-2032		2022 - 2023	2023 - 2024	2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	2030 - 2031	2031 - 2032		
		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Rates Indexation		2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Income													
Rates		84,146	86,660	89,249	91,916	94,662	97,490	100,403	103,403	106,493	109,675		
Statutory Charges		2,174	2,233	2,293	2,350	2,409	2,469	2,531	2,595	2,659	2,726		
User Charges		2,769	2,839	2,910	2,982	3,057	3,133	3,212	3,292	3,374	3,459		
Grants, Subsidies and Contributions		6,569	6,667	6,834	7,005	7,180	7,359	7,543	7,732	7,925	8,123		
Investment Income		150	158	165	180	195	207	221	235	243	265		
Reimbursements		1,150	1,178	1,208	1,238	1,269	1,301	1,333	1,367	1,401	1,436		
Other Income		797	768	772	777	781	786	790	795	800	805		
Net gain - equity accounted Council businesses		365	365	365	365	365	365	365	365	365	365		
<b>Total Income</b>		<b>98,120</b>	<b>100,868</b>	<b>103,796</b>	<b>106,813</b>	<b>109,918</b>	<b>113,110</b>	<b>116,398</b>	<b>119,783</b>	<b>123,260</b>	<b>126,853</b>		
Expenses													
Employee Costs		41,808	43,446	44,354	45,685	47,055	48,467	49,921	51,418	52,961	54,550		
Materials, Contracts and Other Expenses		36,927	35,784	36,510	37,529	39,025	39,424	40,140	41,157	42,118	43,403		
Depreciation, Amortisation and Impairment		16,651	17,317	18,010	18,730	19,479	20,258	21,069	21,912	22,788	23,700		
Finance Costs		202	434	399	344	285	229	177	129	98	65		
<b>Total Expenses</b>		<b>95,588</b>	<b>96,981</b>	<b>99,273</b>	<b>102,287</b>	<b>105,844</b>	<b>108,378</b>	<b>111,307</b>	<b>114,616</b>	<b>117,965</b>	<b>121,717</b>		
<b>Operating Surplus</b>		<b>2,533</b>	<b>3,887</b>	<b>4,523</b>	<b>4,526</b>	<b>4,073</b>	<b>4,732</b>	<b>5,092</b>	<b>5,166</b>	<b>5,295</b>	<b>5,136</b>		
Operating Surplus Ratio		2.58%	3.85%	4.36%	4.24%	3.71%	4.18%	4.37%	4.31%	4.30%	4.05%		
Amounts Received Specifically for New or Upgraded Assets		8,016	945	-	-	-	-	-	-	-	-		
<b>Net Surplus / (Deficit) for the Year</b>		<b>10,548</b>	<b>4,832</b>	<b>4,523</b>	<b>4,526</b>	<b>4,073</b>	<b>4,732</b>	<b>5,092</b>	<b>5,166</b>	<b>5,295</b>	<b>5,136</b>		
Capital (Balance Sheet) and Reserve Movements													
Capital Expenditure		(45,033)	(21,928)	(20,694)	(21,215)	(21,472)	(22,629)	(23,783)	(24,962)	(25,906)	(26,584)		
Loan Repayments (External)		(876)	(1,589)	(1,316)	(1,371)	(1,429)	(1,134)	(1,186)	(819)	(849)	(881)		
New Loan Borrowings (External)		7,800	1,000	-	-	-	-	-	-	-	-		
Net Transfers (to)/from Reserves		11,367	809	(86)	(86)	(86)	(86)	(86)	(86)	(86)	(86)		
<b>Total Capital (Balance Sheet) and Reserve Movements</b>		<b>(26,742)</b>	<b>(21,708)</b>	<b>(22,096)</b>	<b>(22,672)</b>	<b>(22,987)</b>	<b>(23,850)</b>	<b>(25,056)</b>	<b>(25,867)</b>	<b>(26,842)</b>	<b>(27,551)</b>		
<b>Net Result (including Depreciation and Other non-cash Items)</b>		<b>(16,194)</b>	<b>(16,876)</b>	<b>(17,573)</b>	<b>(18,147)</b>	<b>(18,914)</b>	<b>(19,117)</b>	<b>(19,964)</b>	<b>(20,701)</b>	<b>(21,547)</b>	<b>(22,415)</b>		
Add back Depreciation Expense (non-cash)		16,651	17,317	18,010	18,730	19,479	20,258	21,069	21,912	22,788	23,700		
Less Other Income (non-cash)		(365)	(365)	(365)	(365)	(365)	(365)	(365)	(365)	(365)	(365)		
<b>Cash Budget Surplus</b>		<b>92</b>	<b>76</b>	<b>72</b>	<b>219</b>	<b>200</b>	<b>776</b>	<b>740</b>	<b>846</b>	<b>876</b>	<b>920</b>		

## 10.7 Section 270 Internal Review of Decision - Spinnaker Circuit Reserve

<b>Report Reference</b>	GC220412R10.7
<b>Originating Officer</b>	Manager Office of the Chief Executive – Kate McKenzie
<b>Corporate Manager</b>	Manager Office of the Chief Executive - Kate McKenzie
<b>General Manager</b>	Chief Executive Officer - Tony Harrison

### REPORT OBJECTIVE

To seek Council direction regarding how council would like to undertake the section 270 Internal Review for decision made by Council on 14<sup>th</sup> December 2021 regarding Spinnaker Circuit.

### REPORT HISTORY

List any relevant report references - optional field, remove table and heading if not required

<b>Report Reference</b>	<b>Report Title</b>
GC211214R11.9	Spinnaker Circuit Reserve – Revocation of Community Land Classification
GC210727R11.3	Spinnaker Circuit Reserve – Revocation of Community Land Classification
GC201013R05	Spinnaker Circuit Reserve East – Revocation of Community Land Classification
GC200225M01	Rescission Motion - Spinnaker Circuit Reserve East
GC191210R03	Spinnaker Circuit Reserve East – Community Engagement
GC1902403	Spinnaker Circuit Reserve East, Sheidow Park – Potential Sale

### EXECUTIVE SUMMARY

The City of Marion's Complaints and Grievance Policy provides a fair, consistent and structured process for stakeholders who are dissatisfied with an action, decision or service of the Council.

Section 4, part 3 of the Policy outlines that, when a complaint cannot be resolved, an internal review (pursuant to section 270 of the Local Government Act 1999) may be requested.

The City of Marion has received a request from a resident for an internal review of the decision relating to the sale of Spinnaker Circuit Reserve. Please find attached a copy of the original request in **Attachment 1**. The matters relating the temporary carpark and the removal of the signage from private property noted in the complaint have been excluded from the scope of this review and are being managed separately.

Clarity was sought from the complainant on scope of the matter, and they have advised that they wish the Council decision of the 14<sup>th</sup> of December 2021 to be reviewed.

The decision states:

*That Council:*

- 1. Notes the outcome of the community consultation process undertaken for the revocation of the Community Land Classification for the whole of Spinnaker Circuit Reserve – East, Sheidow Park, at Lot 88 in deposited Plan 17901, Certificate of Title Volume 5546 Folio 484 and for the potential disposal of the approximately 6,158 square metres of 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 request for consent to revoke the Community Land Classification over the whole of Spinnaker Circuit Reserve – East for the potential disposal of the land with the Minister for Local Government in accordance with Section 194 of the Local Government Act 1999:*
  - a. *With a report on all submissions made as part of the public consultation process*
  - b. *A request to approve the revocation of the Community Land Classification over Spinnaker Circuit Reserve – East.*
4. *Notes a further report will be presented to Council upon receipt of the determination from the Minister for Local Government in relation to the revocation. Subject to Ministerial approval, the net proceeds from the sale will be paid into the Open Space Reserve Fund for the development of open space as provided by Council.*

The following reasons have been provided for the review:

- That the community consultation process was insufficient and flawed. Requests to the community for feedback were only done via mail and relied on participants completing and returning a form or logging onto a website. It was also not limited to local residents, and it is well known that the St Martin de Porres school encouraged parents and families to submit feedback, greatly and inaccurately increasing the percentage of responses in favour of the carpark.
- The reserve has been deliberately neglected to discourage community use over a number of years to enable the council to justify deeming it under utilised and 'surplus' to requirements. St Martin de Porres school were then able to take advantage of the opportunity to make a temporary parking arrangement more permanent.
- The report on the public consultation process submitted as part of the application to revoke the community land classification did not provide an accurate picture of local resident's views. Due to the way this feedback was collected it gave the minister making the decision the impression that the majority of the community was in agreeance with the revocation which is not the case.
- To sell a reserve so that the proceeds can go into an Open Space Reserve Fund for the development of open space? Why take away an open space to fund another open space

As the matter relates to a decision of Council, the Council must determine how the review is undertaken, either by an independent investigator or an internal review panel. Due to the nature of the request, it is recommended that the review is outsourced to an independent investigator. It is estimated that an external review of decision by an independent investigator would cost approximately \$10,000.

## **RECOMMENDATION**

**That Council:**

1. **Appoints an independent investigator to undertake the Review of Decision regarding Spinnaker Circuit and the decision made by the Council on the 14<sup>th</sup> December 2021.**

## **ATTACHMENTS**

1. Complaint regarding Spinnaker Circuit [10.7.1 - 2 pages]
2. Complaints-and- Grievance- Policy 2021 [10.7.2 - 6 pages]
3. Complaints-and- Grievance- Procedure 2021 [10.7.3 - 4 pages]

Complaint/Grievance re: Sheidow Park reserve east

The majority of local residents in the vicinity of the reserve do not support either a car park or any type of residential development on the site of the current reserve, however we seem to have been ignored and any concerns raised have been trivialised. The parents of the children who attend St Martin de Porres school are only in the area for school drop off and pick up and have little interest or understanding of what we live with 24 hours a day, 7 days a week. It appears though, that their laziness at not wanting to park in surrounding streets and walk a couple of hundred metres to the school gate is given higher priority than the local resident's quality of life. New parking spaces that were constructed in Berrima Road appear to be mainly used as all day parking by school staff leaving the existing school carpark under utilised and the temporary reserve carpark empty other than during a couple of hours each day. We would have thought if the school has such urgent need for extra car parking that the existing area would be fully utilised. The school has also done nothing to discourage queuing of cars in Berrima Road stretching around the corner into Werlinga Avenue by parents who do not want to park and walk which also makes us question the need for extra parking.

It is well known that carparks attract antisocial behaviour such as littering, dumping, graffiti, vandalism, hooning, drug taking, drunkenness and violence. Should the construction of the carpark go ahead, we hold serious concerns for our personal security and that of our properties. Once it is known there is a meeting place available, it will bring an unwanted element to what has always been a quiet location.

Despite assurances we were given to the contrary, St Martin de Porres school has shown a complete lack of responsibility for maintaining the temporary carpark. There has been no maintenance of the flagged areas, no litter policing, mounds of lawn clippings are dumped against our fence line by their garden maintenance people, and the entrance to the carpark is not chained off out of school hours. We have taken it upon ourselves to do this as we have already experienced incidents of hooning and unauthorised after hours parking.

Signs attached to our own fence line voicing our opposition in relation to the proposed carpark and development of the reserve were removed without our permission or any consultation. Although we do not have proof of who was responsible for this we have strong suspicions. Their removal was reported to Illia Houridis, General Manager City Development for the City of Marion Council on two separate occasions but we received no follow up. We replaced the signs but shortly after doing so one sign directly highlighting the school's involvement was removed while others were left untouched. The sign read *"Hands off our reserve St Martin de Porres School"* so was in no way abusive or offensive. It seems coincidental that particular sign was targeted. In our opinion this constitutes theft.

In a recent article in The Advertiser newspaper, Environment & Water Minister David Spiers discussed state government funding for Grassroots Grants enabling individuals, groups and schools to cool, green and rewild their local environment as practical action against climate change. He was quoted as saying 'Adelaide has just been ranked the third most liveable city in the world as well as the second ever National Park City and programs such as this will further enhance our growing global reputation as one of the safest and most attractive places in the world to live, work and raise a family.' What is currently happening with the Spinnaker Circuit east reserve completely flies in the face of this, and for the council to suggest that only a specific amount of green spaces be allocated and any other vacant land does not need to be maintained as a green public space is ridiculous. It



was originally allocated as a reserve, so don't change the rules to the detriment of local residents. Why is the City of Marion Council decreasing it's green spaces while so many others are encouraging and supporting them? Have any council members bothered speaking directly to the residents who live around the reserve rather than relying on inaccurate survey results?

# Complaints and Grievance Policy



## 1. RATIONALE

This Policy is consistent with the Australian Standards for complaint handling and the Ombudsman SA *Right of Review* Audit (completed November 2016).

## 2. POLICY STATEMENT

The City of Marion:

- Is committed to providing good governance practices through efficient fair and accessible mechanisms to resolve services complaints or grievances.
- Encourages customers and the community to raise issues and complaints with the Council as it provides the opportunity to improve services to the community.
- Recognises the importance of transparency in decision making and the need to provide a fair and objective process for the review of all decision and actions.

## 3. OBJECTIVES

The purpose of this Policy is to provide a fair, consistent and structured process for City of Marion's customers if they are dissatisfied with an action, decision or services. These actions, decisions or services may be delivered by the Council (being the elected body as a whole), an employee of the council or another person acting on behalf of the council.

Lessons learnt from a complaint investigation will be used to directly inform service improvement.

Where complaints cannot be settled in the first instance the City of Marion will ensure that they are dealt with through appropriate, more formal procedures by staff or Council with the authority to make decisions. Complainants will be referred to this Policy and the associated procedure which details the steps required for further review.

## 4. POLICY SCOPE AND IMPLEMENTATION

### PRINCIPLES

This policy is based on the following principles:

- Fairness – All Complaints and grievances will be treated with procedural fairness, impartiality and transparency at all stages of the review.
- Responsiveness – taking into consideration the complexity of the matter, all complaints and grievances will be resolved in a timely manner.
- Efficiency – those involved in the complainant process will have the required skills, knowledge and resources to undertake the review.

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# Complaints and Grievance Policy



## MANAGING INTERNAL COMPLAINTS AND GRIEVANCE

Complaints and grievances can vary in their complexity and seriousness. There are three ways in which a complaint or grievance can be resolved/reviewed:

1. Immediate response to resolve the matter

All staff are empowered to handle complaints in the first instance and it is preferable that they are dealt with promptly at the initial point of contact and at the appropriate officer level where ever possible.

2. Escalated to a supervisor or manager

When a complaint cannot be resolved in the first instance, it will be referred to either a supervisor or manager. Additionally, where the circumstances indicate that the complaint would be more appropriately dealt with at a high level, the matter will be escalated. Complaints of this nature must be made in writing and outline the specific nature of the complaint.

3. Internal Grievance Review – Review of Decision (pursuant to section 270 of the Local Government Act 1999)

When a complaint cannot be resolved in the first instance and/or by a supervisor or manager, it will be referred for internal review in accordance with the Complaints and Grievance Procedure. The complaint or grievance will be reviewed by the Manager Office of the CEO. The Manager Office of the CEO may investigate the matter themselves, or establish an internal Review Panel (depending on the complexity of the matter) or refer the matter to an independent investigator.

Any complaint or grievance relating to a decision made by the Chief Executive Officer or the Council at a Council or Committee Meeting, will be referred to the next General Council Meeting to determine how the matter will be reviewed, either by an internal Review Panel or outsourced to an independent investigator.

Complaints of this nature must be made in writing to the Manager Office of the CEO and outline the specific nature of the complaint and the dissatisfaction with any internal review completed so far.

Applications must be accompanied by a prescribed fee of \$20 as set out in the Local Government (Application for Review Fee) Notice 2021. Council is entitled to waive this fee in exceptional but reasonable circumstances.

Applications for the review of decisions must be lodged within six (6) months of the decision in question being made. However, in exceptional but reasonable circumstances, the Manager Office of the CEO may agree to accept a late application. This will be assessed on a case-by-case basis.

This process will be the last level of internal review for the Council's complaint and grievance process.

# Complaints and Grievance Policy



## ALTERNATIVE DISPUTE RESOLUTION METHODS

The City of Marion prefers to try and resolve complaints and grievances internally but there will be circumstances where this is not possible. If this occurs, the dispute resolution methods available to complainants include:

1. Mediation – refer to Mediation  
 SAContact details:  
 Address: 175 Oaklands Road, Warradale SA 5046  
 Email: [wreception@mediationsa.org.au](mailto:wreception@mediationsa.org.au)  
 Phone: (08) 8350 0376
2. Ombudsman Review – refer to Ombudsman SA  
 Contact details:  
 Address: Level 9, 55 Currie Street, Adelaide SA 5000  
 Email: [ombudsman@ombudsman.sa.gov.au](mailto:ombudsman@ombudsman.sa.gov.au)  
 Telephone: (08) 8226 8699
3. Legal action

## TIMEFRAME

Timeframes for complaints and grievances will be dependent on the complexity of the matter. Complainants will be advised upfront of the likely timeframe required to investigate

a matter and updated on progress where necessary. Timeframes may change as matters progress. The estimated timeframe for complaints and grievances are as follows:

1. Immediate response to resolve the matter  
 1-3 working days
2. Escalated to a supervisor or manager  
 10 working days of the matter being escalated
3. Internal Grievance Review (pursuant to section 270 of the Local Government Act 1999)  
 6 – 8 weeks of the matter being referred to the Manager Office of the CEO but may take up to six months for complex matters.



# Complaints and Grievance Policy



## ITEMS EXCLUDED FROM THIS POLICY

The following matters are excluded from being reviewed pursuant to this Policy and associated procedure:

- If the complaint is made by an employee of the council and relates to an issue concerning his or her employment.
- It appears that the complaint is frivolous or vexatious.
- If the Complainant does not have a sufficient interest in the matter.
- Complaints which are determined to be about matters that are not Council's responsibility (i.e. neighbourhood disputes).
- Complaints that refer to staff or elected member misconduct or behaviour (will be referred to relevant Code of Conduct).
- Reports of fraudulent, corrupt or illegal activity (will be referred to the relevant authority).
- Matters that have existing appeal rights through their own legislations (i.e. Freedom of Information, Expiation of Offences act 1996, Development Act 1993 etc).
- Claims and Insurance decisions made by other agencies.
- A decision of Council to refuse to deal with, or take no further action in relation to, complaints about council members made pursuant to sections 262A to 262E of the *Local Government Act*.
- A decision of council relating to a recommendation of the Ombudsman Council can decide not to review a matter if the application has already been the subject of a review by the council or "an investigation inquiry or review by another authority" (section 270(4)). The decision maker in these circumstances is the council officer assigned to consider the application. A member of the public who is unhappy about this decision remains entitled to make a complaint to the Ombudsman.

Matters that fall outside statutory appeals procedures will be considered for the conduct of an Internal Grievance Review on the merits of the individual application.

## UNREASONABLE COMPLAINANT

All complaints received by the City of Marion will be treated seriously and complainants will be treated courteously. However, occasionally the conduct of a complainant can be unreasonable. This may take the form of unreasonable persistence, unreasonable demands, lack of cooperation, argumentative or threatening behaviours.

Where a complainant's behaviour consumes an unwarranted amount of Council resources or impedes the investigation of their complaint, a decision may be made to apply restrictions on contact with the complainant. Before making any decision to restrict contact, the complainant will be warned that, if the specified behaviour(s) or actions continue, restriction may be applied.

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# Complaints and Grievance Policy



Any decision to restrict contact or suspend action on a complaint process will be made by the Chief Executive Officer and/or a General Manager. This will be communicated to the complainant in writing.

## REPORTING

All matters reviewed via an Internal Grievance Review will be reported via the City of Marion Annual Report.

### Part 2 – Complaints regarding Code of Conduct for Council Employees

#### Complaint procedure

Where a person alleges –

- an employee (or a relative of an employee) has sought or received a gift or benefit that is, or could reasonably be taken to be, intended or likely to create a sense of obligation on the part of
- the employee to a person or to influence the employee in the performance or discharge of the employee's functions or duties; or
- an employee has failed to record, or correctly record, details of a gift or benefit received by the employee (or a relative of an employee) on the gift and benefits register; or
- the CEO has not appropriately maintained a register for gifts and benefits received by employees of the council,

they may submit a complaint alleging that an employee of council has contravened or failed to comply with the Code of Conduct for Council Employees, as prescribed in Schedule 2A of the *Local Government (General) Regulations 2013*.

A complaint must be given to the Chief Executive Officer, Manager Human Resources or Manager Office of the CEO. In the case of a complaint against the Chief Executive Officer, a complaint must be given to the principal member of the council, except in circumstances where it would be inappropriate to do so (such as where legislation requires the matter to which the complaint relates to remain confidential).

A complaint will be investigated and resolved according to the industrial and human resource procedures of the council.

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# Complaints and Grievance Policy



## 5. DEFINITIONS

<i>Term</i>	<i>Definition</i>
<b>Request for Services</b>	A request for service is an application to have Council or its representative take some form of action to provide a Council service. Council receives thousands of requests for services each year. This will include matters such as hard rubbish collection, street sweeping, pot holes, home care, etc. All requests for services will be logged within the City of Marion Customer Event System, and managed through this process.
<b>Feedback</b>	The City of Marion may receive feedback from customers on services provided. It is important to distinguish between feedback and a complaint. Feedback can take the form of comments, both positive and negative, which do not necessarily require a corrective action, alternation of service or a formal review of the decision.
<b>Complaint</b>	A Complaint is defined as an expression of dissatisfaction with a product or service delivered by the Council or its representatives that has failed to reach the standards set, implied or expected. This includes complaints about a service that has been, or should have been delivered.
<b>Grievance</b>	A grievance is defined as a wrong decision or action of Council, Council staff or representative. A grievance often occurs when complaints cannot be resolved or have caused significant distress to the complainant.

## 6. REFERENCES

- Complaints and Grievance Procedure
- Employee Code of Conduct
- Elected Member Code of Conduct
- Fraud and Corruption Policy
- Whistleblowers Policy

## 7. REVIEW AND EVALUATION

This policy will be made available to all staff, elected members and the community via the City of Marion website and Internal Register. This policy will be reviewed every four years in accordance with the Policy Framework.

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# Complaints and Grievance Procedure



## 1. Rationale

To detail the City of Marion's procedures for managing complaints and grievances, to set expectations for customers and staff in how complaints will be managed, and to explain the procedure so all staff understand their role in the complaint handling process.

## 2. Procedure Scope and Implementation

This procedure applies to all City of Marion employees (including the CEO), consultants/contractors, volunteers and Elected Members or members of the public who make a complaint. All staff are empowered and encouraged to handle complaints in person in the first instance and it is preferred that they are promptly dealt with at the initial point of contact. This procedure applies to complaints which are not resolved at this first 'local' level and require escalation or referral to other staff or agencies.

An overview of the reporting and investigation procedure is provided on the following pages.

### 2.1. Making or Receiving a Complaint

A person can make a complaint in person, over the phone or in writing via email or post. If the complaint requires an Internal Grievance Review, the complaint must be submitted in writing. Where required, assistance may be provided in preparing a written complaint, including the provision of interpreters, aids or advocates if necessary.

All complaints will be electronically recorded in the City of Marion records management system to ensure that relevant information can be analysed for any service improvement opportunities.

Often complaints can be resolved at this first point of contact and all council employees are encouraged to promptly address complaints person to person at this local level wherever possible. If the complaint is received in writing, Council staff will acknowledge the receipt of a complaint within one (1) to three (3) working days and, where possible resolve it within this time.

If the complaint is unable to be resolved at this point and requires the provision of further information, escalation to a more senior staff member or a thorough investigation, the following steps will be followed.

### 2.2. Escalation to Supervisor or Manager for further review

The purpose of this review is to resolve the complaint by reaching a fair and objective view on the issues identified by the complainant and to provide an appropriate solution or remedy.

It is expected that all complaints will be dealt with transparently and within appropriate timeframes. Depending on the nature and complexity of the complaints, Council staff will advise the complainant if the matter will not be resolved within 10 working days and the likely timeframe required to resolve the complaint. Regular progress updates will be provided where necessary. At the conclusion of the investigation, the findings will be communicated to the complainant and they will be offered a resolution.

Where a complaint is not resolved to the customers' satisfaction, the decision will be explained clearly and any alternative actions or review opportunities will be provided to the complainant.



# Complaints and Grievance Procedure



## 2.3. Internal Grievance Review (Review of Decisions pursuant to section 270 of the Local Government Act 1999)

If a complainant is not satisfied with the reviews completed to date or the matter progresses straight to an Internal Grievance Review, then a written grievance may be formally lodged with the Manager Office of the CEO requesting a review of the decision. Requests for review must include:

- a statement clearly indicating which decisions the applicant wishes to be reviewed;
- a statement outlining the reasons why the review is requested;
- any other relevant information; and
- their name and contact details.

Applications for a review of a decision are to be acknowledged within five (5) working days. In the majority of cases, requests for review will be considered and determined within 6 – 8 weeks. Some reviews may take up to six months depending on the nature and complexity of the matter. Applications must be accompanied by a prescribed fee of \$20 as set out in the Local Government (Application for Review Fee) Notice 2021. Council is entitled to waive this fee in exceptional but reasonable circumstances.

### Establishing a Review Panel

If determined appropriate, the Manager Office of the CEO will establish an internal review panel of senior staff who have not been involved in the decision making process to date. The Panel will consist of at least three people (including the Manager Office of the CEO) who will bring independent views and opinions regarding the matter.

The Review Panel may seek legal advice on a matter if required.

### Referring to an independent investigator

The Manager Office of the CEO may, on a needs basis, refer a matter to an independent investigator. The independent investigator may be a:

- Consultant experienced in investigations and reviews
- A lawyer within Councils legal services panel.

Costs associated with this investigation will be incorporated within the Corporate Governance Budget.

Matters can be referred to an independent investigator based on the following:

- The complexity of a matter,
- If the matter is time critical,
- If specialist skills and advice is required,
- Matters relating to the decision making or conduct of Council (and Elected Members), the Chief Executive Officer, General Managers or the Manager of Corporate Governance.

# Complaints and Grievance Procedure



## Review of Staff or Representative Decision

The grievance will be assessed by the Manager Office of the CEO who will determine if the matter will be reviewed by themselves, an internal review panel or outsourced to an independent investigator.

The complainant will be advised in writing of the process to be undertaken and expected timeframes. The complainant will receive a preliminary report before the matter is finalised as a matter of procedural fairness. A final report will be prepared once feedback has been received on the preliminary report.

In preparing the preliminary report, consultation will occur with staff and elected members involved in the decision making process. This will include the gathering of information, documentation and, if required, an interview and statement from those involved. Staff and elected members will be requested to review the preliminary report prior to it being released to the complainant, for factual accuracy of the matter. The findings and recommendations of the section 270 review must remain independent from those involved in the original decision making process.

The Manager Office of the CEO will advise Council and/or Ward Councillors (as appropriate) of the request to Review a Staff or Representative Decision.

## Review of Council or CEO Decision

If an Internal Grievance Review is received for a decision of the CEO or Council, upon receiving the request for review, the Manager Office of the CEO will advise the CEO and Council of the request and conduct a preliminary investigation to prepare a report for the next General Council Meeting, including a recommendation regarding how the review will be undertaken. A review of this nature, will be completed by either an independent investigator or an internal review panel.

## Review of Manager Office of the CEO

If the complaint concerns a decision or action of the Manager Office of the CEO, the Chief Executive Officer will assign the matter to be investigated to an appropriate person of their choice.

## Standard Process for Investigation

The standard process for investigating a matter will include:

- Establish if the grievance can be determined within the Complaints and Grievance Policy and Procedure.
- Establish how the matter will be investigated and if a review panel needs to be formed or the matter be outsourced.
- Determine:
  - the scope of the review
  - key decision makers / stakeholders in the process
  - estimated time frame
- Establish the facts including;
  - Obtaining statements from stakeholders
  - Interviewing any relevant staff, elected members or the complainant

Category: Public / Legislative

Owner: Manager Office of the CEO

Authorisation: 14 December 2021 (GC211214)

Review Date: 2025

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# Complaints and Grievance Procedure



- Establishing legislative framework
- Gathering facts and information
- Prepare a Preliminary Report that includes:
  - Details of the complaint
  - Scope of the review
  - Details of the investigation
  - Findings
  - Recommendations

The preliminary report will be reviewed for factual accuracy by staff and elected members involved in the grievance.

The preliminary report must be provided to the complainant for review for a minimum of 10 working days.

- Prepare a final report that includes:
  - Any feedback received from the complainant and undertake any further enquiries.
  - The final determination of the complaint/grievance.
  - The external review processes if the complaint/grievance remains unresolved.

The final report must be provided to the complainant in writing (either by email or hardcopy).

## Reporting on process improvement, findings and/or recommendations

All findings and/or recommendations from Internal Grievance Reviews that require action will be tracked to ensure implementation.

Any finding or recommendation not implemented within specified timeframes will be raised and escalated accordingly.

All Internal Grievance Reviews completed will be reported within the City of Marion's Annual Report.

## Availability of the Procedure

This procedure will be available on the City of Marion website and available internally on the Policy Register.

### **3. Review and Evaluation**

The review of this Procedure is to be conducted every four years and in accordance with the Policy Framework. An interim review is to be carried out in the event of an amendment to any relevant Acts; or a matter reported via this Procedure is not managed appropriately.

Category: Public / Legislative  
 Owner: Manager Office of the CEO  
 Authorisation: 14 December 2021 (GC211214)  
 Review Date: 2025

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**10.8 Addressing the Digital Divide Guidelines**

<b>Report Reference</b>	GC220412R10.8
<b>Originating Officer</b>	Manager Customer Experience – Megan Bradman
<b>Corporate Manager</b>	Manager Customer Experience - Megan Bradman
<b>General Manager</b>	General Manager Corporate Services - Sorana Dinmore

**REPORT OBJECTIVE**

To provide Council with a set of draft guidelines on how Council will operate so it does not disadvantage or exclude residents who cannot access or utilise digital contact or engagement options.

**REPORT HISTORY**

<b>Report Reference</b>	<b>Report Title</b>
GC211123R14.1	Addressing the Digital Divide

**EXECUTIVE SUMMARY**

The City of Marion recognises the advantages provided by digital options and continues to promote these to members of the community who have the access and the ability to use them.

However, it also recognises that not all people have access to technology, or the desire, confidence, or ability to use digital services and to access information online.

The attached guidelines have been developed to ensure that as an organisation we are cognisant of the digital divide that exists in our community and to minimise digital barriers for people wanting to access and use City of Marion services.

**RECOMMENDATION****That Council:**

1. endorse the attached “Addressing the Digital Divide” Guidelines.

**ATTACHMENTS**

1. “Addressing the Digital Divide” Guidelines

# Communication and Engagement Guidelines:

## 'Bridging the Digital Divide'



### INTRODUCTION

The City of Marion is making more services available digitally so it's easier for our residents and ratepayers to engage with us and to access the services we provide. However we recognise that not all people have access to technology, or the requisite levels of digital literacy, ability, or confidence to use digital services and access information online. Therefore, it is important that as an organisation we continue to make information and services available in multiple ways as we continue to undergo our own digital transformation. Our Mayor and Elected Members are active in their local wards and neighbourhoods. They are an important conduit for providing Council information to community members and for gaining insights into people's preferences for better ways to access and use our services. These guidelines will help us to be cognisant of the digital divide in our community and to minimise digital barriers for people wanting to access and use City of Marion services.

### KEY PRINCIPLE

We seek to bridge the digital divide in our community by providing options for people in how they choose to interact with the City of Marion.



### Customer Services guidelines

When providing customer-facing services, consider how to make access easy for everyone by:

- promoting council's phone number
- making hard copies of forms available
- letting people know they can visit the City of Marion face-to-face
- promoting where assisted digital support, such as access to computers and free internet, is available locally
- providing feedback to council officers about digital barriers for people to enable continuous improvement.



### Communications guidelines

Communicate in ways that are inclusive of people with limited digital access, literacy, ability or confidence by:

- adding important messages to physical communication channels including rates notices, City Limits, flyers, notice boards, or other existing mail outs
- include a clear and direct call to action i.e. phone number, website link, as well as QR codes, on signs and communication materials
- making hard copies available
- printing copies of information upon request
- placing important information in people's letterboxes
- making flyers available in neighbourhood centres and other facilities
- provide FAQs and How-to guides if needed
- using video and audio forms of messaging on publicly available screens.

Approved: Manager Customer Experience 01/04/2022

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Questions to ask yourself:	Example	Suggestion	Useful info
<b>Who is our audience?</b>	Are there varying levels of digital access, literacy, ability or confidence?	Make hard copies available. Letterbox drop. Use video and audio messaging on digital screens in public facilities (e.g. Customer Service Counter, Libraries, Neighbourhood Centres)	<a href="#">Style Guidelines</a>
	Or older?	Print in large font, readability, language and tone. Dot point form. Less is more. Easy to understand/interpret	
	Different Culture?	Engage Translation/Interpreter Service.	<a href="#">Google translate</a>
<b>Is it the right level of formality/informality for the audience?</b>	Does 'everyone' know what you're saying? If not, choose a different word/option. For example Council Acronyms and Lingo - avoid	CoM vs. the City of Marion, DTP vs. Digital Transformation Program, EMs vs. Elected Members	
<b>Are we using demographic-appropriate terminology?</b>	Are we marketing programs, events or services? Keep the language relative to audience.	Use terminology such as School Term for parents with school age children only all others use calendar dates.	
	Are we promoting spaces for hire?	Use more formal language for weddings and more informal 'fun' language for children's birthday parties	
<b>Is my message clear so that a Year 7 person could understand it?</b>	Policies or guidelines. Council papers or business plans. Language and text needs to be interpretable so a year 7 could understand.	Be simple, clear and concise. Provide dot points. Direct language. Avoid slang/jargon. Minimal punctuation. Things like brackets, hyphens or semi-colons. Keep the detail short. Simple language (no big words). Use bold for important words/ or headlines.	
<b>Is the appropriate amount of information included (e.g. so that the recipient doesn't have to look elsewhere for information)</b>	Who/what/when/where/why	Provide phone numbers e.g location maps	
	Is anything missing?	Website print-outs	
<b>Is it consistent with our organisational messages/ strategic objectives/ and brand?</b>	Word document vs. branded document	Refer to the Community Vision which highlights 6 shared values. Your core objective should align to at least one. Frame this in your message/ strategy/ project/event or other. Apply similar colour palette or use existing templates	<a href="#">City-of-Marion-Community-Vision-Towards-2040.pdf</a>
	Colour palette not representative of vision colour palette	Ensure CoM brand is positively represented. No typos, hard to read (not a good or professional representation)	<a href="#">Templates</a>
	Is the logo prominent and positioning accurate?	If in doubt - share with marketing team for review. Either 'Request Support' through Sharepoint or email <a href="mailto:Marketing@marion.sa.gov.au">Marketing@marion.sa.gov.au</a>	<a href="#">Request for support</a>

Approved: Manager Customer Experience 01/04/2022

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#### Engagement guidelines

Consider digital and non-digital community engagement methods that seek a broad range of perspectives by:

- making simple feedback forms and surveys available in hard copy
- promoting non-digital ways to provide feedback or views
- putting feedback forms and information through letterbox drop
- providing a phone number for people to provide verbal feedback if desired.
- considering pop-up stands in shopping centres or other places where people gather
- when setting deadlines, providing people time to respond in ways that work for them
- promoting the engagement through flyers delivered in those areas where people access council services.

Approved: Manager Customer Experience 01/04/2022

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**10.9 Call for Nominations for Members of GAROC - Casual Vacancies**

<b>Report Reference</b>	GC220412R10.9
<b>Originating Officer</b>	Executive Officer to the Chief Executive Officer – Dana Bartlett
<b>Corporate Manager</b>	Manager Office of the Chief Executive - Kate McKenzie
<b>General Manager</b>	Chief Executive Officer - Tony Harrison

**REPORT OBJECTIVE**

The purpose of this report is to determine if Council wishes to submit a nomination in response to the Local Government Association (LGA) call for a casual vacancy for Members of the Greater Adelaide Regional Organisation of Council (GAROC).

**EXECUTIVE SUMMARY**

Correspondence has been received from the LGA (Attachment 1) to fill a casual vacancy due to Erin Thompson's election to the seat of Davenport in the South Australian State Election. Mayor Holmes- Ross (Mitcham) will resume her membership.

The GAROC Terms of Reference provide at clause 4.7.3. that if there is a casual vacancy in the membership of GAROC, then the Regional Grouping of Members relevant to the GAROC member the subject of the casual vacancy will appoint by resolution of the majority of Members comprising the Regional Grouping of Members another Council Member to serve as a member of GAROC for the balance of the membership term.

The process to apply is that a majority of the Members of the relevant Regional Grouping must choose to appoint a person to fill an absence, by ordinary council resolution. This appointment is determined by a majority resolution, i.e., two of the three South Regional Grouping of Members, in support of the appointment to the absence. As there is one casual vacancy, it is necessary for the resolution to identify one person to fill the position on GAROC.

The next meeting of GAROC is scheduled for 2 May 2022 10am, the nominated Councillor will be required to attend the meeting.

Informal discussions have occurred with the City of Onkaparinga where we have been advised that the City of Onkaparinga will be considering a nomination at its meeting on 12 April 2022. We will be advised of their nomination following the meeting.

In the event that the City of Marion does not receive a nomination it is recommended that Council resolve to support the City of Onkaparinga nomination.

In the event that both the City of Marion and the City of Onkaparinga resolve a nomination, the City of Mitcham will be required to consider both nominations at its next available Council meeting to appoint via a majority resolution.

**RECOMMENDATION****That Council:**

a.

1. Nominates Councillor XX as the City of Marion representative for the position of a member to the Local Government Association's South Regional Grouping of the Greater Adelaide Regional Organisation.
2. Notes that the above information will be forwarded to the LGA, City of Onkaparinga and City of Mitcham.

or

**b.**

1. Nominates The City of Onkaparinga nominee as per their council resolution 12 April 2022 to fill the casual vacancy to the Local Government Association's South Regional Grouping of the Greater Adelaide Regional Organisation.
2. Notes that the above information will be forwarded to the LGA, City of Onkaparinga and City of Mitcham

## **ATTACHMENTS**

1. ECM 774983 v 2 Letter to GAROC South CE Os re casual vacancy April 2022 (002) [10.9.1 - 2 pages]



The voice of local government.

In reply please quote our reference: ECM 774983 LB/AL

6 April 2022

Mr Tony Harrison, Mr Matthew Pears, Mr Scott Ashby,  
Chief Executive Officers  
City of Marion, City of Mitcham & City of Onkaparinga

**Emailed:** [Tony.Harrison@marion.sa.gov.au](mailto:Tony.Harrison@marion.sa.gov.au); [mpears@mitchamcouncil.sa.gov.au](mailto:mpears@mitchamcouncil.sa.gov.au);  
[scott.ashby@onkaparinga.sa.gov.au](mailto:scott.ashby@onkaparinga.sa.gov.au)

CC to: Mayor Hanna & Mayor Holmes-Ross

Dear CEOs

**GAROC – casual vacancy to be filled**

Thank you for your support earlier in 2022 in filling the two leave of absences on the LGA's GAROC committee created by Mayor Thompson (Onkaparinga) and Mayor Holmes-Ross (Mitcham) contesting the State Election.

Following ECSA's formal declaration of the state government election, I can confirm that Mayor Holmes-Ross (Mitcham) will immediately resume her membership to GAROC and that Erin Thompson's election to the seat of Davenport triggers a casual vacancy on the GAROC committee.

The LGA has notified Councillor Geoff Eaton (Onkaparinga) and Councillor Lindy Taeuber (Mitcham) that their appointments as replacement GAROC members for the period of the leave of absences have now concluded, and we have thanked them for their time and contributions to GAROC meetings in February and May 2022.

The GAROC Terms of Reference provide at clause 4.7.3. that if there is a casual vacancy in the membership of GAROC, then the Regional Grouping of Members relevant to the GAROC member the subject of the casual vacancy will appoint by resolution of the majority of Members comprising the Regional Grouping of Members another Council Member to serve as a member of GAROC for the balance of the membership term.

Mayor Thompson was a representative of the South Regional Grouping of Members, which comprises the Cities of Marion, Mitcham and Onkaparinga.

As per the previous leave of absence circumstance, while a full election process is not required to fill the casual vacancy, it is required to be filled. The process to apply is that a majority of the Members of the relevant Regional Grouping must choose to appoint a person to fill an absence, by ordinary council resolution. This appointment is determined by a majority resolution, i.e. two of the three South Regional Grouping of Members, in support of the appointment to the absence. As there is one casual vacancy, it is necessary for the resolution to identify one person to fill the position on GAROC.

I can confirm that this appointment will be for the balance of the membership term to GAROC, being the LGA Annual General Meeting to be held on Friday 28 October 2022.

Given the above, I'm writing to request that you facilitate a process whereby each of your council will resolve in support of one person to fill the casual vacancy on GAROC. I anticipate the process to determine a person to fill the GAROC casual vacancy might involve the following:





The voice of local government.

- Discussion and agreement between the three councils as to nominees
- Presentation of a consistent report to the three councils seeking a resolution naming one council member to fill the casual vacancy
- Advice to the LGA of the council resolution

Subject to a majority resolution, the LGA would then facilitate the participation of the appointed member in GAROC meetings/activities for the duration of the absence.

I appreciate the timing of your ordinary council meeting will impact the provision of your council resolution on this matter.

The next meeting of GAROC is scheduled for 2 May 2022 and ideally, the persons appointed to the absences will be in attendance at that meeting. If that is not achievable, I can confirm that the following GAROC meeting is scheduled for 4 July 2022.

Could you please assist your councils to take the necessary steps in order to fill the casual vacancy arising on GAROC and provide a copy of your council's resolution at the earliest opportunity?

If you have any questions in relation to the process please contact Lea Bacon, Acting Executive Director Policy ([lea.bacon@lga.sa.gov.au](mailto:lea.bacon@lga.sa.gov.au) or 8224 2025).

Yours sincerely

Clinton Jury  
**Chief Executive Officer**

Telephone: (08) 8224 2039

Email: [cjury@lga.sa.gov.au](mailto:cjury@lga.sa.gov.au)

## 11 Corporate Reports for Information/Noting

### 11.1 Cove Sports and Community Club - Stage 1 Community Consultation

<b>Report Reference</b>	GC220412R11.1
<b>Originating Officer</b>	Registered Architect Strategic Projects – Birgit Stroeher
<b>Corporate Manager</b>	Manager City Activation - Charmaine Hughes
<b>General Manager</b>	Acting General Manager City Development - Tony Lines

#### REPORT OBJECTIVE

This purpose of this report is to provide analysis of the feedback received from the community consultation undertaken in March 2022 on the proposed Stage 1 redevelopment at the Cove Sports and Community club site encompassing the new netball facilities, creation of a multi-sport field, and associated carparking.

#### REPORT HISTORY

<b>Report Reference</b>	<b>Report Title</b>
EMF200421R06	Cove Sports and Community Club - Redevelopment options
GC201124R11	Cove Sports and Community Club - Community consultation feedback and Feasibility options
GC210127R11	Cove Sports and Community Club - Community consultation feedback and Feasibility options
EMF210629R04	Cove Sports and Community club - Feasibility options
GC210914R18.1	Cove Sports and Community Club - Feasibility Study and Business Case

#### EXECUTIVE SUMMARY

Analysis of the feedback received from the community consultation undertaken from 1-31 March 2022 providing Council with the following feedback and analysis on Stage One of the proposed Cove Sports and Community Club redevelopment.

#### RECOMMENDATION

##### That Council:

1. **Notes the Community Consultation report for the Stage 1 Cove Sports and Community Club redevelopment.**
2. **Notes that a Section 48 report will be provided to the Finance, Risk and Audit Committee on 17 May 2022.**

#### DISCUSSION

##### Background

The relocation of the Cove BMX and the Cove Football Club to their new facilities on Majors Road presents an exciting opportunity for Council to consider the future use of the areas that will be left vacant at the Cove Sports and Community Club (CSCC). At the 14 September 2021 General

Council meeting, Council endorsed the scope for Stage 1 and Stage 2 redevelopment works for the site. Administration has now undertaken community consultation on the Stage 1 works prior to completing a Section 48 Prudential report.

## Consultation

In August/September 2020 Council undertook community consultation for the Cove Sports site. Consideration of feedback resulted in Council endorsing a scope of works comprising two stages:

Stage 1 – is proposed to be a new netball facility and reconfiguration of the BMX/Soccer areas of the site to create a multi-sport field and additional car parking.

Stage 2 – is proposed to provide a new Cove Sports clubroom, realignment of the existing oval, play spaces and landscaping.

The purpose of the engagement undertaken in March 2022 was to:

- Inform both the interested stakeholders and broader community about the project
- To consult with the community on the proposed plans for Stage 1 only.

The consultation process included a number of community engagement techniques:

- Making Marion engagement page to host supporting documents such as design guidelines and FAQs
- Making Marion to display project specific concept plan with online survey/forum and a survey to identify level of support for the concept plan
- Electronic Direct Mail
- Letterbox drops
- Social media updates
- Signage on-site

The consultation process was widely supported by the community, with feedback statistics as follows:

- **215** people visited the Making Marion page
- **103** people were 'informed' by clicking through to further content on the page
- **27** people provided a submission to the survey on Making Marion
- **96** properties notified by letterbox drop
- **42** people were notified as previous participants in Cove Sports consultation on Making Marion.

Following the closure of the consultation, analysis was undertaken of the community feedback:

- Overall **63%** (17) of participants are either very satisfied or somewhat satisfied with the Stage 1 plans.
- **63%** (17) of overall participants indicated that they would utilise the site more once complete.
- **63%** (17) of participants are Hallett Cove Residents
- **77.7%** (21) of participants are **users/members** of Cove Sports and Community Club.

Of the **current users/members** who engaged in the consultation:

- **66.7%** (14) users/members were either somewhat satisfied or very satisfied with the Stage 1 redevelopment plans.
- **28.5%** (6) out of these users/members were somewhat dissatisfied or very dissatisfied with the Stage 1 redevelopment plans.
- **4.8%** (1) user/member was neither satisfied nor dissatisfied with the Stage 1 redevelopment plans.

**In consideration of feedback, four key themes emerged**

(Attachment 2: Survey Responses Report)

1. The width of Oval Road is a concern to residents with many believing it is too narrow and dangerous.

**Example Comments:**

*'Widen oval road as it is the only road into the area. Reposition the current entrance to the netball carpark as the angle is ridiculous.'*

*'Oval road requires work before any money is spent on the facilities. It's far to narrow starting from the Lonsdale Road entrance near the first roundabout through to the start of the club carpark. Local residents almost get side swiped every time there is sport on.'*

*'Oval road is too narrow, especially near where there are bends in the road. not sure if it was meant to be narrow to calm traffic, but all that happens is drivers constantly end up partially on the other side of the road. i have had numerous near misses. near where oval rd turns into annabelle drive, there needs to be something like the divider in the road with the yellow bumps'*

2. The existing entrance to the netball facility is narrow and can only fit one car through at a time.

**Example Community Comments:**

*'Reposition the current entrance to the netball carpark as the angle is ridiculous.'*

*'Please widen the entrance driveway into the netball club. It only allows for one vehicle to pass through at a time and causes a lot of congestion at drop off/pick up times.'*

*'The entrance to the netball parking is only 1 car wide, it often causes issues when people are leaving and coming in, also needing to swing into the wrong lane to be able to turn in.'*

3. Anti-social behaviour / hoon driving can be an issue in the carpark late at night and should be considered when upgrading carparking.

**Example Community Comments:**

*'There is hoon driving and anti social behaviour that occurs after hours. With the installation of more car parks on the eastern and western side of the complex consideration will need to be given to closing and locking the extra car parks after hours to ensure residents are not affected by hoon behaviour.'*

*'I live in Elizabeth crescent and we are constantly hearing the sound of hoons doing donuts.'*

4. There is some desire for existing Cove BMX track to be retained for community use.

**Example Community Comments:**

*'Removal of the BMX track and soccer oval for another AFL oval is ridiculous. Where will the local kids go to practice when they can't get to the new facilities. BMX track should be left to allow kids to get interested in and try the sport like what is being done to the old Happy Valley BMX track.'*

*'Don't take away the bmx track, it's the only good thing around for kids that aren't professional to play on.'*

**Next Steps**

The community consultation process and feedback will be included in the Section 48 Prudential for consideration at the Finance Risk and Audit Committee meeting to be held on 17 May 2022.

**ATTACHMENTS**

1. Survey Responses Report - Cove Sports Stage 1 [**11.1.1** - 15 pages]
2. Participant Registrations [**11.1.2** - 4 pages]
3. Dissatisfied Participant Information [**11.1.3** - 1 page]



# Cove Sports and Community Centre Stage 1 Survey

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## **SURVEY RESPONSE REPORT**

01 March 2022 - 31 March 2022

### **PROJECT NAME:**

Cove Sports & Community Club Upgrades



Cove Sports and Community Centre Stage 1 Survey : Survey Report for 01 March 2022 to 31 March 2022

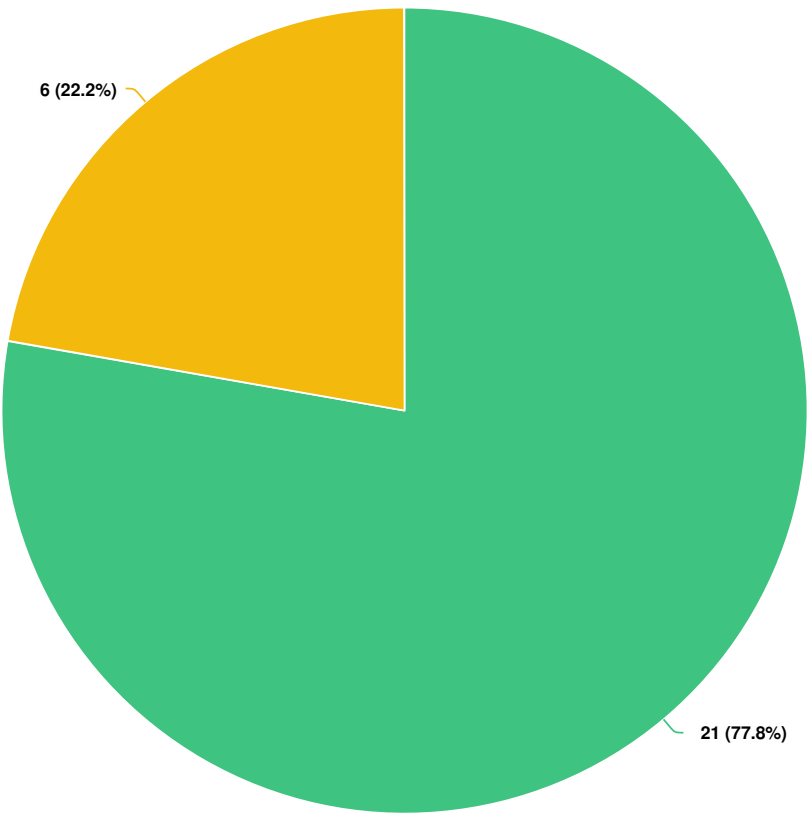
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# SURVEY QUESTIONS

Cove Sports and Community Centre Stage 1 Survey : Survey Report for 01 March 2022 to 31 March 2022

Q1 Are you a current user/member of this facility?



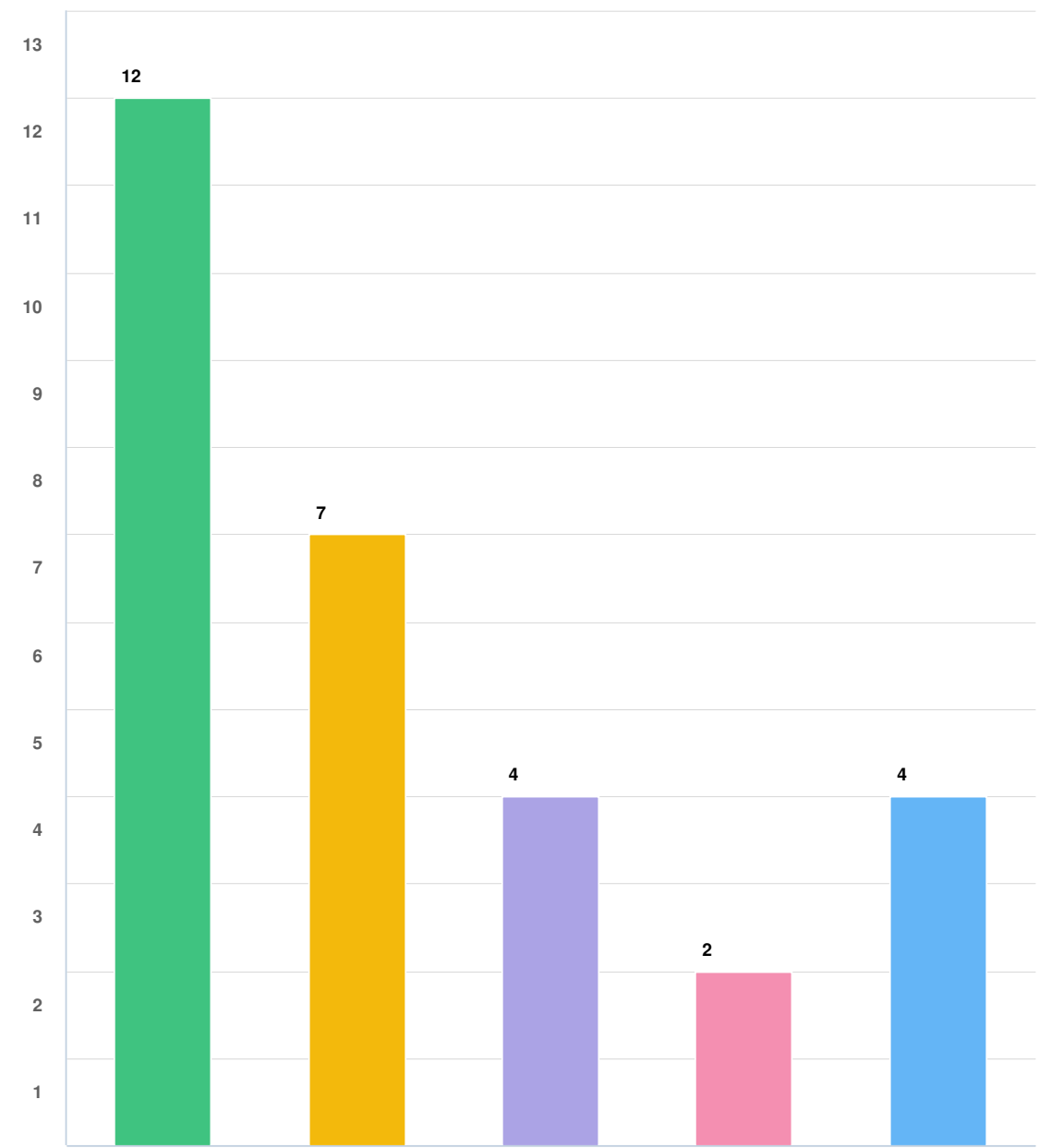
Question options

- Yes
- No

Mandatory Question (27 response(s))  
Question type: Radio Button Question

Cove Sports and Community Centre Stage 1 Survey : Survey Report for 01 March 2022 to 31 March 2022

Q2 Which club are you associated with? (More than one may be selected)

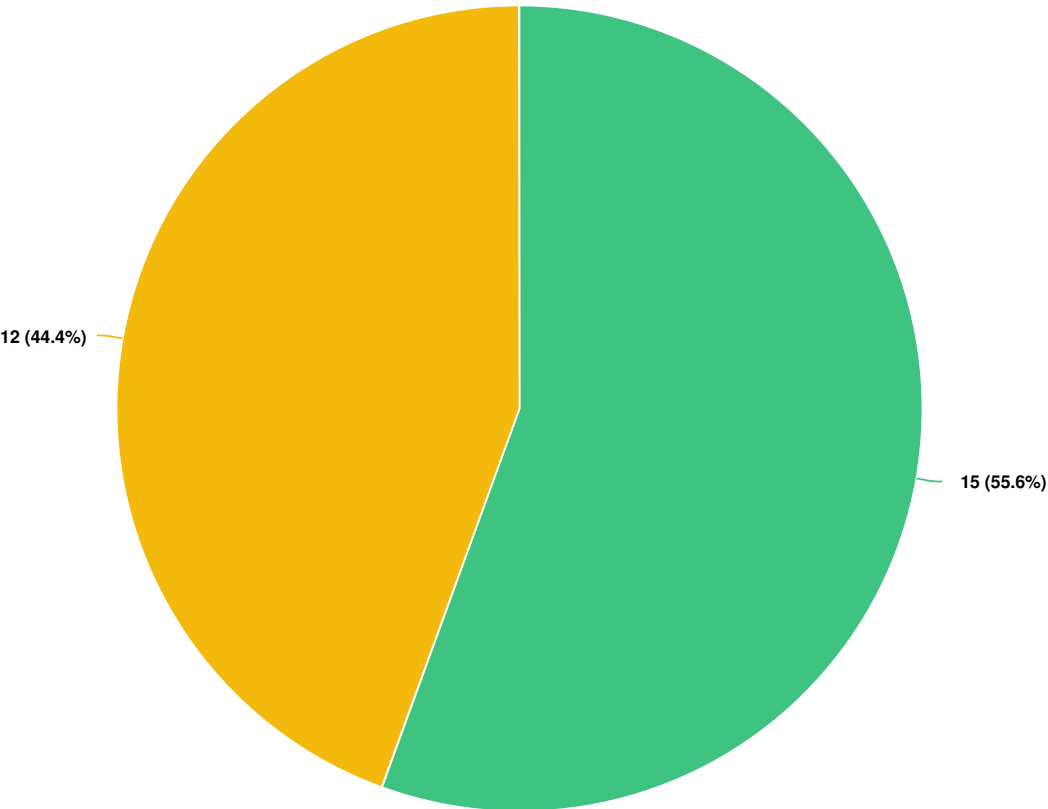


**Question options**  
● Football (Australian Rules) ● Netball ● Soccer ● BMX ● Cricket

Optional question (18 response(s), 9 skipped)  
Question type: Checkbox Question

Cove Sports and Community Centre Stage 1 Survey : Survey Report for 01 March 2022 to 31 March 2022

**Q3** Did you contribute to the community consultation for the Cove Sports site during August/September 2020?



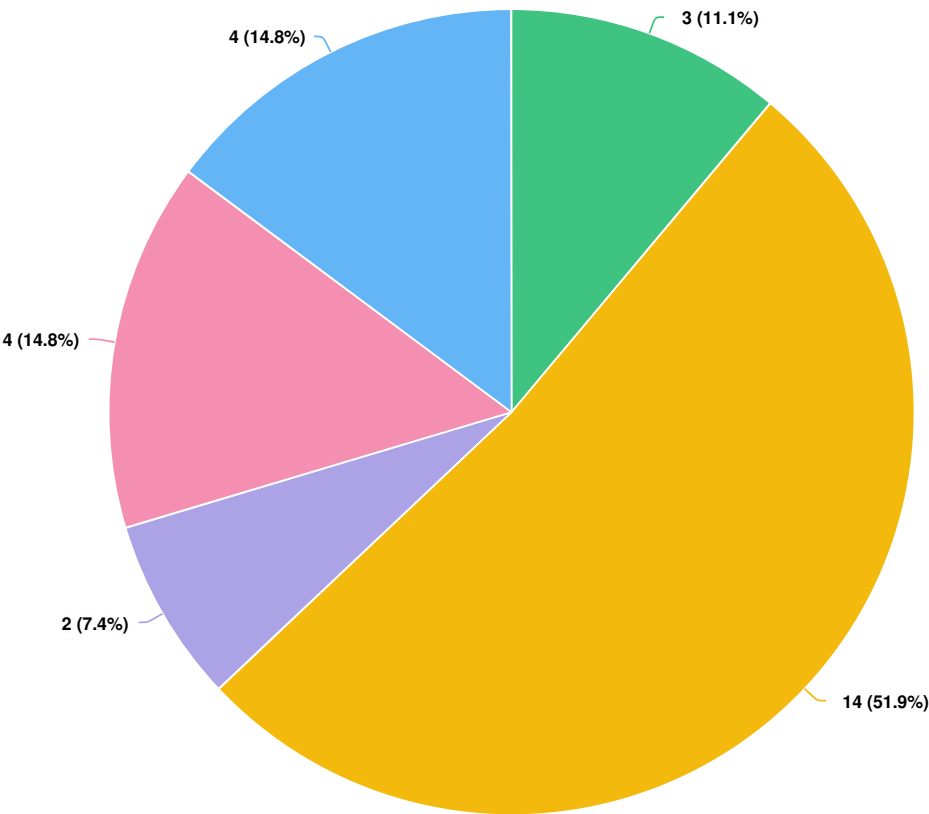
**Question options**

Yes No

Optional question (27 response(s), 0 skipped)  
Question type: Radio Button Question



**Q4 | How satisfied are you with the proposed stage one plans for Cove Sports and Community Centre?**



**Question options**

- Very satisfied Somewhat satisfied Neither satisfied or dissatisfied Somewhat dissatisfied  
Very dissatisfied

Optional question (27 response(s), 0 skipped)  
Question type: Radio Button Question

## Cove Sports and Community Centre Stage 1 Survey : Survey Report for 01 March 2022 to 31 March 2022

**Q5 Please explain your reasons for this?**

3/08/2022 11:44 AM

Oval road requires work before any money is spent on the facilities. It's far to narrow starting from the Lonsdale Road entrance near the first roundabout through to the start of the club carpark. Local residents almost get side swiped every time there is sport on. The road 100% needs to be widened. Don't take away the bmx track, it's the only good thing around for kids that aren't professional to play on. Make more parking up behind the netball club instead. We could also do with a nice old fashioned playground somewhere, not these nature playground, actual swings, slides, see-saws etc. There's no longer swings at the Skipper close playground, not a lot to do for kids now.

3/08/2022 12:24 PM

Removal of the BMX track and soccer oval for another AFL oval is ridiculous. Where will the local kids go to practice when they can't get to the new facilities. BMX track should be left to allow kids to get interested in and try the sport like what is being done to the old Happy Valley BMX track.

3/08/2022 01:52 PM

The community that already uses the facilities have been left in the dark regarding council plans.

3/10/2022 08:54 AM

I believe that facilities for the Cove AFL club should be put first. They have a number of junior and girls/womens teams that deserve support. The council has neglected them and it is time they receive the same support as the Cove Soccer club. Also in your plan there is nothing for older residents of Hallett Cove. I suggested a Lawn Bowls facility, but to no avail.

3/29/2022 12:54 PM

\*The building appears quite small and is not fit for purpose. Consideration should be given to a 2nd floor which is licensed and serves as a viewing gallery overlooking the courts. \*Parking space numbers is inadequate - 99 spaces for 8 courts is not enough. If all courts are full and there are back to back games, there will be no spaces available for large numbers of visitors. \*Resurfacing does not go into enough detail - will the resurfacing be concrete or acrylic. The two new courts built not so long ago are already starting to pull apart (roots coming through the surface). \*Population growth in the area along with increased numbers participating in netball indicates that further investment needs to be put into this sport.

## Cove Sports and Community Centre Stage 1 Survey : Survey Report for 01 March 2022 to 31 March 2022

3/30/2022 03:41 PM

Wasting money on a poorly thought out park upgrade which is detrimental to traffic flow and other users. No plans on who gets use of it, public toilets. What happens when the grass dies as marion does not look after most of its parks unless on a main street?

3/30/2022 11:29 PM

Show some commitment to the area, the site and the local community and share the whole masterplan. Start listening to the clubs that the community support and you expect to pay all the bills. Why is it that following the feasibility study that suddenly Council endorsed two stages and now Netball get two more courts when this was not part of the presentation with the clubs? Now a bitumen car park also. I guess they will also get car park lighting as well - the main carpark has had non-compliant car parking lighting for many years with injuries and near-misses as a result. Football is now pushed into the future.. if ever? Is this some sort of power play? Couldn't get the Cobras out of the facility so now hang a carrot but continually bully them with threats and empty promises? Why not show the public the whole masterplan for the facility and let the public look at the whole picture rather than just Stage 1. The media surrounding the Multi-sports Oval has not mentioned Australian rules football at all. The once so-called 'sports and community club' is being divided - soccer and bmx gone, netball segregated. There is nothing for the community - in the last consultation suggestions were accessible public toilets, facilities for mountain biking (tools and water), nature playground, barbecue etc etc. I have no objection to other sports using the multisports oval but the clubs that supports the facility the most financially seems to be continually pushed into the background. Why not offer the space to them first? then offer remaining times to new clubs. What is the \$2.5m promised by State Labor Party going to be used for? and when? We are still waiting for \$400k female friendly changeroom grant that was available 3 years ago. How are you going to attract new sports to the ground with changerooms that don't comply with any Standards, have showers with no privacy, blocked drains etc... Many of the things the Cobras have been asking for are ignored - parking around the ground - well that will never happen because the netball courts keep growing.. now they will have 8 and blocking all access to the smallest oval in the SFL... probably all of Adelaide. Yet football and cricket have to beg for more space. Female participation is growing yet they cannot train at the club on same night as there is no room.. where is the equality? Apparently it's more important to have an inefficient layout bitumised car park than take down a few trees and make the oval AFL recommended size.. don't even bother rotating it for another 5 metres. How are the line markings and the goal posts going to be managed on the multisport - which changerooms are they going to use? When are the cricket nets getting an upgrade? Why designate a walking track on the western side of the multisport oval so the residents have no privacy? Where are the storage facilities going to

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**Cove Sports and Community Centre Stage 1 Survey : Survey Report for 01 March 2022 to 31 March 2022**

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be - why demolish good sheds? There is already parking issues on the site.. now Netball courts are taking up more space; additional sports have carparks so there will be same issues ongoing - marion rangers issuing more tickets when people park over the kerbs. No mention of widening the Oval Road which does not meet Australian Standards - is too narrow with wrong curve alignment - weekly near misses on this road.



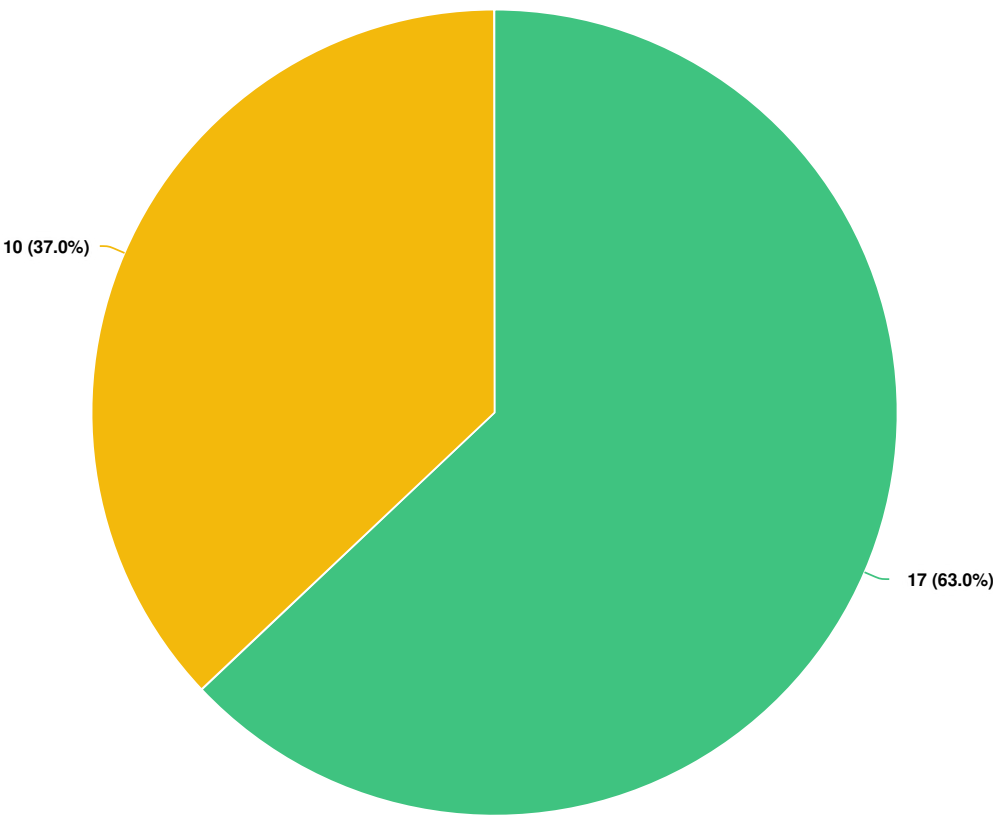
3/31/2022 05:01 PM

Don't want existing BMX track to be removed. Should be left for the community to access.

**Optional question** (8 response(s), 19 skipped)

**Question type:** Essay Question

Q6 Do you think you will utilise the site more once the upgrades are complete?



Question options

- Yes
- No

Mandatory Question (27 response(s))  
Question type: Radio Button Question



## Cove Sports and Community Centre Stage 1 Survey : Survey Report for 01 March 2022 to 31 March 2022

**Q7 Is there anything else you would like City of Marion to consider around Stage1 plans for the Cove Sports and Community Centre?**

[REDACTED]  
3/07/2022 07:12 PM

Rugby? Maybe you could ask school kids what sort of sports they like to play, to get an idea of what to do with a space in future. Yes, cricket needs a place of their own. Need to think about what sort of sports will play there, and if they clash at the same time, as ground space will be limited if so. Ect training/playing. Example afl needs a ground to train all ages like other clubs, on different nights but can't as cricket also uses the oval at the same time. Cove is the only club that minis start training later, due to no ground to use. Why does cove netball club call there home ground sauna? Everything needs to be available for a club sport to play. Fix the existing sports first. The second oval could also be useful for aus kick, as they use up space on the main oval while kids are trying to train, interrupting their training, as kids are running through or kicking balls in the middle of training. So many things to consider.

[REDACTED]  
3/08/2022 07:45 PM

Putting in pathways that surround the ovals. For instance the footy oval has no path around it perimeter. i.e around behind the trees. I am not sure what is happening with this area considering I thought it was meant to also be part of the national park.

[REDACTED]  
3/08/2022 09:15 AM

Widen oval road as it is the only road into the area. Reposition the current entrance to the netball carpark as the angle is ridiculous.

[REDACTED]  
3/08/2022 11:40 AM

The City of Marion need to keep in mind that the netball facilities are utilised by two completely separate clubs and that the new facilities need to reflect this - adequate storage for both clubs (equivalent or bigger than current storage for each club), internal clubroom space needs to meet the needs of both clubs. Ensuring that both clubs needs and requirements are met. I'm not quite sure that the current registration numbers across both clubs reflect the need for the additional courts (I've heard that the big club has had a reduction in the number of members and they were the big driving force for the additional courts) - the money could spent differently?

[REDACTED]  
3/08/2022 11:44 AM

Don't take away thr BMX track, it's thr biggest draw card to the centre!

[REDACTED]  
3/08/2022 12:24 PM

Removal of all AFL and give to the netball and cricket to grow their sports in a safe environment [REDACTED]

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Cove Sports and Community Centre Stage 1 Survey : Survey Report for 01 March 2022 to 31 March 2022

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[REDACTED]  
3/08/2022 12:45 PM

The multi purpose oval says soccer cricket and rugby there needs to be football goals there too so footy can use it as a training ground also when free. There is no mention of football goals in the proposal.

[REDACTED]  
3/08/2022 02:58 PM

I am a local resident and use the oval areas for playing sport with family and dog exercising outside of formal sport hours. Could a pump track be included as we ride to the oval and ride around so losing the bmx area is a shame for us. A play space/area for kids would be great as part of the overall plan, the current one is lacking. The toilets at football, netball and bmx are always locked, ability to use a public toilet outside of sporting times would be great, all are locked and we've been caught short a few times.

[REDACTED]  
3/08/2022 03:42 PM

Please widen the entrance driveway into the netball club. It only allows for one vehicle to pass through at a time and causes a lot of congestion at drop off/pick up times. Also, please consider installing car parking around the existing football oval to allow spectators to watch football from there vehicles during inclement weather

[REDACTED]  
3/08/2022 11:50 PM

There is hoon driving and anti social behaviour that occurs after hours. With the installation of more car parks on the eastern and western side of the complex consideration will need to be given to closing and locking the extra car parks after hours to ensure residents are not affected by hoon behaviour. This will need to be addressed in future reports and communicated with residents/neighbours.

[REDACTED]  
3/08/2022 02:39 PM

It's great to see these plans out for community consultation - we are not members of the sporting club but live within walking distance to the sports ground and use the facilities once-twice per day with our dogs and for exercise. I did have some other feedback/questions: - Where is the walking track shown along the top of the new proposed western carpark expected to terminate? Will this just run along the length of the carpark? Will extra vegetation be planted along the side of the track to provide privacy to the neighbouring properties? - Could the landscaping works be staged so that stage 1 landscaping is completed with stage 1 works? The verges along Oval Road and landscaping surrounding the netball courts could really benefit from some planting/tidying (including the steep verge section between the BMX track and Oval Road) and it would be good to complete the landscaping around the extended oval and new western carpark as part of these works - the new trees planted along Oval Road closer to

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Cove Sports and Community Centre Stage 1 Survey : Survey Report for 01 March 2022 to 31 March 2022

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Lonsdale Highway are fantastic. - Will the new carparks be sealed? The netball club car park currently generates significant amounts of dust. - Will DDA parking be provided near the multi sports field? - Is the orange shaded area linking the new netball club carpark to Elizabeth Crescent just noting the existing rubble track? I wanted to confirm this will not be formalised. - Do you have a timeframe of when these works are proposed to be delivered? I wasn't sure if the project was part of any of the Local Roads and Community Infrastructure stimulus programs or advocacy plans? - This is outside of the sports club scope but would it be possible to also investigate the curve radius on Oval Road on the segments between the roundabout and the sports club entrance? Residents who live in this area take these corners incredibly slowly due to the very narrow width but on sporting days drivers who are unfamiliar with the road often end up in the oncoming traffic lane. - Will a footpath connection be provided between the Oval Road roundabout and netball club entrance? Many people use this verge to access the netball courts and football oval however the verge is narrow. It'd be great to hear back and we're looking forward to seeing the project delivered (email is preferred). Cheers

3/10/2022 08:54 AM

Lawn Bowls

3/16/2022 05:57 PM

regarding extra parking. Please install some dividers or traffic calming. I live in Elizabeth crescent and we are constantly hearing the sound of hoons doing donuts. This area also needs more lighting and more prominent signage. Give way and speed signs and a no through road residents only for the way through to Annabelle. Our streets are narrow (my car got swiped last week, parked legally on Elizabeth Cres in daylight, hit by a speeding hoon who of course didn't leave a note). Trying to get home when netball and or football are starting/finishing is fraught with danger, we have one road in and out of our area, unfortunately the footy and netball traffic seems to think they can drive 60 along Oval road. The narrow bend near the netball court is terrifying when the footy players are all leaving training and the netball exit constantly has people not giving way to the road traffic. It's all well and good creating more parking but the road is so narrow and the visitors have no regard for the people living in the area. In addition there needs to be a bus stop to this area running to the sports club area to avoid having to cross over (or under which doesn't feel much safer) Lonsdale road. It would be great if the club rooms when they are converted are an actual community club, meals, coffee, activities etc. with better access, night and day.

## Cove Sports and Community Centre Stage 1 Survey : Survey Report for 01 March 2022 to 31 March 2022

<p>3/20/2022 02:18 PM</p>	<p>paths to walk our dogs and use the roads every day. it would be a good time to fix issues with the road and paths as part of the upgrade.</p> <p>1. oval road is too narrow, especially near where there are bends in the road. not sure if it was meant to be narrow to calm traffic, but all that happens is drivers constantly end up partially on the other side of the road. i have had numerous near misses. near where oval rd turns into annabelle drive, there needs to be something like the divider in the road with the yellow bumps. various trucks (garbage, large vans or caravans) cant even make the turns and stay in their lane. 2. the entrance to the netball parking is only 1 car wide, it often causes issues when people are leaving and coming in, also needing to swing into the wrong lane to be able to turn in. 3. it can be very difficult to cross oval road near lonsdale highway in peak times and sporting times. it would be good to have a foot path finished on the south side of the roundabout on oval road. 4. some new trees have been planted near oval road between the roundabout and lonsdale highway. these trees / shrubs completely block the view of traffic when crossing the road, they really need to be oved further back from the edge of the road. i also hope if additional trees are planted, that they dont block visability for cars or pedestrians. i am very happy to send photos through to show what i mean. as with the point above, there is no other paths to cross the road.</p>
<p> 3/29/2022 12:54 PM</p>	<p>Oval Road is very narrow and there have been accidents and near misses due to the road structure. The entrance to the netball courts also requires upgrading (only one vehicle in and out). The presumption being that this will be done when the new carpark is constructed?</p>
<p> 3/29/2022 12:57 PM</p>	<p>Please ensure that clubs outside current occupants can gain access to the new facilities once built. As we know sport is continuing to grow in the Marion Council area and facilities are tight. This means some sporting clubs need to look outside the Marion council jurisdiction to allow teams to play. Thank you</p>
<p> 3/29/2022 09:47 PM</p>	<p>Great develop for youth at this early stage</p>
<p> 3/30/2022 03:41 PM</p>	<p>Stop spending all the money in 3 suburbs of your council and fix and upgrade other areas!</p>
<p> 3/30/2022 11:29 PM</p>	<p>This really feels like ticking a box. So many suggestions last round not heard.. why will this time be any different. Make an actual change instead of just adding another bandaid. Explain to the rate payers</p>

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**Cove Sports and Community Centre Stage 1 Survey : Survey Report for 01 March 2022 to 31 March 2022**

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how this will be funded? Most of all.. make a bold decision and allow the correct funding to get the main oval right.

██████████  
3/31/2022 10:59 AM

Keep the bmx track as the new one is not accessible for day to day use from community members as the old one has been for 30odd years

██████  
3/31/2022 05:01 PM

Widening of oval road and NO parking on road or verges

██████████  
3/31/2022 07:19 PM

Make it accessible for all

██████  
3/31/2022 09:31 PM

It would be good for the city of marion to reveal the entire plans for the site, offering transparency and visibility for rate payers.

**Optional question** (23 response(s), 4 skipped)

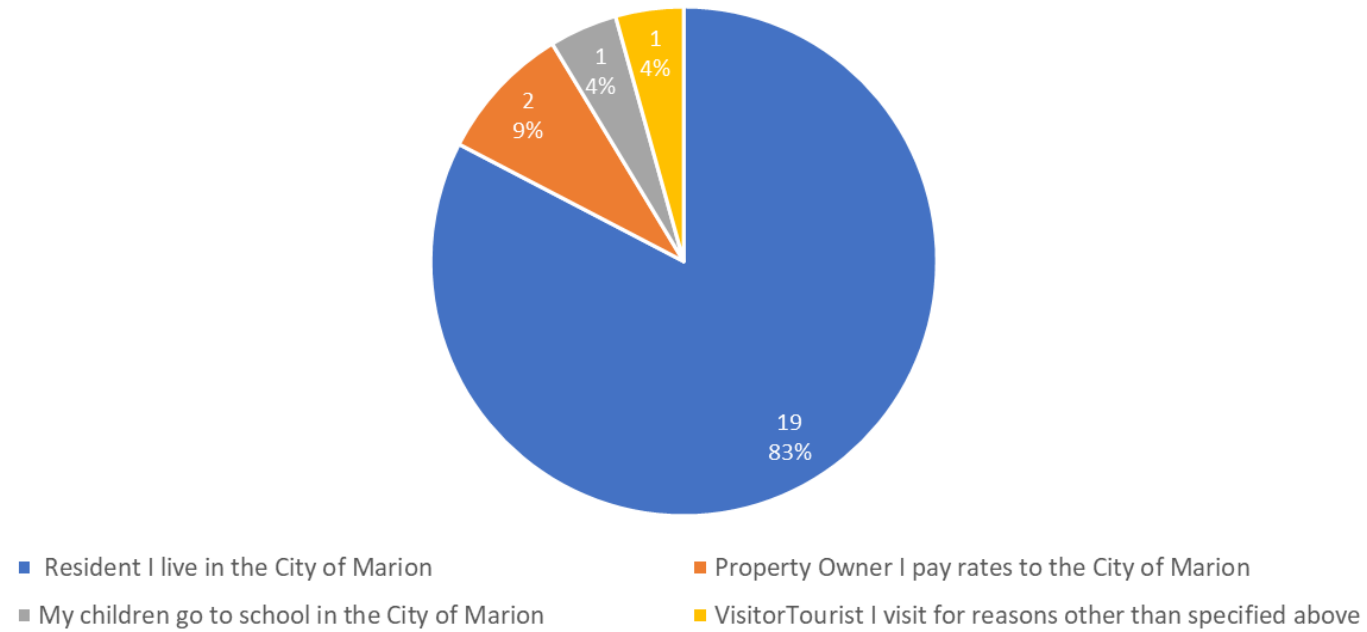
**Question type:** Essay Question



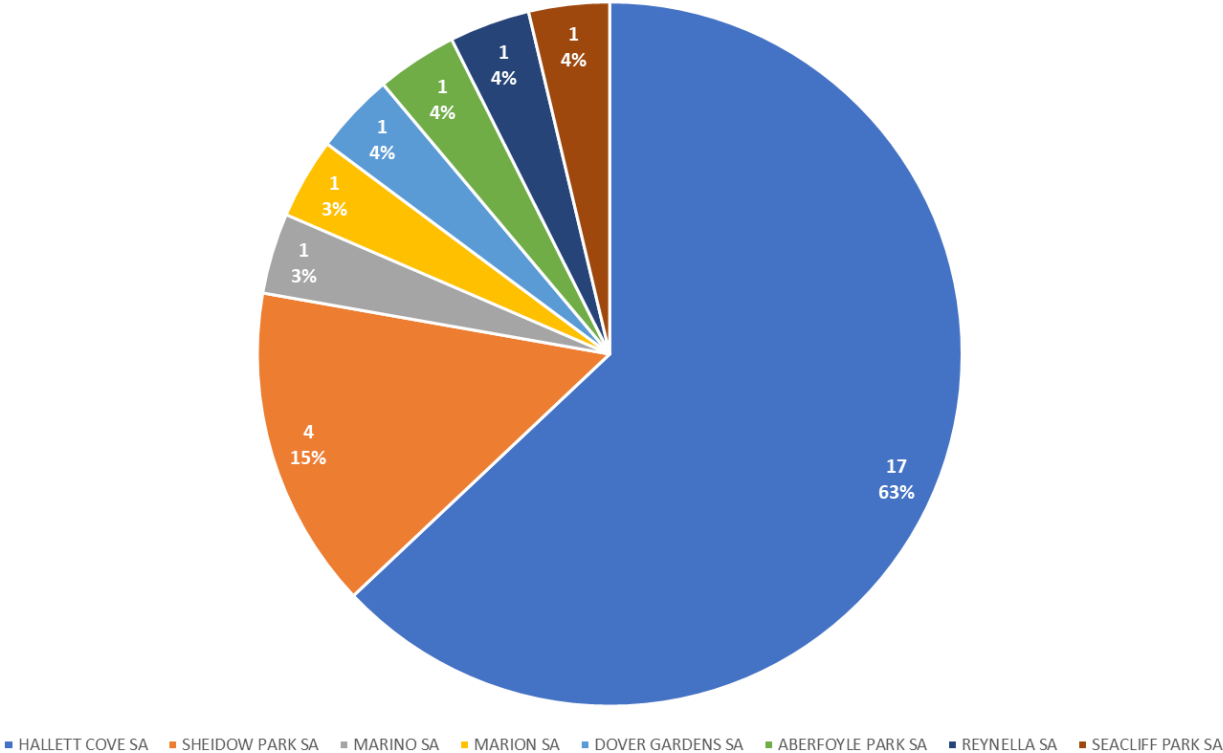
# Participant Registrations

Cove Sports and Community Club Stage 1 Consultation

### What is your relationship with the City of Marion



Suburb



Cove Sports and Community Club Stage 1 Consultation – Participant Registrations

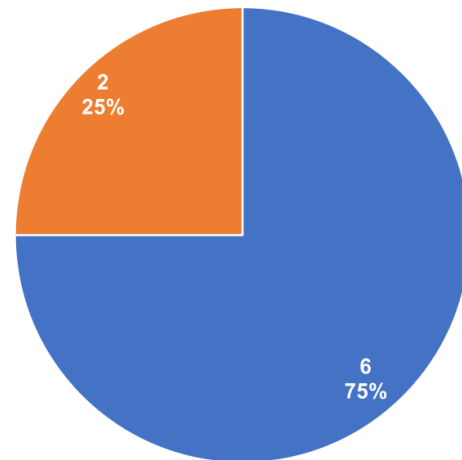




## Cove Sports and Community Club Stage 1 Consultation – Participant Registrations

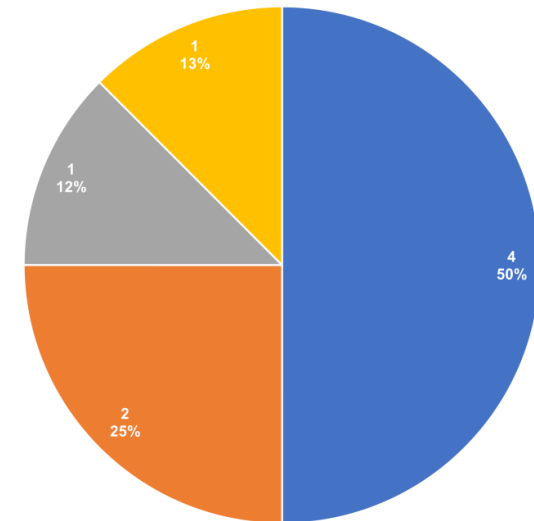
# Dissatisfied Participant Information

Somewhat Dissatisfied or Very Dissatisfied Participant User/Member Status



■ Current User/Member ■ Not a Current User / Member

Somewhat Dissatisfied or Very Dissatisfied Participant Suburb



■ Hallett Cove ■ Sheidow Park ■ Aberfoyle Park ■ Dover Gardens



## 11.2 Community Engagement Strategy for the Development of the 4 Year Business Plan 2023-2027

<b>Report Reference</b>	GC220412R11.2
<b>Originating Officer</b>	Strategy Planner – Sheree Tebyanian
<b>Corporate Manager</b>	Manager Office of the Chief Executive - Kate McKenzie
<b>General Manager</b>	Acting General Manager City Development - Tony Lines

### REPORT OBJECTIVE

To inform Council of the Community Engagement Strategy for the development of Council's 4 Year Business Plan 2023-2027.

### EXECUTIVE SUMMARY

Within the City of Marion Strategic Management Framework, the 4 Year Business Plan is the document that outlines key initiatives council will deliver during the term, aligned to Council's 10 Year Strategic Plan 2019-2029. The current 4 Year Business Plan will conclude on 30 June 2023.

Integral to the development of Council's 4YBP 2023-2027 (4YBP) plan is engagement with city-wide key stakeholders that include residents, the business community, Council Members, and City of Marion staff.

A Community Engagement Plan (Attachment 1) has been prepared to guide the consultation for the development of the new plan.

Local Government elections are scheduled for November 2022 with a new council commencing their first strategy session shortly thereafter. It is intended that a summary report would be prepared for the incoming Council outlining the outcomes of engagement.

### RECOMMENDATION

**That Council:**

- 1. Notes the report and Community Engagement Plan at Attachment 1**

### ATTACHMENTS

1. Attachment 1 Community Engagement Plan 4YBP (4) [11.2.1 - 8 pages]

# **4 Year Business Plan 2023-2027 Community Engagement Plan**



## Strategic directions- ABP/4YBP 2023-2027

### Community Engagement Plan

Date



#### Project background:

*History of project and what has happened to date to prompt an engagement exercise*

Title	Business Plan engagement
Program/Project name	Strategic directions community engagement- 4YBP 2023-2027
Date	25 March 2022

#### Summary of project

The purpose of engagement is to understand key stakeholder views to help inform future strategic directions, particularly the development of Council's 4 Year Business Plan 2023-2027.

At the January 2022 Council Member planning day, Members were informed of a high-level timeline to engage with our community regarding the 4YBP and encouraged engagement to occur earlier on the Annual Business Plan 2022-2023. This engagement plan expands on that to provide further detail.

LG elections are scheduled for November 2022 with a new council commencing their first strategy session shortly thereafter. It is intended that a summary report would be provided to the incoming Council outlining the outcomes of engagement. Furthermore, a new iteration of council's 4YBP is due to commence from July 1, 2023, it is a pivotal time to commence the strategic planning process.

Engagement with the community and key stakeholders is an important part to obtain the key views and motivators that will drive future decisions.

This plan has been developed by the Strategy & Risk team in consultation with Customer Experience.

#### Purpose of engagement:

*To inform, consult or involve the community and what is the decision to be made*

To consult with the City of Marion community and relevant stakeholders to help shape future strategic directions for the City of Marion to provide Elected Members with relevant and reliable community feedback that informs their decision making when considering inputs to Council's Strategic Management Framework.

## Strategic directions- ABP/4YBP 2023-2027

### Community Engagement Plan

Date



#### Key engagement messages

What will make Marion a more liveable place? Council is developing a plan to shape Marion over the next 4 years, have your say on what will make or shape Marion to be a great place to live over the next four years.

#### Technique selection - assessing community expectations

The **engagement method selection tool** is to assist staff in deciding what method of engagement to select – e.g. *inform, consult, involve, collaborate or empower*. It is a technical approach and needs to be used in conjunction with the engagement framework and the human elements such as values and expectations.

##### Score indicates:

- 1-2 Very low to Low
- 2-3 Low to Moderate = at least Consult
- 3-4 Moderate to High = Involve or Collaborate
- 4-5 High to Very High = minimum Involve, consider Collaborate and Empower

##### Check boxes 1 to 5 then follow instructions in left column

1. What is the level of difficulty to find a solution that everyone can live with?			3		
2. What is the potential for community outrage for your project?				4	
3. How much do major stakeholders care about the decision to be made?					5
4. What degree of input do the community appear to want?					5
Count number in each column			1	1	2
Multiply	x1	x2	x3	x4	x5
Enter score			3	4	10
Add total of all 5 columns	=17				
Divide	/5				
Average score	=3.4				
Method	Involve or collaborate				

See [Techniques Toolbox](#) for more information on the best way to engage based on method chosen

**Strategic directions- ABP/4YBP 2023-2027**  
**Community Engagement Plan**  
**Date**



**Engagement approach – summary table**

Message	Target audience	Task	Responsibility	Date
<b>Marion 100 event</b> We are developing our Annual Business Plan 2022-2023 and are seeking your input.  Join our Marion100 forum to share your ideas on what will make our council area a more liveable community.	City wide communities	Email to Marion 100 residents	Megan Bradman	March 2022
<b>Feedback</b> Thank you for your input.  Your input was considered and informed the development of the Draft Annual Business Plan 2022-2023 that is now out for public consultation. To read the plan visit Making Marion	Participants	Forum report  Community engagement feedback report	Megan Bradman/Nick Marwe	March 2022
<b>Feedback</b> Council Member Forum	Elected Members	Forum report- feedback  Community engagement feedback report	Megan Bradman/Nick Marwe	March 2022



**Strategic directions- ABP/4YBP 2023-2027**  
**Community Engagement Plan**  
**Date**



<b>ELT/SLT Planning day event</b>  Shaping our future- An opportunity for our senior leaders to engage in a strategy session  4YBP 2023-2027	ELT/SLT Planning day	Strategy Planning session Approximately 2 hours  SWOT analysis Strategy session 'Why do we do what we do?' 'What do want the City of Marion to be known for?' 'What capabilities do we need to be successful to fulfil our purpose and vision in the future?' Present 4YBP high level engagement timeline- seek feedback	Strategy	March- April 2022
<b>Feedback</b> Thank you for your input  This initial stage of strategic planning will help identify critical opportunities.	ELT/SLT Participants	Share collective feedback through the SLT leadership team meeting.	Strategy	April 2022

## Strategic directions- ABP/4YBP 2023-2027

### Community Engagement Plan

Date



<b>Broad Community Engagement</b>  'Insert campaign slogan' (campaign call to action to encourage engagement participation)	City wide communities	<b>Promotions</b> <ul style="list-style-type: none"> <li>City Limits promotion</li> <li>First rates notice additional flyer to promote campaign</li> <li>Promotion across all CoM databases (economic development groups, environment groups, volunteer groups, website, social media, digital screens</li> <li>Promotion on corflutes (subject to cost review) stobie polls on certain roads near schools, high profile locations QR code'</li> <li>Drop in sessions</li> <li>Mobile engagement kiosk</li> </ul>	Strategy & Communications	July- August 2022  (to conclude prior to caretaker period commencing)
	City wide communities	<b>Making Marion</b> <ul style="list-style-type: none"> <li>Participate in a 'virtual ideas wall' and community engagement campaign</li> </ul>	Strategy & Communications	
	Marion 100 participants	<b>Marion 100 event</b> Strategic discussion with participants to discuss the next 4 years. CEO/CoM representative panel	Strategy/Media and Engagement	
	Youth Committee	<b>Committee meeting</b> Pop up stall at event Survey In school consultations/workshops Making Marion		
<b>Feedback</b>  <i>Thank you for your input. Your feedback will help inform the development of the Draft 4 Year Business Plan 2023-2027. Your feedback will be provided to the new council who will meet in January 2023 to develop the next Draft Plan. It is anticipated that community consultation on the Draft 4YBP 2023-2027 will be available in April 2023.</i>	Participants of the engagement	Email		

**Strategic directions- ABP/4YBP 2023-2027**  
**Community Engagement Plan**  
**Date**



<b>Staff engagement</b>	2 x targeted staff workshops per group	Workshop 1 – provide feedback on community engagement to date Workshop 2- formulate initiatives for inclusion in the Draft 4YBP	ELT/SLT	August- September 2022
<b>Executive Leadership Team review</b>		Review of proposed Draft Plan containing initiatives	Strategy	October 2022

**Strategic directions- ABP/4YBP 2023-2027**  
**Community Engagement Plan**  
**Date**



<b>Council Members</b>  Here is the comprehensive engagement from our community and a list of identified priorities for your consideration.	January Planning Day	Summary of 4YBP engagement feedback undertaken Review of potential 4YBP projects Priority setting to inform development of Draft 4YBP	Strategy	January 2023
<b>Council Members</b>  Here is the Draft 4 Year Business Plan before it is prepared for endorsement at Council. Please inform on any further changes to be made.	Council Member Forum	Validate the final Draft Plan in readiness for Community Consultation	Strategy	March 2023
<b>Community consultation Draft 4YBP 2023-2027</b>  Join the Conversation! Council has consulted with you to develop the Draft 4YBP, have your say before it is adopted at the June Council meeting.	City wide consultation on the Draft 4YBP 2023-2027	<b>Promotions</b> <ul style="list-style-type: none"> <li>• City Limits promotion</li> <li>• Promotion across all CoM databases (economic development groups, environment groups, volunteer groups, website, social media, digital screens</li> <li>• Drop in sessions</li> </ul>	Strategy/ Media and Engagement	April 2023

## 12 Workshop / Presentation Items - Nil

## 13 Motions With Notice - Nil

## 14 Motions Without Notice

## 15 Questions With Notice

### 15.1 Council Facebook Posts

**Report Reference** GC220412Q15.1

**Council Member** Councillor - Hull

### QUESTION

1. With any Facebook postings in the last 2 years by our community that mention the Marion Council, has Council ever reported posts that are critical of Council to Facebook for action?
2. If so, on what grounds were such posts reported to Facebook?
3. Were any of the posts reported by Council removed by Facebook on the mere suggestion by Council that the posts are defamatory, if so who makes this decision?
4. Is the Council aware of any Facebook accounts that may have been suspended because of critical posts relating to Council, as a consequence of complaints made by Council to Facebook?
5. If Council is reporting Facebook posts that are critical of Council, has Council considered that the community could deduce that Council is seeking to moderate or silence freedom of speech by our community on social media?

### SUPPORTING INFORMATION

Nil

<b>Response Received From</b>	Manager Customer Experience - Megan Bradman
<b>Corporate Manager</b>	Manager Customer Experience - Megan Bradman
<b>General Manager</b>	General Manager Corporate Services - Sorana Dinmore

### STAFF COMMENTS

The following responses are provided to the five questions above.

### Responses

1. No record exists of any report by the City of Marion (CoM) to Facebook (FB) in the last two years, relating to any posts by our community (on any FB accounts) that might be critical of Council. Any such report is required to be made through the CoM Social Media Platform. Data extracted from FB confirms that there have been "0 reports" by Council.
2. N/A
3. N/A
4. CoM is not aware of any FB accounts that may have been suspended because of critical posts relating to Council.



5. CoM will only report posts to FB that are in contravention of [Facebook Community Standards](#). These standards are underpinned by a commitment to expression that is limited only in certain circumstances. Some of the categories for reporting include violence, harassment, false information, spam, hate speech, nudity, suicide or self-injury.

**Additional information**

Recently, CoM Administration has reported two posts to the Group Administrator of a FB account as being in possible breach of that account's own respectful behaviour policy. On one of those occasions the post was removed. The removal of posts on a FB account remains at the discretion of the Group Administrator of that account.

**16 Questions Without Notice****17 Confidential Items****17.1 Cover Report - Confirmation of Confidential Minutes of the Special Review and Selection Committee held on 6 April 2022**

Report Reference	GC220412F17.1
Originating Officer	Manager People and Culture – Jessica Lynch
Corporate Manager	Manager People and Culture - Jessica Lynch
General Manager	Chief Executive Officer - Tony Harrison

**REASON FOR CONFIDENTIALITY*****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)

**RECOMMENDATION**

That pursuant to Section 90(2) and (3)(a) of the *Local Government Act 1999*, the Council orders that all persons present, with the exception of the following persons: Chief Executive Officer, General Manager City Services, General Manager Corporate Services, General Manager City Development, Manager Office of the CEO, Unit Manager Governance and Council Support, Manager People and Culture, Team Leader Planning, Manager Development and Regulatory Services, be excluded from the meeting as the Council receives and considers information relating to Appointment of Deputy Member of the CAP, 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 personal affairs.

## 17.2 Cover Report - Appointment of Deputy Independent Member - Council Assessment Panel

Report Reference	GC220412F17.2
Originating Officer	Team Leader - Planning – Alex Wright
Corporate Manager	Manager Development and Regulatory Services - Warwick Deller-Coombs
General Manager	Acting General Manager City Development - Tony Lines

### REASON FOR CONFIDENTIALITY

#### ***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)

### RECOMMENDATION

That pursuant to Section 90(2) and 90(3)(a) of the Local Government Act 1999, the Council orders that all persons present with the exception of the following persons: Chief Executive Officer, General Manager City Development, General Manager City Services, General Manager Corporate Services, Manager of the Office of the CEO, Manager People and Culture, Manager Development and Regulatory Services, Team Leader Planning and Unit Manager Governance and Council Support, be excluded from the meeting as the Council receives and considers information relating to the Independent Council Assessment Panel Members 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 the personal affairs of any persons.

### 17.3 Cover Report - BMX Pump Track Procurement

Report Reference	GC220412F17.3
Originating Officer	City Activation Senior Advisor – Brett Grimm
Corporate Manager	Manager City Activation - Charmaine Hughes
General Manager	Acting General Manager City Development - Tony Lines

#### REASON FOR CONFIDENTIALITY

##### ***Local Government Act (SA) 1999 S 90 (2) 3***

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

#### RECOMMENDATION

That pursuant to Section 90(2) and (3)(k) of the *Local Government Act 1999*, the Council orders that all persons present, with the exception of the following persons: *Chief Executive Officer, General Manager City Development, General Manager City Services, General Manager Corporate Services, Manager of the Office of the CEO, Chief Financial Officer, Manager City Activation, Senior Advisor City Activation, Unit Manager Governance and Council Support and Executive Officer to the CEO*, be excluded from the meeting as the Council receives and considers information relating to *BMX Pump Track Procurement*, 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 *a current procurement process*.

**18 Other Business****19 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.